



The Morgan Link

Vol 6 No 12

The Magazine of the Pacific Morgan Owners Group

Dec 2021



From the Editor's Desk...

This edition brings us to the end of another year. In 2021, we published 12 editions of the Morgan Link. I hope that you have enjoyed reading them this year and that it, at least in some small way, enhanced the Morgan experience for you. While we maintained our monthly drives, we missed being able to socialize for lunches and car shows. We will have to wait and see if 2022 will be different. Fingers crossed!

Through the purchase of an old MG, the dealer put me in touch with Chris Booth who owns a Morgan 3 wheeler museum. Chris restores cars and brings back memories from the past. We are pleased to feature his article on the restoration/recreation of the first Morgan 4 wheeled car from 1913. We will feature his museum in a future edition.

Several members have been working on projects and we can see what they have accomplished through their articles. Phil Johnson is continuing his series on the restoration of his 1958 Morgan Plus 8. Colin Gurnsey has shown us how he went about creating a unique dash for his Bentley special. This is something that could be copied for a Morgan. Pat Leask is working on restoring and improving a TVR. Jacques Gallien tells about building a single-seater special for racing and hill climbs.

Alistair Crooks has reminisced about his experience with the recently deceased Frank Williams, a modern legend in the F1 racing world.

Jane Cowan has brought the Christmas spirit to us by writing and submitting photos of the Island Christmas party.

There is also a lot of news to report from the Morgan Motor Company as they build their first GT-R and tease us with ideas surrounding the upcoming next generation 3 wheeler.

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

December 2021

Editor – Steve Blake

sblake@telus.net

The Morgan Link is the nearly monthly magazine of the PACIFIC MORGAN OWNERS GROUP, a non-profit organization serving Morgan automobile enthusiasts and friends across the globe.

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Submissions by email preferred. Text should be in .doc, .docx, .txt, or .rtf formats. Pdf files would need to allow full access to change content. Photos should be sent in as high a resolution as possible. Send photos separate from articles. The Editor reserves the right to edit material for style, content, relevance, collegiality, spelling, grammar, length, and appropriateness for the Morgan Link.

Advertising: Limited non-commercial advertising is free to members. Commercial advertising is available at a cost of \$25 for a business card size for one year. Business card size is approximately 1/8th of a page. Larger ads are accepted at - Full page - \$200, half page \$100, and 1/4 page is \$50 per year for the number of issues be publish (8-12).

Disclaimer: While we make an effort to ensure that material presented in the Morgan Link is accurate, neither PACMOG, nor its directors, or the authors can be held responsible for any inaccuracy or error in any article or advertisement. It is up to the readers to satisfy themselves that any technical or other advice, solution, method, material, product or service is right for them and their vehicle.

Report from the Executive- December 2021

By Steve Blake, Chair

As I mentioned above, this year has been different, but still great. I figure if we were here to experience it, we were here to enjoy it! As creatures of habit, change is not something enjoyed by many, nor are disruptions to our routines. However, if we embrace the changes and tackle the challenges, we will all be stronger for them. Glass half full or half empty? I say, drink what is left and fill it up again!

Okay, what was the point of my first paragraph? I want people to embrace the new year and not to dwell on the past and how we were kicked around by the pandemic. We have an AGM coming up and you have a voice in saying what you want the club to mean for you. Change or stay the same? It is up to you. There will be elections or if nobody else puts their name forward, there will be acclamations, but the club will continue strong.

We hope you take the time to polish your Morgan, change her oil, pump up those tires, and get her ready for another year of drives and hopefully car shows. It would be a shame if your car just gets lost under a pile of boxes in your garage. We don't want to be known as the club that has created the largest number of barn finds! Let us show our new members some of our great Fraser Valley drives and maybe we will find a new route or two.

There are reminders on page 12 to pay your 2022 dues, to try to attend our Zoom AGM, and deadlines for the photo contest.

To bring our year to a close, I would like to give a very hearty thank you to all the contributors to the Morgan Link, and to the advertisers who have supported us. Hopefully, some of you will support our advertisers, as well. I am heartened by the number of different people who have contributed to the Morgan Link and how those contributions have given pleasure to our readers.

I wish everyone a very Merry Christmas and best of the Season! May you all have a joyful and healthy New Year filled with good fortune and love.

Stay safe!

New Members

Frank Kaufman

Willem and Alida Schuil
1963 Morgan Plus 4

PACMOG Directors

Chair, Editor

Steve Blake

sblake@telus.net



Vice Chair, Webmaster

Tom Morris

tomm8847@telus.net



Treasurer

Pat Miles

pat_miles@hotmail.com



Communications

Chris Brunt-Tompsett

cabt@shaw.ca



Island and Inland

Liaison

Jane Cowan

janecowan@shaw.ca



Events

Ken Miles

kengmiles@telus.net



Membership, Regalia

Brian Nixon

nixon.b@outlook.com



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Non-voting member attending
Board Meetings as Secretary

Susan Blake
susanblake@telus.net



Cover Photo Credit:

This month’s cover photo is of Chris Booth in his 1913 Morgan 4-wheeler! See it at his museum in the UK.

Contributors

Thank you to the following people for contributing articles, photos, ideas, or opinions to make this magazine a success.

Susan Blake, Dave Doroghy, Ken Miles, Pat Leask, Andrew Smith, Pat Miles, Lorne Goldman, Tom Morris, James Gilbert (MMC), Alistair Crooks, Valentin Tanase, Jacques Gallien, Colin Gurnsey, Gary Bell, Phil Berg, Steve Kimball, Ron Akehurst, Chris Booth, Bob McDiarmid, David McCrossan, Henry Catchpole, Jane Cowan, Bob Sterne, Phil Johnson, Michael Ware, Dennis Glavis, Roger Mulloy, Gerda van Tol van Gijzel, Bob Wadden

PACMOG is affiliated with:

The Morgan Sports Car Club (MSCC) UK
The Morgan Sports Car Club of Canada
The Morgan Historic Register
British Car Council Inc.

Insured through CG &B Group Insurance
Markham, ON L6G 1C3

PACMOG Constitution:

The purpose of the society is to encourage the restoration, preservation and enjoyment of all Morgan Motor Company vehicles. The group will foster communication, cooperation, education and recreation among all members by holding regular monthly meetings as well as drives, social events, shows and other events related to cars. By doing this we can enjoy the company of other enthusiasts and share our passion with members of the public as well as PACMOG members.

Merry Christmas from the Morgan Motor Company

Steve Morris, Chairman & CEO, Morgan Motor Company



Watch Morgan Motor Company collect their Christmas Tree

https://www.youtube.com/watch?v=H-kPI_esEdY

On the Road!

This section highlights Morgan cars spotted on the road or parked in scenic locations.
Send in your photos!



David McCrossan and Jacqueline Van Es in their 1969 Morgan Plus 8 - MSCCC photo

Jon Wells, MMC's Head of Design, and Carfection's Henry Catchpole with the new Morgan Plus Four CX-T



Island Christmas Party

By Jane Cowan

What a wonderful, festive evening it was! On Sunday, December 12th, the Reddington's hosted, as they have done many times in the past, a Christmas party for members of PacMog. Their house was exquisitely decorated and the food was plentiful and scrumptious. Due to restrictions related to Covid-19, especially difficulties related to travel, it was a smaller gathering than usual with only Bob & Judy McDiarmid from off island. However, this meant more time and space to chat with friends many of us had not seen for some time. We shared stories of our "strange" lives over the past months and all were looking forward to a coming year that hopefully will allow us more opportunities to enjoy group drives and all that may entail.





(Jane Cowan photos)



MORGAN MOTOR COMPANY COMPLETES FIRST PLUS 8 GTR – THE MOST POWERFUL MORGAN EVER

- The first of nine Plus 8 GTR special editions has completed build at Morgan’s Malvern factory
- The model is based on the Morgan Plus 8 and takes cues from Morgan’s racing history
- Every Plus 8 GTR is a bespoke commission, with owners working alongside Morgan’s design team
- Exclusive images show the first Plus 8 GTR, finished in Yas Marina Blue
- Performance enhancements have increased the Plus 8’s power output to 375bhp, making it the most powerful Morgan ever



Malvern, 9 December 2021

The first Morgan Plus 8 GTR, the most powerful car in the company’s history, has completed build at the company’s factory in Malvern Link, Worcestershire.

Finished in striking Yas Marina Blue, the first example is evocative of the original design sketches — which pay homage to prominent nineties Plus 8 race car ‘Big Blue’ — that were released to announce the model in February 2021. Limited to just nine examples, the Plus 8 GTR project has only been possible due to the recent availability of a number of Plus 8 rolling chassis.

The remaining eight cars are all in production, with several finishing build before the end of the year and the remainder being completed in the first quarter of 2022. Each customer has worked closely with Morgan's design team to commission their own bespoke example, further demonstrating the company's personalisation capabilities. The nine cars are built in varying configurations of transmission and drive side according to customer requirements, with five of the eight vehicles being exported globally.

Performance upgrades include a new engine tune and cannon-style twin-exit sports exhausts. These enhancements improve throttle response and increase the power output over the previous production Plus 8.



Steve Morris, Chairman & CEO, Morgan Motor Company, said: "We are excited to release the first images of the Plus 8 GTR following the design sketches published earlier this year. The Plus 8 GTR represents an opportunity for Morgan to celebrate the V8 engine once again, something we did not expect to do since finishing the Plus 8 and Aero 8 models in 2018. Striking design, the finest craftsmanship, and an exhilarating sports car to drive, the Plus 8 GTR is the perfect swansong to the Morgan V8. We have been delighted to work alongside customers from around the world during the design and build process, and we look forward to sharing the final examples over the coming months."



The Plus 8 GTR explores design themes such as the high shoulder line, not seen on a traditional Morgan body for decades. Its five-spoke centre-lock wheels are reminiscent of Morgan's 1990s Plus 8 race cars, framed perfectly by subtly re-sculpted wheel arches. Further design elements include a revised rear end, front wings, and front splitter, all of which are hand crafted using aluminium. Fitment of a hard top with cockpit vent completes the race-inspired aesthetic. The interior features new door cards to fit with the high door tops, bespoke GTR dials and the option of carbon fibre racing seats and harnesses. Unique graphics feature throughout and each GTR is fitted with a plaque denoting its number in the build sequence.



One design inspiration was the Plus 8 race car that competed in the GT series throughout the late nineties, more commonly known as 'Big Blue'. This car served as the testbed for Morgan's first bonded-aluminium chassis, which would go on to underpin the Aero 8 and 'Aero-chassis' Plus 8 models. It seemed fitting, following the more recent launch of Morgan's CX-Generation bonded-aluminium platform, to use this opportunity to pay tribute to the car that pioneered Morgan's use of aluminium structures. As with every Morgan, each Plus 8 GTR is hand crafted using traditional coachbuilding techniques.

The Plus 8 GTR is the second Morgan special project of the year, following the Plus Four CX-T. Whilst different in their function and appearance, both models demonstrate the flexibility of the Morgan brand, celebrating craft, design and driving experience.



(Morgan Motor Company photos)

AGM, Dues, Meetings, Snapshot Contest

Dues!



Don't forget to send in your 2022 dues by December 31, 2021 to
Pat Miles, the PacMOG treasurer at
15410 Kildare Drive, Surrey, BC V3S 6B9



Annual General Meeting



Mark your Calendars!

Our AGM is being held by Zoom Meeting on
Wednesday, February 9, 2022 at 7:00 PM

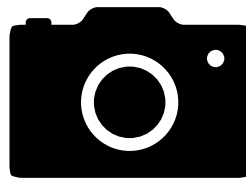
You will get a Zoom invitation prior to the meeting.

Watch your emails for notification of the Meeting and Director Reports.



Meetings

It is possible for us to set up meetings for different groups using Zoom. For example, if you wish to have an Island group meeting, or an interior group meeting, or a meeting of Plus 8 owners, or ???, we can make it happen. Our Zoom licence is for unlimited time, not just for 40 minutes like on the free licence. No more being cut off in the middle of an interesting discussion. Speak to Steve Blake if you wish to have a Zoom meeting.



Snapshot Contest

Our Annual Snapshot Contest is just about over! You have until **December 31, 2021**, to submit your photos for the contest. The earlier you submit them, the longer they will be seen prior to voting.

We please ask that as many of you as possible vote for your favourite photos. You have until **January 31, 2022**, to select and enter your choices.



SEE THE DESIGN JOURNEY OF THE ALL-NEW THREE-WHEELED MORGAN AHEAD OF THE 2022 REVEAL

Morgan has showcased the design direction of its all-new three-wheeled model with the release of a series of never-before-seen design sketches. Taken from the drawing boards of Morgan's design team, the illustrations demonstrate the aesthetic intent of the new model, as well as the inspirations that underpin it.



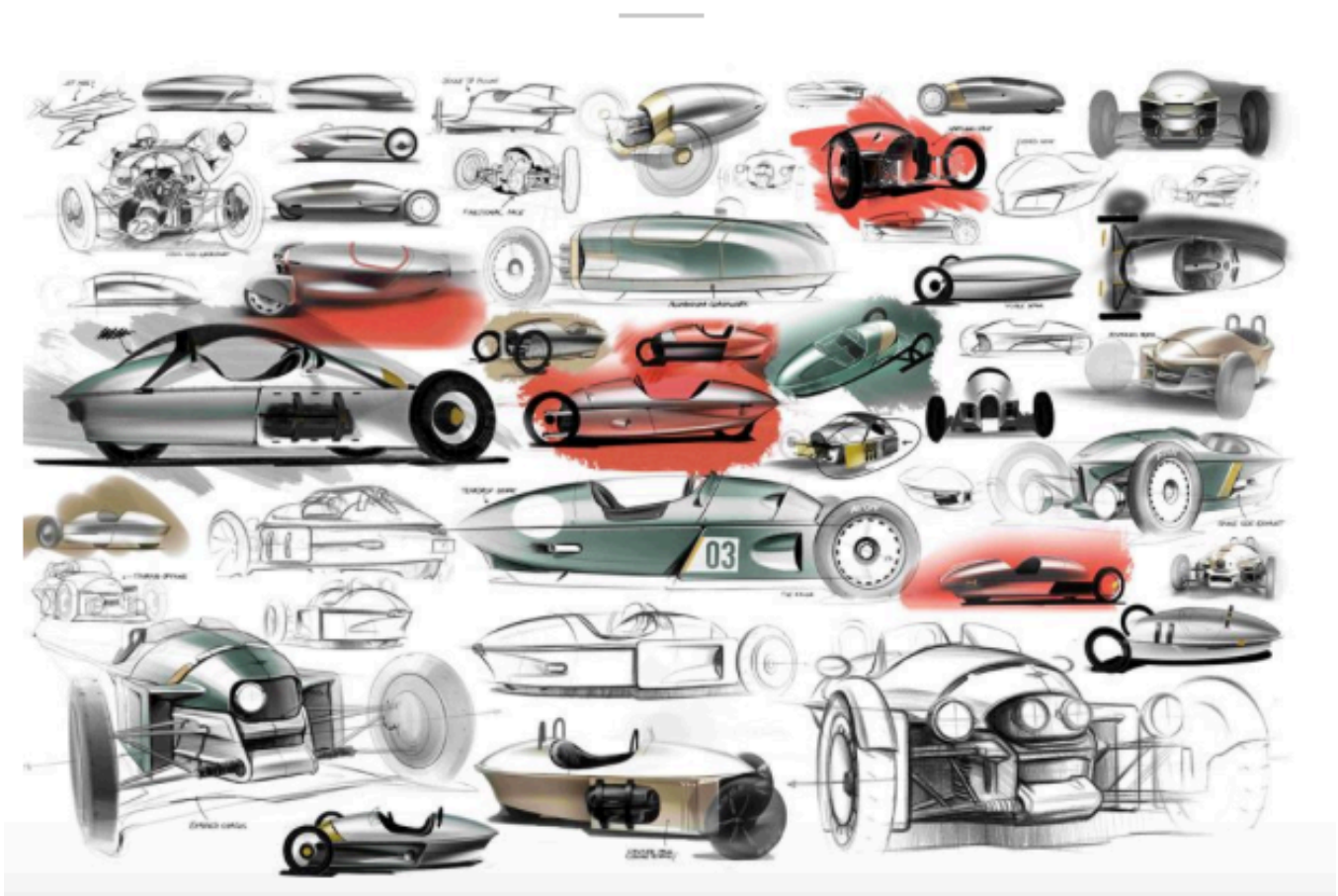
Click the following link to watch the above video
<https://www.youtube.com/watch?v=a1vr851kfkI>

No single sketch in isolation reveals the exact look of the new model, yet in culmination they demonstrate some of the key design features that will be revealed in full when the new three-wheeled model is launched in 2022.

The sketches show a technical front end trailed by a fluid form, the vehicle 'visually towed' by its leading front wheels. The visual mass resides behind the centre line of the front wheels and never on top of them, a theme that has remained prevalent from the earliest sketches. Further design principles include the celebration of mechanical honesty and the communication of function through design, hallmarks of previous Morgan three wheelers.

As demonstrated in the sketches, the design of the new model is bold and eccentric, taking inspiration from mid-century jet planes, motorcycles, historic Morgan models and modern industrial product design — images of which adorn the walls of Morgan's design and engineering studios.

Complementing this personality will be an extensive list of specification items and accessories available from the outset, making it Morgan's most configurable vehicle ever. The model can be tailored to assume multiple identities, and cater for every adventure.



Steve Morris, Chairman and CEO of Morgan Motor Company, said:

“Morgan was founded on the production of three-wheeled cars, and when the 3 Wheeler was re-introduced in 2011 it became a core pillar of the company’s product range. We recognise the importance of evolving this bloodline and continuing to provide our growing community of enthusiasts with new, exciting, and unforgettable motoring experiences. Creating the all-new three-wheeled model has been a ground-up project, throughout which safety, durability, and character have been at the forefront of our focus. It has been an absolute joy seeing the new vehicle take shape, and we cannot wait to present it to the world next year, continuing the legacy of the model.”

Jonathan Wells, Head of Design, Morgan Motor Company, said:

“Morgan cars are often described as ‘analogue’, despite exhibiting industry standard technologies. We believe that in a world of technology, making art of a car’s mechanical elements serves as an antidote to typical vehicle design. Throughout design studies it became quickly apparent that the vehicle must celebrate the model’s mechanical honesty. The sketches demonstrate how these will form a focal point of the new vehicle. The ground-up design is simultaneously a reflection of Morgan’s rich past, relevant to the present, and provides a firm vision of Morgan’s design future.”



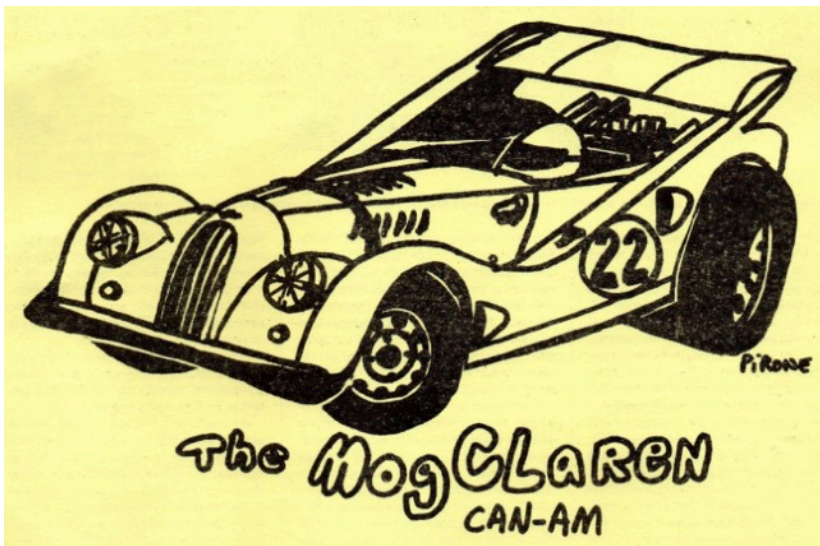
The illustrations shown today follow the previous information released in September, confirming the car’s all-new design, defined by significant engineering enhancements and a spirit of adventure. The model will be powered by an internal combustion engine at launch, specifically an inline three-cylinder naturally aspirated engine from Ford, continuing Morgan’s relationship with Ford which began in 1933.

Surviving the Floods

By Steve Blake and Bob Sterne

Thank you to our overseas friends who inquired into how we are doing in British Columbia with the floods. We managed more rain in one day than we ever had before, approximately 6 inches or anywhere from 150-200 mm in a space of 24 hours. Dykes gave out, bridges came down, highways were torn from the hillsides, rail lines were washed out, the Sumas Prairie was flooded, and highways made impassable from landslides. So far, five people have lost their lives but it could have been far worse as cars were trapped between two landslides. All the highways out of the Vancouver area were impassable and it will take weeks and in some cases months to rebuild the damaged infrastructure.

At this time, there are no members of our club flooded out of their homes. Bob Sterne, who lives in Coalmont (18 km north of Princeton), reports that their property suffered two inches of water in one of the crawl spaces but was basically on an island surrounded by water. We are thankful for their safety, considering the video footage we saw of a raging Tulameen River flooding the town of Princeton. Bob is in the process of cleaning soggy boxes out of his crawl space and sent the following cartoon and photo that survived the rising waters.



Cartoon is from a 1974 edition of "The Rough Rider", a newsletter of the Washington, DC Morgan Club.

Photo of GB and Lydia Sterne, Bob's parents, taken at Westwood Race Track.

For those of you who are new to the club or living in other areas, GB Sterne owned the Morgan dealership for Western Canada. He sold many of the Morgans that are in our club today. He was also a very accomplished Morgan race car driver and competed all over the Pacific region.

(Bob Sterne family photo)



Morgan Plus Four Makes Its Racing Debut at Race of Remembrance

By James Gilbert

- Two all-new Morgan Plus Four race cars successfully complete the Race of Remembrance
- The 12-hour race at Anglesey Circuit marks first competitive event for the Morgan Plus Four
- Mission Motorsport beneficiaries took the wheel and supported the cars, continuing Morgan's support of the forces' charity
- An automatic Plus Four was fitted with hand controls, allowing drivers with disabilities to take the wheel
- The cars were developed and supported by the University of Wolverhampton, as part of Morgan's championing of education and training
- Data and feedback collected from the race will feed directly into development of current and future vehicles
-

Malvern, 18 November 2021

The Morgan Motor Company has demonstrated the capability of the all-new Plus Four in its inaugural competitive event, the 2021 Race of Remembrance. Both the manual and automatic variants of the car – which have been kept as close to the road-going model as possible – were entered, completing the demanding 12-hour endurance race successfully.

Run by Mission Motorsport, the event – held at Anglesey Circuit in Wales – is the culmination of the charity's sporting year and raises awareness for the recovery and rehabilitation of those affected by military operations. A remembrance service as much as a race, it pauses on Remembrance Sunday for everyone involved to commemorate the fallen.

Morgan's involvement in Race of Remembrance furthers its work supporting Mission Motorsport, Morgan's nominated charity partner. Recently, three service leavers have been recruited by Morgan via Mission Motorsport, across its development and experiential business areas.

Reflecting the two transmission options on offer, two cars were entered. The manual Plus Four was driven by accomplished Morgan race drivers Shane Kelly, Tom Richards, and Tony Hirst, along with CAR Magazine journalist James Taylor. Finishing 14th from the 46 cars that took the chequered flag and the 53 that started, the result validated the inherent reliability and pace of the car against its race-bred competitors.



The Morgan Link





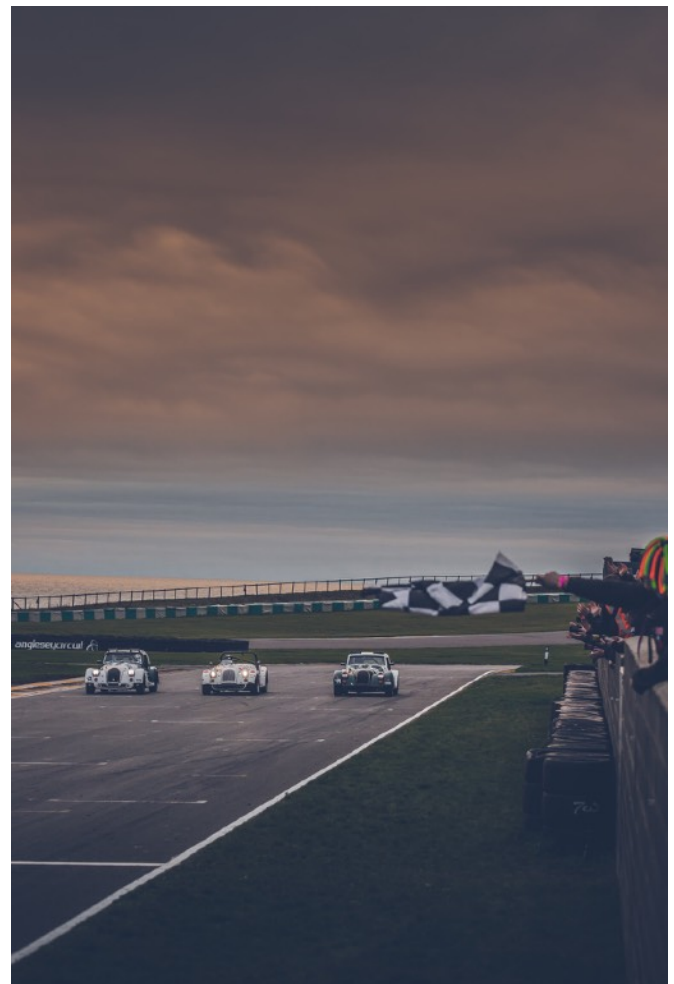
In the automatic variant, Mission Motorsport beneficiaries Lionel O'Connor, Linda Noble and Steve Binns joined Superbike editor John Hogan. O'Connor, a single leg amputee, proved the competency of the automatic transmission, setting lap times on par with the experienced drivers in the manual car. Binns made use of the bespoke hand controls – the first time such a system has been fitted to a Morgan.

The two Morgan Plus Four race cars were joined by a previous-generation Morgan Plus 4 Clubsport, driven by its owner John Richards, along with further Mission Motorsport beneficiaries and personnel Cliff Hall, Russell Anderson and Nick Wilson.

The cars were run by Mission Motorsport beneficiaries, the Morgan Motor Company, and students at the University of Wolverhampton (UoW), working in collaboration. It continues a five-year relationship between Morgan and UoW, with direct recruitment opportunities for graduates, and forms a crucial part of Morgan's CSR (corporate social responsibility) programme, supporting education and training.

Morgan's motorsport activity continues to provide an instrumental engineering tool, the data and feedback collected from the extreme environment directly shaping the development of current and future models. Steve Morris, Chairman and CEO, Morgan Motor Company, said: "The all-new Plus Four represents a huge leap forward for Morgan. For it to finish its first-ever race so successfully is brilliant to witness, even more so when we consider how closely related this race car is to the road-going vehicle. It's fantastic to support the work of Mission Motorsport, too, and the amazing event that is Race of Remembrance, but also for Morgan as a company to pay its respects to those who've served in the armed forces."

James Cameron, CEO, Mission Motorsport, said: "We've worked closely with Morgan over the last few years, including with the recent placing of three service leavers into the company. But the company's support of Race of Remembrance this year is something incredibly special. For the beneficiaries driving and supporting the Morgan cars in the Race of Remembrance, this will bring tangible and long lasting results on their road to recovery." Shane Kelly, University of Wolverhampton, said: "The race marks the culmination of months of work for students on the Motorsport Engineering course, converting a production Morgan Plus Four into a race-ready vehicle. It's testament to both the underlying capability of the car and the students' hard work that we achieved such a positive result, and has brought on an even stronger sense of excitement for our plans to further develop and support the cars in 2022."



Morgan Motor Company photos

Morgan's First 4-Wheeler

Editor's Note:

We are all aware of the beginning of Morgan making 4-wheeled cars with the introduction of the 4/4 in 1936. But did you know that Morgan conceived the idea of building a quad to sell alongside of the 3-wheelers much earlier? This happened back in 1913, but, alas, the project came to an end with the onset of the First World War. The chassis of the prototype was thrown on the scrap heap to later be rescued by one of the factory workers. The next articles graciously shared by Chris Booth tells this interesting story. The restoration/recreation is on the cover of our magazine today. Enjoy an interesting piece of Morgan history!

1913 4 Wheeler Morgan

By Chris Booth

During 1913, there was mention in the press that HFS Morgan was intending to develop a "Quad" in addition to the 3 wheeler range. There is only one known photo of the "Quad" taken outside the Morgan Family home, the Rectory, at Stoke Lacey. A patent was taken out in 1914, but possibly due to hostilities, the idea never progressed beyond the prototype.

In the early 1930s, Derek Evans was working at the Factory, and had noticed that part of the chassis of the "Quad" had been relegated to the scrap metal pile. It seems that there was a rule, that no one could acquire anything from this pile. But one day, all of the scrap metal was carted away. On his way home from work, Derek called at the scrap metal yard and was able to purchase the remains. This just consisted of the special Bevel Box, a crossmember that went through the box with the quarter elliptic spring mounts, part of the torque tube, and the lower bottom chassis tubes as far as the sloping tube lugs. He planned to make a trials special, but never did.



In 1983, Derek gave the remains to me, thinking that as he had done nothing with them in 50 years, that I might actually do something with them. I was lucky enough to come across some more remains of an early 3 wheeler chassis, which provided some of the lugs needed for the front end. Charlie Jenner then proceeded to build the frame, to dimensions that I had worked out.

In more recent years, when Martyn Webb was sorting through archives at Malvern, a drawing of the 4 wheel chassis came to light, this was dated 1914, but the bevel box was of a different form. Also the lower chassis tubes were stated to be 1 1/4" (a feature for the 1914 models) whereas the lower tubes on my remains were only 1".

Sorry to say that for possibly 20 years, I was not able to progress on the build, although numerous items were acquired in readiness. An original 5 spoke steering wheel and column came from the Beaulieu Autojumble, along with a very nice set of P&H Acetylene lamps still in their original box.

Dashboard oil pump, horn, oil tail lamp, tank caps, B&B control levers, front hubs, steering arms, carburetor, magneto, brake drums, drive sprockets and dogs, selector forks, crown wheel and pinion, and the important part, an engine, were all found over the years. So, quite a lot of original Morgan parts will go into the restoration.

In 2012, I designed the back axle, helped by the sketch in the patent drawing. The complete rolling chassis was completed in 2013 and the complete car was finished by 2015.

Michael E. Ware picks up the story, which was told in "Back on the Road."

Much of the car was standard Morgan 3 wheeler, though the chassis was a little longer than usual and the track at the front was 3 inches narrower. Chris Booth explained, "The length makes it a similar wheelbase to the then new Grand Prix model which enabled the seat to be lower, so the occupants sat in front of the bevel box rather than on top. I imagine that it was narrower than the 3 wheeler because the extra stability was not required, the rear track is narrower than the front. It had standard Morgan brakes, though repositioned, and standard hand brake."



Morgans were, of course, front engine and rear-wheel drive by a propeller shaft to a bevel box at the rear from which there were chains to the axle for the single rear wheel. The bevel box was of a different design to that used on the 3 wheelers, having a 2-inch diameter tube passing through it to carry the usual quarter elliptic springs at each end. The normal Morgan 2-speed arrangement drives the solid back axle with the band brakes mounted further out than on a 3 wheeler. In 1913, all Morgans were 2-speeders and so there were two chains involved. The 4 wheeler followed suit, but to a long solid bar of a back axle. Colin Wilson (Morgan 3 wheeler parts maker) turned up the back axle shaft and the hubs. The springs were from a 3 wheeler. Chris obtained, from various sources, 4 suitable wheels which needed two new hubs and all to be re-spoked. The tyres were 26" X 2 1/2", sourced from Vintage Tyre Supplies.

The engine, which was a correct period 964 cc JAP, was obtained by way of a swap with an earlier engine. It needed some work and Chris explained, "The plain bearings were too tight, and club member Dave Pittuck line reamed them to give more clearance. New valve caps were obtained at a Morgan 3 wheeler club spares fair, from some new old stock that had been found. I had not realized that the exhaust was carried to the rear within the chassis tubes with the silencers mounted right at the front, these being a special casting. I had two on the shelf."

To start a Morgan, you insert a long starting handle under the rear of the car in front of the rear wheel, this connects to the transmission, so, of course, the car must not be in gear when you try to start it!

When it came to the body, it would appear from the one and only photograph to survive, to follow the lines of the 3 wheeler to the back of the seats, after that it had to be guess work as there are no rear view pictures and the drawing that survived was of the chassis only.

Chris had a very original 1914 3 wheeler which he copied for the known part of the bodywork. At the back, he designed a simple flat deck with a section that could be raised for access to the back axle and gears. At first, this looked too bulky, so 4 inches were removed. Chris really does hope somebody finds some more views of this car so he can see how correct he was in his design!

The body work is relatively simple with no double curvatures or bent wood. Chris did all the woodwork and panel work. The front bulkhead being made from an old table top! The panels were done in lead loaded coated steel which he says is lovely to work with. It's now impossible to get and he used up his last big sheet on this car. Colin Wilson put the sage around the panels and also made the louvered panels on the bonnet sides. To make the bonnet, he made a wooden form from his existing bonnet on the 1914 car. He, then, folded the sheet over this and wired the edges.



The mudguards were flat, wired first and then bent over. Something Chris could not work out was the vertical seam where the side panel joins the scuttle panel or a grooved seam. The Internet gave a clue how to do this and a seam groover was purchased on eBay. After practise, the right seam was made.

Various missing pieces were found at the Beaulieu Autojumble. Years before, Chris had bought a windscreen and brass frame, in case it came in handy. It fit perfect on this Morgan. Chris made a petrol tank to match the original design. A very neat hood was designed and fabricated by Dave Upton of Hastings, Upton and Son, who also trimmed the seats. The bonnet strap was donated by Fairbourne Carriages.

When it came to the final colour scheme, the photograph showed a lightish colour. Chris already had three grey Morgans and so he chose BS Dark Earth, which seems to suit it very well. It is a lovely car and one of which Chris must be very proud. It can normally be seen in his Museum of 3 wheelers in Rolvenden.

Chris: Why did the car not go into production? Maybe in due course I will find out! But I suspect with the move to the new factory in Pickersleigh Road, and the first World War coming along, the factory was busy with munitions work and some car production. The Quad did not proceed, although a patent was taken out in 1915. By the end of hostilities, there came a big demand for the 3 wheelers again so it was not until late 1935 that a 4 wheel Morgan was to emerge from Malvern.

Some 4 wheel conversions of 3 wheelers have emerged over the years, built by enthusiastic owners for competition use, and some of these have been most successful.

Editor's Note: We will have an article on Chris Booth's museum in the next Morgan Link.



Only known photo of the original 1913 "Quad" - Chris Booth photos

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Thanks to Roger Mulloy!



A CANADIAN NEWSPAPER
FOR THE ENTHUSIAST

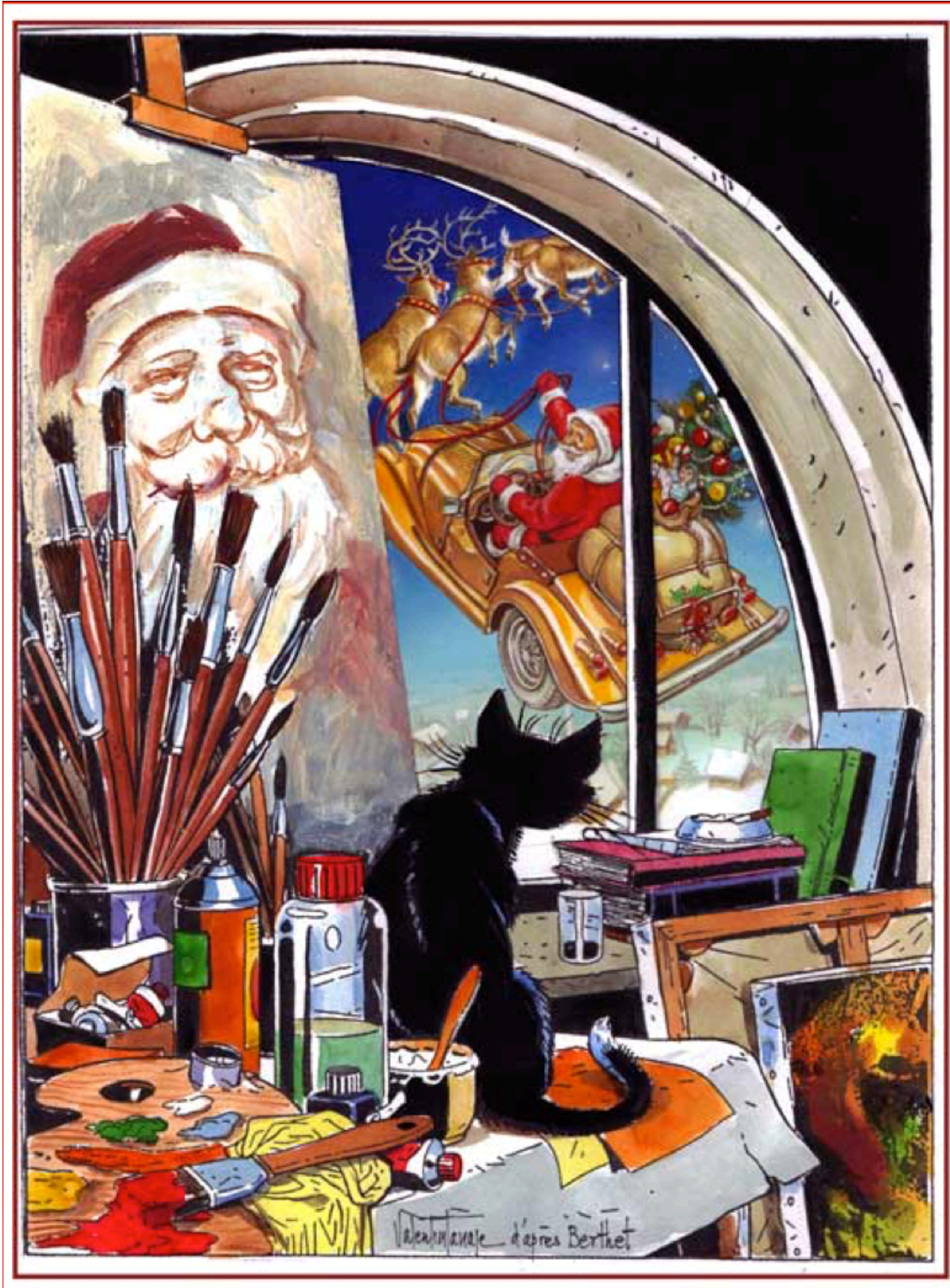


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Morgan Art by Valentin Tanase

You were introduced to Valentin Tanase in January 2020, when we featured Valentin as a famous person with Morgans. I have received a collection of Valentin's artwork from Jacques Gallien, Vice-Chairman of the Morgan Owners Group Belgium and a friend of Valentin. We will highlight some of his work in each of our editions of the Morgan Link. Thank you to both Jacques and Valentin for allowing us to re-print these works.

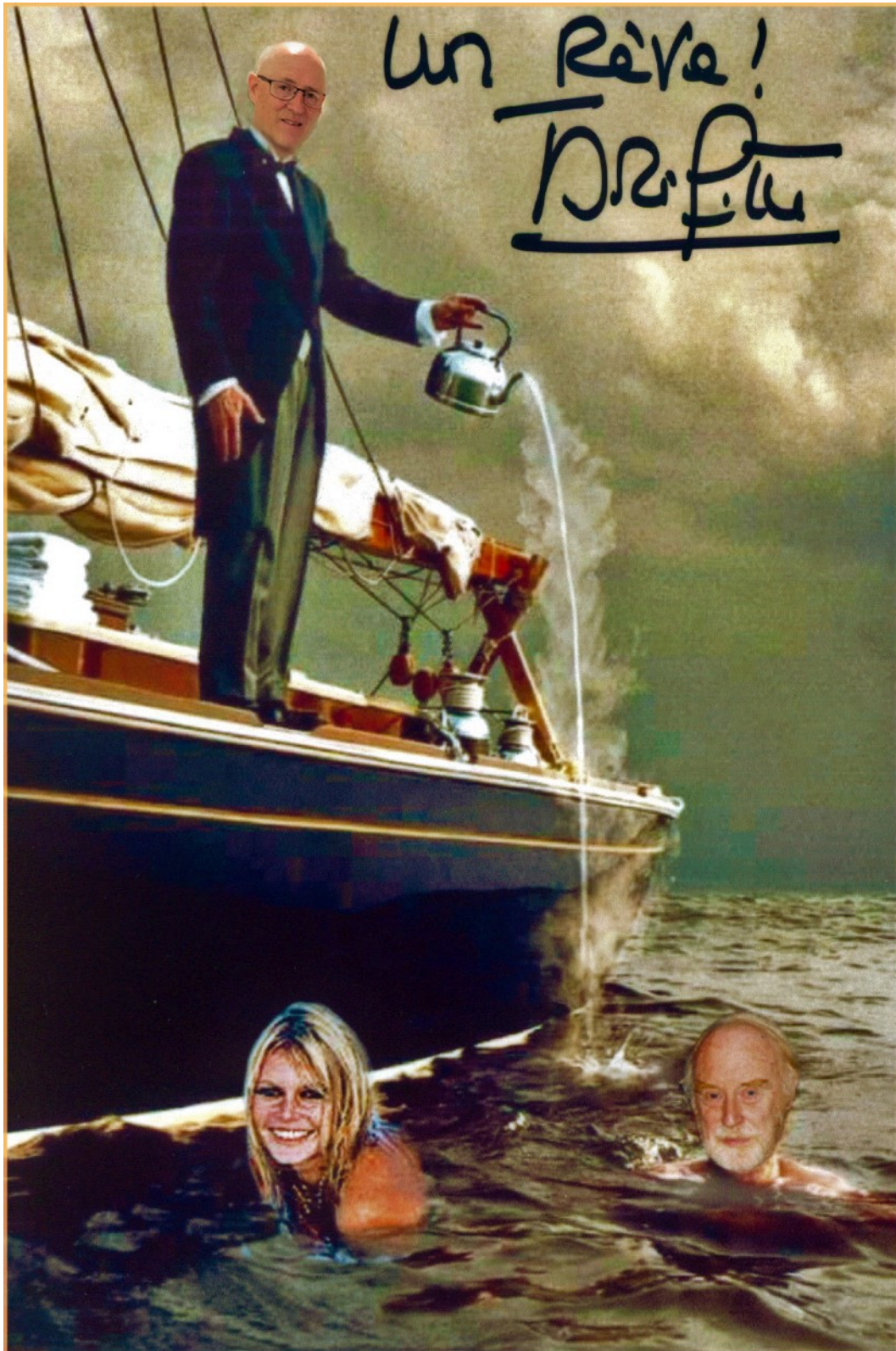




Valentin Tanase's sketch for the cover of last month's Morgan Link

Morgan Treasures from the Jacques Gallien Collection

Jacques Gallien is the Vice-Chairman of the Morgan Owners Group Belgium and editor of their Revue. He has graciously shared a number of his Morgan photographs and artwork for our use. Many of these include Brigitte Bardot, who is an honorary member of the Belgian club. We thank MOG Belgium for allowing us to copy works previously published by them. Brigitte Bardot was the proud owner of a 1967 Morgan Plus 4, 4-seater.



Brigitte, Jacques, and Steve enjoying the warm water of the Med!



THREE WHEELERS

NEW 2021 Morgan THREE WHEELER Maserati Pontevecchio Bordeaux Matte Satin Finish - Special One of One // **HAIL BRITANNIA EDITION!!**

2017 Morgan THREE WHEELER Willow Green, Honey Tan Leather // **6,700 MILES**

1934 Morgan MX4 SUPER Matchless water-cooled engine, modified with foot pedal gas feed, dash mounted choke and spark advance // **BEST OF CLASS IN HUNTINGTON BEACH CONCOURS 2019**

1933 Morgan MX4 SUPER SPORT Silver, Matchless water-cooled engine // **GROUND UP RESTORATION**

1930 Morgan AERO VAN MX4 Vee twin engine, Pozzi Blue, Scarlet red leather // **FULLY RESTORED**



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NEW 2022 Morgan Plus Six the new era of performance and refinement // **ORDER YOUR EXAMPLE**

NEW 2019 Morgan Plus 4 BMW Silver Glacier body, Morgan Sport Black wings, Scarlet with Royal Blue XT Leather trim, range of '110 edition' options

1.5k miles 2018 Morgan Plus 4 Porsche Medium Ivory Body/ Black wings, Black painted alloy wheels // **ARRIVING SOON**

2003 Morgan Plus 8 Royal Ivory, Mulberry Leather // **ANNIVERSARY EDITION - 18K MILES!**

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The Morgan Link



2003 Morgan Plus 8 Ivory exterior, Black Yarwood Leather // **ANNIVERSARY EDITION - 10.8K MILES!**

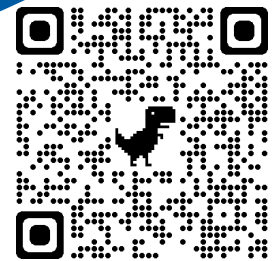
1995 Morgan Plus 8 Plus LS1 Corvette V8 powered, 6 speed // **ULTRA RARE BILL FINK/ ISIS IMPORTS CONCEPTS AND BUILDS**

1984 Morgan Plus 8 Isis **TURBO CONVERSION** Special Corsa Red/Cinnamon leather // **PROPANE-POWERED**

1963 Morgan Plus 4 SUPERSPORT, Dark Blue, Black leather, Black 72 spoke wire wheels // **BEST ORIGINAL RACING RECORD IN EUROPEAN HISTORY OTHER THAN TOK258; SIMILARLY UNBEATABLE IN BOTH EAST AND WEST COAST VINTAGE RACE VENUES!**

1963 Morgan Plus 4 SUPERSPORT, British Racing Green, Black leather // **SALE PENDING**

1949 Morgan Four/ FOUR SERIES 1 Tan body with chocolate wings, Chocolate leather // **HUGE PRICE REDUCTION- WHAT AN OPPORTUNITY!**



OTHER MARQUES

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If you liked the Morgan CX-T this is one for you! We can not wait for this new model to be launched.

dennis@mogwest.net

Famous People with Morgans

By Steve Blake

Anatoly Arutunoff

By Phil Berg (Courtesy of Autoweek, July 2007)

James Thurber's iconic character Walter Mitty actually wanted to become Anatoly Arutunoff, we believe.

"Toly" has raced with Bob Bondurant, Phil Hill, Richie Ginther, Dan Gurney, Ak Miller, and Carroll Shelby back when cars slid, drivers were visible, and the average privateer like Arutunoff could finish fourth in a grand prix race against the factories. His father invented a special in-ground pump for oil wells that served the oil industry boom early in the 20th century, and relocated the family from Czarist Russia to Oklahoma. His family aimed at overachieving: His sister Ana invented a holographic art medium called Holodeons, which intrigued and were collected by artist Salvador Dali.

Even though Arutunoff is proud of his ancestry, and his family's accomplishments, he considers himself a true American and pokes fun at his heritage. "Well, my mother was Ukrainian," he says, "and my father was Armenian, and there are portions of my mother's family who didn't think my father—being from Armenia—was a white person. He came from the Caucasus mountains, where the word Caucasian originated. Once at a gathering, a relative of my mother's came up to me and said 'You know we still call your dad black.' " He considers the irony, and adds, "You know, America is the least racist place on the planet."

Whatever the genealogy, his parents supported his car desires, especially at the times the family was living at a home they owned in Los Angeles. "The first thing they did was lie to get me a driver's license at age 15. That's because once when I was 14 and living in Los Angeles, I went to see a friend, and his mother asked me if I wanted to drive their Peugeot convertible. All I remember about that car is that it had a separate key for the door, gearshift lock, ignition, and trunk. I drove that thing all over L.A." His parents got him a '51 Belair hardtop; he specified a manual transmission for it. Then when he went to college he lusted after a Jaguar 120 as a replacement for the Chevy. However, master macabre actor Vincent Price purchased the family's L.A. home, and back to Tulsa they moved.

"My parents said if they still had the house in L.A., they would buy a convertible XK 120 for me, but because we lived in Oklahoma, they said 'we'll get you a Lincoln convertible, or people will talk about us.' "

(Steve Kimball photo)



So Toly added headers and dual exhausts which came out through running boards, to the Lincoln. He added a supercharger and alcohol injection. He also added a “continental kit” and he had the convertible top made entirely of clear plastic. “It would do 133 mph, and peel the tread off the tires.” Although Arutunoff began racing in “normal” sports cars, such as his Porsche Carrera Speedster in 1957, and then a really quick short-wheelbase Ferrari in Italy’s spectacular Targa Florio enduro in 1967, he considers them just tools of their time. You get the sense, even, that he’s bored with these super-classics.

In the 1970s, he drove in two genuine Cannonball Baker coast-to-coast races, and has raced on just about every road race circuit in the U.S. and many in Europe. He even built his own road course, the Hallett Motor Racing Circuit, not far from Tulsa. And he still drives in European vintage rallies, and was seriously considering the latest Bullrun outlaw jaunt from Montreal to Key West last May. “I also won the very first Palm Springs vintage race. I ran the first two Colorado Grands, the Copper State in Arizona, the first Silver State open highway race in Nevada, then we put on four rallies ourselves: One in Arkansas called the Hillbilly Mille, two in Las Vegas and two French road rallies, one themed “the French chefs” and one for the Champagne region.



What appeals to Arutunoff about the vintage rallies isn’t the speed of cars on a racetrack, but the recollection of driving quickly on real roads, and the attitudes of the spectators of real road races gone by. He specifically remembers the 50th anniversary of the Grand Island, New York, road race, a re-creation of a five-mile run the town’s mayor hosted in more innocent times. “He just let them drive as fast as they wanted all day. One guy in a Porsche went off, flew over a woman with a baby buggy, and the result was the dealer sold a whole bunch more cars because of how safe the car was because the driver lived. People said it was really exciting. The Porsche actually hit a car in the parking lot and landed upside down.”

These days gentleman racer Arutunoff says his small collection of one-off, uniquely crafted sports cars mean the most to him. There’s a reason for this: Not even jaded car enthusiasts have ever seen some of the cars that he’s parked in his 10-car garage, “Real gearheads, car



guys, everyone loves seeing the oddity of the cars here, because they’ve never seen them before. It doesn’t matter if you like them or not. Six cars here are one of a kind or one of three total. It’s great fun—weirdness like this red Lancia that needs paint. Young Andrea Zagato was there when I first showed the car, and he looked at it and said ‘original paint?’, and I said, ‘No, it’s been painted. It was dark green and the English folks I bought it from painted it ‘resale red.’ ”

Among other cars, Toly raced two Morgans, one being a 1966 4/4. The two to the left are in his 10-car garage at his home in Tulsa.

The Restoration of a 1972 TVR Vixen

Part 1 - The Back Story

By Pat Leask

One of the most common questions I get asked from other Morgan folks at social events (not that we have had many in the last year or so) is, "So, what are you working on in your shop now?" It seems I have developed a bit of a reputation, and when I think about it, probably deservedly so. Therefore, here is an update as to what I am working on.

As some of you may recall, two or three years ago, I found (okay, it found me) a local '52 MG TD restoration project (in boxes) that I got a screaming deal on. I could not pass it up! As I already have a '48 MG TC, I did not need another car of a similar style but I did need a project for those wet, yucky winter days. The restoration of this car gave me about two years worth of "fun". When completed, the intention was to sell it to fund whatever my next project was going to be. Which is what I did!



Wouldn't you know it, once again my next project found me. Some twenty plus years ago I restored a TVR 2500M (if that means anything to you), drove it a few years and sold it. A couple of years after that I found a '64 TVR Grantura (very rare) and, yes, I restored that

as well, drove it a few years and sold it a few years ago (do you see a pattern here?), along with my Caterham, to fund the restoration of my Jaguar E type. It has been on the road a couple of years now, and not a car I plan on selling (famous last words?)

As you can figure out, I know my way around TVR's fairly well. During my previous ownership of these TVR's I got to know a "hard core" TVR guy in town and we have been friends now for a long time. In 2004, he brought, what is now my car, into BC from Washington State and then sold it to his neighbour. His neighbour, not being a very mechanical type of person, had my friend (who is an extraordinary fabricator/car guy) install a new motor, gear box, differential and do some frame repairs. To keep this article short, the owner invested a large amount of money into parts and other aspects of the car. A few months before the MG TD was to be finished, I was contacted by my local buddy and told that the restoration of this car has been stalled for years now, and the owner wants to sell it. Having already restored/owned two other TVRs, I was hesitant whether I wanted to do another one, until I heard the price. Then I jumped on it!

For those of you who do not know much about TVR's, they have a fiberglass body that sits on a tubular chassis. Being fiberglass, there is not much (if any?) protection in a crash by some dimwit not looking where they are going. I have been going to great lengths to shift the odds to my favour, which I will cover in my next article, so for now, let's move on with the back story.

When I own and restore cars, I tend to prefer the stock drive train for several reasons, changing the motor, especially when increasing the horsepower, has a ripple affect down the entire drive train, not to mention the wallet. The term "something is only as strong as its weakest link" comes to mind when stuffing in more power than the car was designed to use.

TVR's are one of the rare cars where everyone wants a V8 in it, and when done, the value of the car goes way up. Normally, when a V8 gets stuffed into a car that it was never designed for, let's say an MGB, in most cases the value goes down. Had I stuffed a V8 into either of my other TVR cars, I know for a fact I would have got a good chunk more than I did. When owning my past TVR cars, the most common question I got was, "Does it have a V8?" – well this one does!

The previous owner had a new Ford Racing 302 crate motor (aluminum hi-performance heads) installed with a modern five-speed (Tremec T5) gearbox installed along with a Jaguar differential with ladder bars. All this in an 1800 pound car! The motor was new in 2007 and it still has yet to be fired!



For my next article, I'll focus on what I did to improve the safety of the car.



(Pat Leask photos)

Making an Engine Turned Dashboard

By Colin Gurnsey

As part of my Bentley Special project I needed to build a new dashboard. The original wood dashboard had deteriorated significantly from being stored in the weather over 20 years or so. I decided to make a new dash from sheet aluminum that I would finish by engine turning the face.



There are a number of ways to do this. One method would be to use a round felt or a wood dowel in a hand drill. The method I opted to use was a half-inch diameter wood dowel inserted into a chuck on my milling machine.

This was painted in valve grinding paste. I next clamped a piece of steel bar to the inside of my milling machine table to act as a guide. My process was to bring the spinning wood dowel down to the metal, hold it for about 20 seconds, release contact, then slide the metal piece over half the width of the turned portion and do it again. When a line was completed I then moved the chuck back to the beginning and moved the table in a half width. Gradually I was able to complete the whole rectangle that would eventually be the dash.

Top photo - driving.ca

The rest of the photos Colin Gurnsey

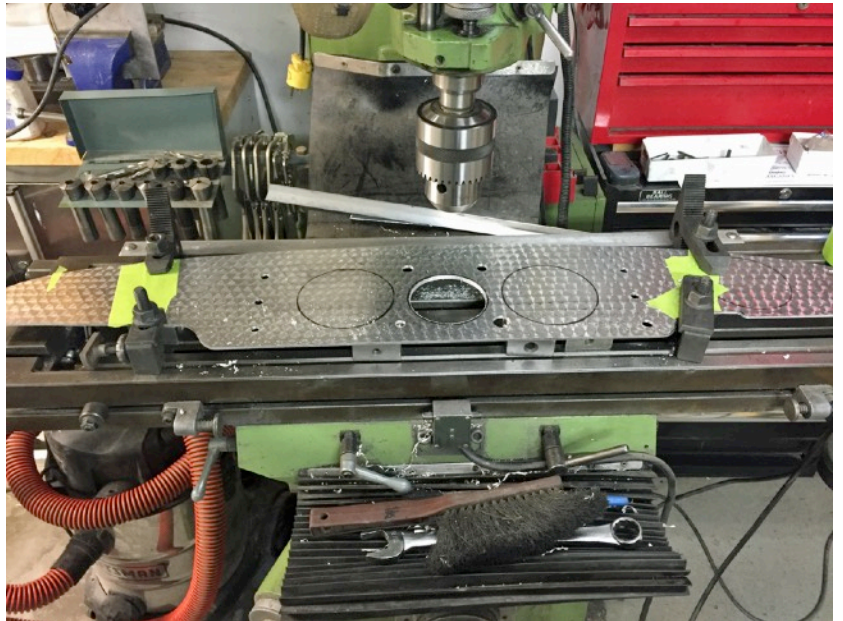


The dowell was dipped, or painted with grinding compound paste as needed. I was really pleased with the outcome as the accuracy resulting from my approach looked really good. Only recently I learned that the Bugatti apprentice's did the engine turning on their machines and accuracy wasn't a requisite. The next step was to cut the dash to shape, determine where the instruments would go and cut the holes for them.



The blank sheet of aluminum went back onto the milling machine in order to drill the various holes for switches and for the gauges.

This last piece of work was worrisome as one mistake would be very difficult to fix and create the need to start all over.



Finally, the job was completed and fitted to the car so that the dash could be assembled. The following photo is the finished product.



From the Morgan Oasis Garage

By Cuthbert J. Twillie, Proprietor

Box 1010 - North 51, Terrace

Hoodsport, WA 98548

(360) 877-5160



Chassis Sealing

Friends:

The last two lessons were of interest mainly to those poor souls whose cars were bare pickle. Today's exercise can be done by anyone who can squeeze toothpaste, and will extend greatly the running life of the foundation (i.e. chassis) of our four wheeled fantasies.

Road crud, rain water and Lord knows what else seeps between the chassis and three essential areas, but....we will put an end to that by using only one pinkie and a common cartridge gun loaded with ones' favorite goop.

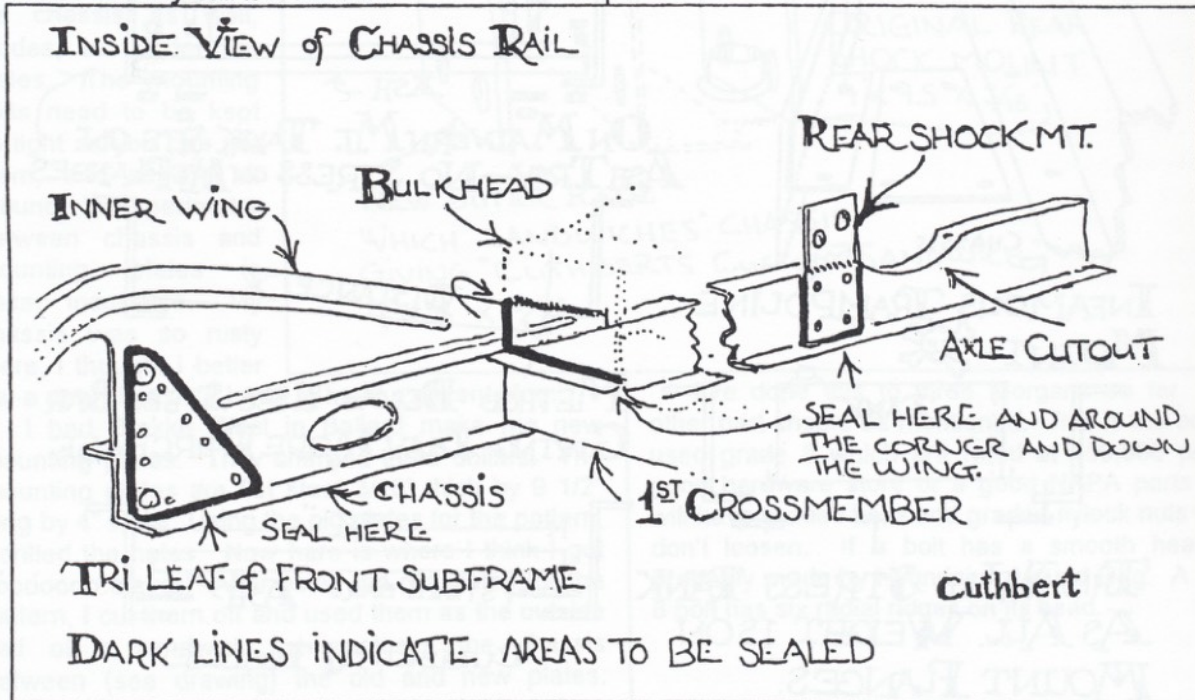
We begin by opening the bonnet and looking at where the front wing and the footwell meet. (Ed. note - we all know our bonnets and our wings, don't we?) Water pours down past the headlamp and cascades between the footwell and the inner wing which lies just under the front wing. Liberal applications of goop where the wing meets the footwell and down the joint with the inner wing then along the rear engine bay crossmember where it meets the firewall or bulkhead as they call it in Malvern.

That bulkhead-firewall is an extremely essential piece in the integrity of our little dears and every one I've seen out of the chassis was lace. Lace is where there is more air than metal. So we need to preserve the bulkhead. The one that is now there is paid for and it fits. New ones are near \$400 and they don't fit.

Next we move forward, still in the engine bay, to where the sub-frame's triangular leaf rest along side the chassis and the inner wing. Go completely around the three sides of this to keep any moisture from further mischief.

The last area is where the rear shock absorber mounts are bolted to the chassis just forward of the rear axle. (Ed. note - see last month's article) This is a 4" x 9" piece of 3/16" steel and it gets good and wet where it faces the chassis. So all around this piece.

For my choice of goop, GE makes pretty good stuff, four bucks a tube. The object of the exercise is to keep water out of these mating surfaces. Any fashion of doing that is legal.



A Morgan Life - Part 5

By Ron Akehurst

On Day 19, I dropped in again hoping to see the top of my bulkhead fixed, and sure enough, Andrew had just finished with it. I was pleased to see he had replaced more of this surface than we had previously discussed; in fact, all of the existing pock-marked surface was gone and in its place a neat rectangular piece, about 7 inches by 34 inches, covered the full width of the bulkhead.



With this done, Andrew had only the side curtain left to do. I spoke to Rick regarding his schedule; unfortunately, he was dealing with a scope change on his current project, so he wasn't sure if he would get to the Morgan in the next week. We agreed I would come in three days hence, on Day 22 to remove the rear fenders and doors in preparation for his work.

We again discussed the undercoating of the front fenders, with him suggesting a rubberized coating and me suggesting only black paint. We finally settled on an additional coat of epoxy primer followed by a coat of gloss black paint and a patch of rubberized undercoating behind the wheels where most of the rocks thrown back by the tires hit. I agreed to this based on the pattern of rock chips on the undersides of the removed fenders. I also asked that the green top coating be extended completely around the rolled edges of the fenders. The repair patch on the bulkhead was to be painted gloss black as well.

Andrew and I discussed the quality of my fenders compared to those being produced for modern Morgans. He mentioned that the modern fenders are stamped out of a single piece of aluminum by

an off-site manufacturer. To reinforce the edge of these fenders, they bond a U-shaped aluminum clip to the bottom skirt for the full length of the fender. This compares to the built-up steel fenders like mine that were made up of four or five pieces butt-welded together with edges rolled over 1/8 inch steel rods.

Later that night I received Andrew's invoice for his work, which was now complete. He charged 85 hours for the fender work, exactly as quoted, plus 16 hours for the bulkhead repair, side curtain arm extension and radiator stay rod fabrication, and \$197 for sandblasting. Since he had worked on my car for the better part of 15 days, I thought I had gotten a pretty good deal at 101 hours.

On Days 22 and 23 I spent about five hours removing the doors, rear fenders, hood beading, and some of the fender piping. I was a bit surprised to see the amount of paint attrition due to rock chips on the undersides of the rear fenders - much more than on the front fenders. Rick and I talked about it and I confirmed that rubberized undercoating should be applied to the eroded areas. He also mentioned that he expected to start on the Morgan early the next week.



In addition to making a pest of myself around the shop, I had been accumulating new parts as needed, including tail light and signal light rubber gaskets and bulb sockets, door top rubbers, windshield rubbers, dozens of stainless steel nuts, bolts and screws, grommets and rubber washers, hood beading, fender piping, and other bits and pieces. I also had several small parts re-chromed.

A possible issue was the rubbers supplied by CMC for the door tops. These appeared to be for the more modern cars, as they were about 3/8 inch wider than my doors and much denser than my old door top rubbers. I spoke to Styles Upholstery and Steve Beer about whether or not it was feasible to shave down the width of these pieces. Styles said it was difficult to trim these and Steve suggested that if they were to be mounted so as to overlap the inside edge of the door, they could line up flush with the door trim panel. I hoped to make them work, as they are of a denser foam than the old ones and would probably last forever.

On Day 23, I also measured the upturn at the ends of the frame rails. It turned out to be about 5/8 inch on the left side and less than 1/2 inch on the right side. These measurements were approximately the same as they were 15 years before, when I first became aware of this issue. I decided not to do this repair at this time because the amount of deflection was relatively minor and did not seem to be getting any worse.

(Andrew Smith photos)



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Wheeler Dealer Extraordinaire

By Allstar Crocks

Sir Francis Owen Garbett Williams CBE 1942-2021

The British F1 GP was held at Silverstone in 1973 and is best remembered for a horrendous pile up on the first lap as the leaders came around Woodcote. Jody Scheckter in his McLaren went wide and after a majestic pirouette hit the barrier and bounced back into the middle of the chasing pack. Within seconds 9 cars were wiped out and it was a miracle that only one driver, Andrea de Adamich who suffered a broken ankle, was the only casualty. At the time I was involved on the periphery of the Shadow team and both cars, driven by George Follmer and Jackie Oliver, were eliminated in this spectacular shunt. As a consequence a chicane was introduced the following year to slow cars going through this ultra fast right hander.

Amongst the 28 cars that filled the grid were two Iso Rivolta cars entered by the struggling Frank Williams Racing team. The Kiwi Howden Ganley had qualified 18th and his team mate Graham MacRae was on the back row. MacRae retired on the first lap with a jammed throttle but Ganley delighted the team owner with a 9th place finish to earn some much needed cash for the team.

Due to the heavy traffic leaving Silverstone, I chose to linger in the paddock and watch the teams pack up their equipment. This was in the days before convoys of corporate liveried pantechnicons supported each team together with their own portable hospitality suits. Instead we had F1 cars being loaded on to trailers, flatbed trucks, converted coaches with the odd ex furniture van for good measure. Sitting in the centre of this mayhem sat a forlorn looking Iso Rivolta car with a damaged front suspension and a wheel placed underneath to give it the posture of normality. A mechanic approached and gave it a cursory wipe of the nose cowling before a wiry gentleman with a photographer appeared out of the crowd. The two were in deep discussion walking around the car on which angle to shoot the 'wounded warrior'. It transpired that the wiry gentleman was Frank Williams. He



Frank Williams

had just acquired Marlboro as a prime sponsor and was anxious to show his car in the best possible light. This typified the man whose mantra could have been 'Needs must the devil drives', a team owner who in his early days allegedly ran his business from the local telephone box! If you would have told me then I was looking at the man who would take his team to 9 Constructors Championships and 7 Drivers Championships I would have suspected you were smoking something!



1973 - Howden Ganley in his Williams ISO

That tenacity and sheer strength of character came to the fore following his unfortunate accident in a rental car dashing to Nice airport from the Paul Ricard circuit. (He claimed later that he had forgot to adjust his watch to local time so there had been no need to be in such a hurry) This left Frank as a tetraplegic and he spent the rest of his life in a wheelchair. Undaunted he was back at his desk and went on to add to his tally of championships in F1 placing him second only to Enzo Ferrari.



Frank and his daughter, Claire

In 2012 he stepped aside and his daughter Claire assumed the position of team principal. Behind the scenes this created a family feud between Claire and her brother Jonathon. Although both worked within Williams Grand Prix Engineering they hardly spoke to one another. The fortunes of the Williams team went into decline and one can only wonder how hard this must have been on the ultra competitive by now Sir Frank. Upon reflection perhaps he would have been better advised to have retained the services of Adrian Newey who had designed some of Williams Championship winning cars before moving onto McLaren and is today with Red Bull. Rumour has it that Newey had expressed an interest in taking a partnership and shareholding in Williams but had been rejected.

The Company was sold in 2020 leaving the family with no connection to what had been a legendary team. None the less his legacy will remain intact as his numerous obituaries will testify.



Sir Francis Owen Garbett Williams CBE 1942-2021

(Photos courtesy of Terry Marshall, auto123.com, f1history.fandom.com, crash.net)

Morgans in the Movies

By Bob Wadden

Leno and Osborne in Audrain Mansions and Motorcars: Season 2 Episode 4: Swiss Village

Thanks to Bob Wadden for finding this video on Youtube highlighting a 1957 Morgan Plus 4. Jay Leno and Donald Osborne test out three cars from the Audrain collection, a 1924 Isotta Fraschini, 1948 Tucker and a 1957 Morgan. The location is in Newport, Rhode Island, at the Swiss Village Farm, a home that was built of stone in 1916 to resemble a Swiss village. It was built for Commodore Arthur James and his wife, Harriett. The 47 minute film is entertaining and well put together. You will learn some history and view two of the cars on the road.



Watch the video here: <https://www.youtube.com/watch?v=9wBqBfpOuck>



Restoration of a 1958 Morgan Plus 4 - Part 8

By Phil Johnson

I have made some progress on the Morgan but have been tied up with farm projects this summer, so not much has happened until the last couple of months.

I built a stand to mount the front fenders on for final prep and paint similar to one in a picture that I saw used at the Morgan factory. I must say it is much easier to work on those units on the stand!

The new battery tray has been fabricated and installed along with the new cables. I finally got the new tach and speedo cables and got them installed. I finished off the carb linkage so all works nicely now.

The previous owner told me he had driven the car when he first got it and the engine seemed pretty good to him, but I wanted to check it out before the car went for paint. After changing the oil, I ran the engine over on the starter with the plugs out, to check oil pressure. Seemed fine at about 70 lbs on the gauge, so I filled the cooling system and rigged up a small temporary fuel tank. Didn't have to crank it very long and it started right up. After some minor adjustment to the timing and carbs, it ran very well. I let it warm up and then shut it down and ran a

compression test to find all cylinders were exactly the same at just over 125 lbs. I then took it for a short drive to check out the Moss gearbox and drive line. This was my first time actually driving a Morgan and I was pleased with the performance and handling but also found out about the stiffness of the Morgan suspension!! Second and third pics are just after returning from my first drive! The front fenders are still on the stand.

After this I removed the engine and gearbox as I intended to strip the engine down and rebuild it any way, as I have no idea how many miles this engine has done. I will be replacing any doubtful components and also replace the bearings and seals.



The Morgan Link



December 2021

I've pretty well disassembled the engine and I'm surprised it ran as well as it did! The crankshaft has some minor scoring and there was considerable dirt embedded in the rod bearings. The main bearings look very good except the rear thrust washers on the centre main were installed backwards with the steel backing towards the crankshaft. All bearings are standard size so the journals should clean up to .010 undersize. The pistons in #1 and #2 are different than those in 3 and 4. There is significant wear at the top of the bore also, so the engine is going to get a complete rebuild.

I sent the windshield frame and some other trim pieces off for chroming and now have them back and a lovely job they did on those!

The upholstery all needed to be replaced as it was pretty weathered and torn. A local shop that I have used in the past has done the seats and the transmission cover and driveshaft cover. The door panels and the rest of the interior will be done after the painting is finished.



Another project in the shop is a 1916 Allwork tractor, built in Quincy, Illinois. The main thing wrong with it was that the clutch never worked properly and wouldn't engage fully or disengage at all. Turned out after much head scratching and research that it was missing a part, and it also needed all new bushings and oversize link pins which I had to machine up. It now works as it should. Currently having new fuel tanks made for it as the old ones were rusted out. Then, crank it up and see how it runs!



(Phil Johnson photos)

Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Morgan mural at the entrance to Pickersleigh Avenue in Malvern Link (Andy - We Trot About)

Prewar car badge attached by the dealer, The Motor House in Malvern Link courtesy of Tony Betts



Single Seater

By Jacques Gallien

Some build a hut at the bottom of the garden, another builds a single-seater...jg
I alluded to this in the July 2012 special 100 issue. I hope you haven't thrown it in the bin yet, that would be a shame. In it I recounted my childhood fascination with these little Cooper and other single-seaters powered by single-cylinder Jap or Norton 500cc motorbikes running on methanol. Every year in the 1960s I would see them at the Namur hillclimb race climbing the Route Merveilleuse at breakneck speed. I thought to myself that one day I would have to build one. Stirling Moss started his glorious career on these machines. John Cooper came up with the idea of assembling two modified Fiat Topolino front axles with a simplified tubular structure and fitting a motorbike engine at the rear. Ideal weight distribution and light weight, as the machine has no rear differential.

About two years ago, I took action. My wife's old Daihatsu Charade turbo was rusting away in the garden. It was a pity to send the whole thing to the scrap heap when it had an excellent engine (a 1000 cc three-cylinder turbo, 5-speed gearbox) rebuilt with the help of my friend Mircea. So I dismantled the car and cut the body with a grinder into three pieces, which were immediately taken by the Romanian scrap dealers who frequently passed by in the neighbourhood. The front part containing the engine, I drove it to the bottom of the garden like a wheelbarrow



to bring it close to the tubular chassis that I had built in the meantime. The tubes had been arc welded on a rough template to avoid metal deformation. I think I achieved an acceptable result. I obviously did not try to make it as light as possible, as I did not have the necessary tools. The goal was to recover and preserve a good mechanic and to install it on a single-seater chassis. The bottom of the car is made of a ribbed aluminium sheet that serves as a floor, the nose and the top of the body are made of polyester while the sides are made of steel sheet. The car is spray painted in the bright yellow industrial acrylic colour of our neighbours BEMICOLOR, the traditional yellow of the Belgian National Stable cars.



The front axle is made of transverse springs with hubs from an old Toyota Starlet dismantled in the garden (the poor garden, it has seen a lot of dismantling!) while at the rear a big transverse spring supports the Daihatsu hubs. For the moment, there are no shock absorbers, the future will tell if they are necessary or not according to the hardness of the suspensions... The engine is mounted rigidly on the chassis, it is equipped with a simplified electric circuit (the battery is in the nose), an electric fuel pump and a cooling circuit with a lateral radiator as on the current single-seaters. The exhaust is equipped with an efficient silencer that should avoid annoying the neighbours... The engine starts up quickly and doesn't subject the passenger to a "good vibrations" session. One of the difficulties was to design a gearbox linkage that goes under the engine, originally designed for front wheel drive. Here too I think I have succeeded, but only track tests should confirm it or not. The only thing I can't quite figure out is the braking system. It is installed but there is a "stuut!!!". I'll try to find a solution in 2013 unless someone among my readers wants to tackle it. As far as I'm concerned I've partly purged my childhood dream and maybe it's time to consider handing it over to others, you never know. This kind of machine in a large living room or in a show room is also original and decorative. Some famous former racing drivers have hung their single-seater on the living room wall. It would be unheard of to "vroom vroom" in front of the guests during the aperitif. And if not, it will probably be for the museum...ofillusions. JG



(Jacques Gallien photos)





Two Contests! By Dave Doroghy

Contest One

Between now and May 1st 2022, take a photo of your car in front of as many of the places that are in the book 111 Places in Whistler That You Must Not Miss, as possible. Send them into Steve Blake and you will be entered into the draw, one ticket per photo. The winning club member receives an enhanced, expanded prize pack. A signed copy of BOTH 111 Places books! I hope to give them to you in person at the ABFM, if this damn virus goes away by then. For those unable to make it to Whistler, you can send in one picture you have drawn or created on the computer of your car in front of one of the places and you will get one entry into the contest.

Go to www.pacmog.com to find the list of places (in Documents Download) or click on the following link.

<http://www.pacmog.com/uploads/1/1/6/5/116547735/111pwpdf.pdf>



Contest Two

ADVENTURES OF AN ACCIDENTAL MORGAN DRIVER. Here's how it works: each time my car breaks down somewhere in British Columbia I will take a picture of it; like the one here. The first person to guess exactly where the picture was taken wins a copy of my New York Times reviewed book, SHOW ME THE HONEY: ADVENTURES OF AN ACCIDENTAL APIARIST. It was on the BC Bestsellers list for three weeks last summer and is a "how-not-to" guide on bees that will prove to you that I know about as much about beekeeping, as I know about Morgan engines. I will only be awarding one book per breakdown, so please get your answers in quickly.

The wonderful thing about this contest is that you don't have to leave the confines of your house or your comfy couch. If you have an inkling, or even remote guess on where this shot was taken email Steve. We will announce the winner in the next Morgan Link, along with the rest of the story on my car's breakdown.



No Winner Yet!

Morgan Fantasy Photos

I came across several interesting photos of Morgans shot as artwork or for ads or to capture a moment. This month we share a couple photos from the Morgan Motor Company collection in Timeline Photos.







Website Report

By Tom Morris

www.pacmog.com

Fourth Annual MORGAN MOMENTS SNAPSHOT CONTEST Entries are now OPEN

This contest is all about capturing those special Morgan Moments that happen at every Morgan event. You don't have to be a great photographer or have a fancy camera to enter (or even win) the contest. Some of the best shots in past years have been taken with mobile phones. Send us one or more of your favourite snapshots taken at any of this year's Morgan Events to enter.

Contest Rules

All photos must:

- be taken by a PacMOG member or a member of their family
- be taken at a Morgan Event in 2021
- contain a recognizable part of a member's Morgan car

Judging Criteria

Entries will be judged by PacMOG members.

Votes will be cast at the end of the year via the website.

Voters will use criteria of their own choosing when casting their ballots.

For the purposes of this contest a Morgan Event is defined as any event attended by 3 or more PacMOG member's Morgans within British Columbia or one member's Morgan outside that area.

**** UPDATE ****

FOR THE DURATION OF THE PANDEMIC ISOLATION RESTRICTIONS A MORGAN EVENT IS DEFINED AS ANY TIME A MEMBER'S MORGAN IS AWAY FROM HOME

Entries close at Midnight Thursday December 31, 2021

“Looking Back”

This new feature is looking back at old articles having to do with our club, PACMOG, and the club from which we originated, MOGNW. The two clubs have a close relationship and there are lots of great memories to share. In this section, we will re-print some of our old articles and photos. This month we look at the NW Mogaize's December 1995 edition courtesy of MOGNW.



COVER: From the October 1985 *Rough Rider*, the Washington DC Morgan club newsletter. By Gerda van Tol van Gijzel, a noted Dutch fashion illustrator who also designed the Morgan Sports Car Club of Holland 1982 10th anniversary car badge.

TWO SEATERS AT MEADOWBROOK

edited excerpts from *Electronic Sports car Journal*
on the Internet at <http://www.2seater.com>

Everybody loves a car show, and one of the greatest car shows in the world is the Meadowbrook Concours d'Elegance. Since Meadowbrook is located just north of Detroit on the grounds of an estate that once belonged to the widow of Detroit auto baron John Dodge, you might expect "the parade" to be filled with classic Cadillacs, Lincolns and Chryslers. You'll find them there, of course, along with Cords, Duesenbergs and Packards.

Fans of two-seaters should not despair, however. This year, the featured theme was classic German automobiles, while Morgan was the featured sports car marque. As one might expect, there were Morgans aplenty in attendance, three-wheelers and four-wheelers. They numbered 27 in all and filled two of the 32 circles in which the cars in 14 distinct judging classes are grouped. All but a small few of these Morgans were true two-seaters.

Another circle for two-seat buffs to visit was the one devoted to race cars. Among this year's entries were five race-prepped Morgans: a '37 and a '38 4/4, a '59 and a '62 Plus 4 and a legendary '62 SLR Coupe (one of three special streamline-bodied Morgans created by Morgan super-tuner Chris Lawrence). Non-Morgan entries included a '62 MGA MKII, a '65 Cobra, a '56 Maserati 150S, a '61 Austin-Healey Sprite and a '47 Cisitalia 202 Coupe.

Just imagine, everything from a one-off Mercedes you couldn't afford unless you won the lottery down to a Saab Sonnet you could own for less than a well-used Ford Taurus. Automotive exhibitions like Meadowbrook are for everybody after all. You can be so well-heeled you get in for free because of what you drive or who you know. Or you can be a no-heeled car buff who just happens to have fifteen bucks in hand & a ride to the event. Don't lean on the cars.

THE PRIZE-WINNING MORGANS of STAN and BARBARA EVANS

edited excerpts from *Electronic Sports car Journal*
on the Internet at <http://www.2seater.com>

Car collectors consider themselves fortunate to win at least once in their life a blue ribbon at a prestigious concours like Meadowbrook. Stan and Barbara Evans, after years of affiliation with the Concours d'Elegance, scored a rare double at this year's event. They won two blue ribbons, one for their 1934 Morgan Super Sports three-wheeler, the other for their 1967 Morgan Super Sport four-wheeler.

Although there are Morgan buffs who definitely prefer one or the other configuration, a surprising number simply love anything Morgan and avow no particular preferences. Count among the latter Stan and Barbara who owned a number of Jaguars before adding the Morgans to their fleet, which currently consists of two Jaguars and an early post-war Rolls Royce. If anything, their preference could be simply stated as "English cars."

One would be hard-pressed to find two more stunning examples of handmade English cars than these two Super Sports. The '34 trike definitely characterizes the "first phase" of Morgan. It is practically the culmination of the three-wheel design, even though a conventional four-cylinder Ford engine was offered in Morgan trikes beginning in 1933.

A ride in any Morgan, let alone any cycle car, is a truly exhilarating experience, much akin to flying in an old biplane. No wonder British World War I ace Albert Ball loved his trike so much! This one certainly looks like it could fly.

A Morgan that can really fly in another sense is the Evans' two-tone four-wheeler. This '67 Super Sport Roadster was one of the last of 101 four-wheel Super Sports built from 1960 until it was supplanted by the Rover V8-powered Plus-8 in 1968.

Stan and Barbara Evans don't race their Super Sport, but they do on occasion drive it in a manner Anglophiles might call "vigorous." The truth is that many Morgan owners actually say that they drive their cars "hard." This causes many of the uninitiated to cringe as they conjure up images of automotive abuse to a true classic. Rest assured, almost to the man and woman, Morgan owners take very good care of their cars and simply drive them the way they were meant to be driven -- like the real sports/racing cars they are. You won't get an argument about that from Peter and Charles Morgan. Or Stan and Barbara Evans either, for that matter.

Upcoming PACMOG Events
By Ken Miles



Watch your emails for news of the next drives

(Susan Blake's photo from the navigator's seat)

Save the Dates!

December drives will be weather dependent - 24 hour notice of the drives

January 23, 2022 - Robbie Burns Run

February 13, 2022 - Hearts and Tarts Run

March 13, 2022 - Ides of March Run

Mark the Date Now
for

Brits-in-the-Park

“the British car show that is the highlight of the summer”
hosted by the
Victoria British Car Club

Sunday, July 17, 2022
Victoria Park, Lindsay

This year Brits is a triple-play
as we celebrate three years of British motoring (2020/2021/2022)
and showcase three British automobiles

More information will follow in the New Year



2022 Auto Show Update



It is with great disappointment that we share with you the news that the 2022 Vancouver International Auto Show has been postponed.

The Vancouver Auto Show had been working diligently to plan a return of Western Canada's best attended consumer exhibition event in March of 2022 at the beautiful Vancouver Convention Centre but the constraints on the industry and the realities of the continuing COVID-19 pandemic in Canada have forced us to make the disappointing decision to postpone the 2022 Show until 2023.

Our top priority continues to be the safety of the public, our dealer members and their staff. We are now turning our focus to a triumphant return of the Vancouver Auto Show in 2023 as well as new initiatives to connect consumers with the new car industry in 2022.

Stay tuned for further details.

1964 Unreserved RHD Morgan 4/4 Sold Last Month

By *Bring a Trailer*

Sold on October 22, 2021
For US\$30,500

This 1964 Morgan 4/4 is one of five examples that was exhibited at the 1964 Motor Show in London. The car is said to have been refinished in red over black upholstery in the late 1980s and was acquired by the seller in 2021 from the estate of its late owner of 33 years. Power comes from a replacement 1.5-liter Ford Kent inline-four that was overhauled and installed in 2017. Equipment includes a four-speed manual transmission, a black tonneau cover, wire wheels, a rear-mounted spare, and a luggage rack. Recent service has included repairs to the tonneau cover, wiring, and speedometer drive as well as an oil change. This Morgan 4/4 is offered at no reserve with side curtains, correspondence from Morgan, partial records, and a clean Pennsylvania title in the seller's name.



BaT Essentials

Lot #57883

Seller: **Fosterbeagle**

Location: **Allison Park, Pennsylvania 15101**

Chassis: B1053

46k Miles Shown, TMU

Replacement 1.5L Kent Inline-Four

Four-Speed Manual Transmission

Refinished in Red

Black Upholstery

Side Curtains & Black Tonneau Cover

Wooden Dashboard

15" Wire Wheels

Rear-Mounted Spare

Luggage Rack

Manufacturer's Correspondence

Private Party Or Dealer: Private Party

The car was delivered new in Imperial Crimson and is said to have been stripped and refinished in its current shade of red in 1989. Features include a black tonneau cover, a padded hood strap, a rear luggage rack, and a rear-mounted spare. The seller notes that the side curtains and a convertible frame are present, but the soft top is missing. The tonneau cover has been repaired, and additional photos of the exterior are shown in the gallery below.



Barn Finds, Auctions, Interesting Cars For Sale, and Other News

This section will report sales, auction results, barn finds, interesting cars offered for sale, and any pertinent information regarding purchase and sales of Morgans. If you know of any sales or recent barn finds, please email morganlink@telus.net so they can be included.

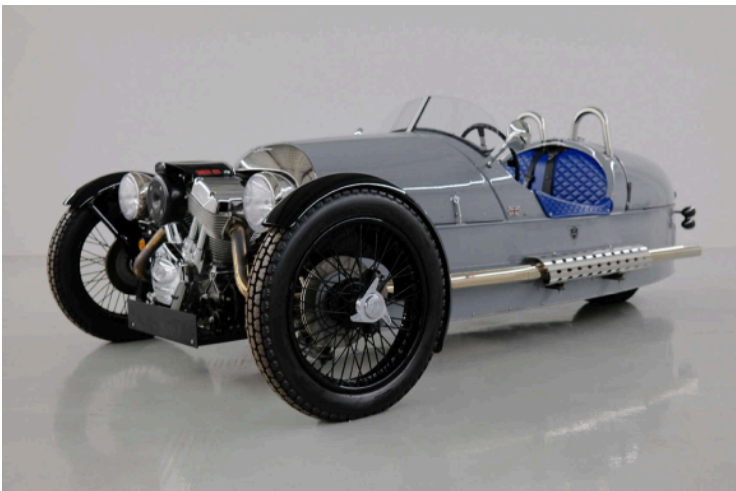
Recent Sales and Auctions



This 1962 Morgan Plus 4, four seater sold on BaT for US\$43,000 on December 9, 2021.



This RHD 1967 Morgan 4/4 sold on BaT for US\$39,000 on December 10, 2021.



This 2017 Morgan 3-Wheeler sold at Silverstone's Riyadh auction for US\$80,400 on November 25 2021.



This 2005 Morgan Roadster sold on BaT for US\$69,500 on December 20, 2021.



The Morgan Link

Be Santa for your Editor!

Do you have one of these mirrors?
Steve Blake would like to buy one for his MG.
sblake@telus.net



December 2021

Wooden car Roadster VM-01 – mechanical model by Ugears

Once again, Ugears returns to everybody's favourite classics and introduces an exquisitely elegant and vigorously fast Roadster VM-01 sports car. Your adventure begins when you open the box with your new model kit from Ugears. This is when you will experience the pleasant smell of natural wood that will stay with you all the way through the process of assembly, testing and play. Building the model is fascinating and exciting: with your own hands you will put plywood details together to create a 3-dimensional moving mechanical marvel.

However, assembly is just a part of the fun: when the Roadster is finished you will definitely want to see what it is capable of and take it for a test-drive. Even when you get to the curb and are ready to put your model away, we would recommend to park it in a well-visible place in your house or office. Classic shapes and iconic Ugears' design makes your Roadster a wonderful complement to any interior.

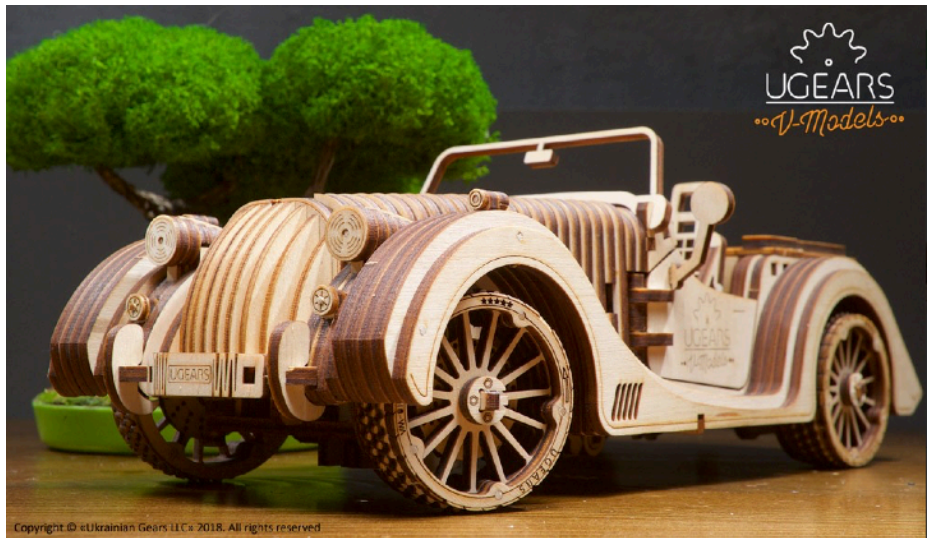
The unique charisma of the model comes from both its outstanding technical characteristics and detailed realistic retro-design. The clever combination of the plywood elements of different thickness – 4 and 2 mm – ensures that the motorcar's body looks streamlined and clear. Open the hood to see the powerful V8 engine and watch the moving valves.

Your sports car has a transmission that switches it in three modes: forward, back, and idle. The driving direction can be adjusted with the steering wheel. The suspension of the front wheels makes the Roadster look even more realistic.

With a powerful rubber band motor, the car covers up to four meters in one winding. The winding key is designed to look like a spare wheel at the rear of the Roadster.

The wood sports car has a lot to spark your imagination but we suggest you discover more exciting features of this extraordinary model by yourself. Take your friends and family on an exciting ride and enjoy your fun time with the Ugears' Roadster VM-01 model.

The Roadster VM-01 model kit is made of high grade wood and has everything you might need for assembly. The quality of the parts is top-notch: a laser method is used for cutting items from a plywood board that provides precise hairline cuts. The details have to be pulled out of the boards and assembled to create a complete model. Like all other Ugears models, the Roadster comes with step-by-step, full-color, truly easy to follow instructions in 11 languages (Ukrainian, English, German, French, Polish, Spanish, Russian, Turkish, Italian, Chinese and Korean) and requires neither glue nor special tools to be fully assembled into functional working sports car.



To order, go to the following website.

<https://ugearsmodels.com/roadster.html>

Item: 4820184120815

Number of components: 437

Estimated time of assembly: 6-7 hours

US\$54.90 plus shipping



The perfect Christmas starts with the Morgan online shop

ORDER NOW

for delivery before Christmas

<https://www.morgan-motor.com/shop/>



We are proud to present this year's ultimate gift guide. Featuring an array of extra-special products, you are guaranteed to find the gift you've been searching for.

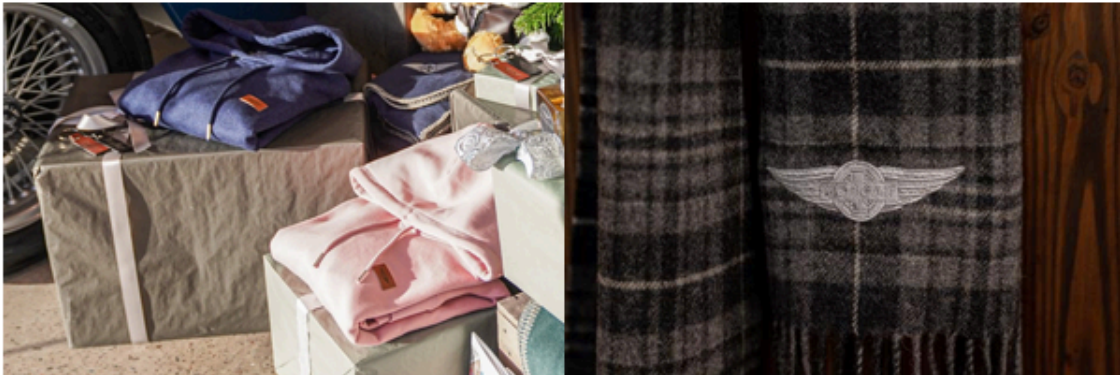


The all-new instalment from Morgan's own James Waller

Something for the little ones!

'Making Morgan' is a beautiful little children's book written by one of our members of staff, James Waller. The book illustrates the story of how the craftsmen and women build Morgan sports cars in Malvern, England.

This is James's second installment, with his first being 'A Sports Car Called Morgan'.



Clothing and Accessories

Our all-new overhead hoodies have been a big hit, especially in the canyon pink!

The hoodie is relaxed in its fit, and is ideal for keeping you snug and warm this winter. With recycled fabrics and organic cotton, they are made with the environment in mind. The Morgan branded lasered tag finishes them off gorgeously.

We also love this Morgan embroidered check scarf, the perfect accessory for winter.



Our camping mugs make a thoughtful stocking filler, and reminder of the fun to be had in 2022.

Also, the new Morgan thermal bottle will keep your drinks hot & cold, and the matte black finish is just stunning. Not to mention, with every one sold, we help to keep countless plastic bottles from the ocean.



From 2022 Calendars to our beloved Morgan x Piston Gin, to Morgan embroidered caps and hand-made key fobs, we are ready to help make somebody's Christmas one to remember!

PACMOG Regalia

Contact Brian Nixon for any regalia requests nixon.b@outlook.com

Let the world know that you're a proud member of the Pacific Morgan Owners Group



On the car or on the mantelpiece, this beautiful high quality enamelled grill badge adds a touch of class.

\$25 CDN* (plus shipping)

Badge measures 3.5 by 4.25 inches overall

*Club members only, all others please inquire



Whether it's on your cap, shirt, or jacket, this lovely embroidered fabric iron-on patch tells the world you're a Pacific Morganeer

\$2 CDN* (plus postage)

Patch measures 3 inches in diameter

*Club members only, all others please inquire



www.regbeercoachbuilder.ca

CMC Enterprises has been supplying North America with parts and sales of vintage vehicles since 1990. Reg Beer Coachbuilders have been offering the best in full service restorations, general repairs, tuning and modifications. Martin and Stephen Beer have been the sole Morgan dealers in Canada since 1990. We have the largest stock of Morgan parts in Canada. Our inventory consists of new and old parts, some extremely hard to find or no longer in production. Parts can be fabricated in-house by our skilled craftsmen. Morgans have been our specialty for over 40 years and we have numerous best-in-show awards to prove it. We work closely with clients, ensuring that work is completed to their specifications at realistic costs.

Martin Beer & Stephen Beer

933093 Airport Road
Mono, ON L9W 6C7
cmcmogrbc@gmail.com
905-857-3210



Steve Sillett

Delta Location:
Unit 2, 6455 64th Street
Delta, BC V4K 4E2

Vancouver Island Location:
9709 Youbou Road
Youbou, BC V0R 3E1

604-530-1433 www.panelcraft.ca



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AUTO METAL RESTORATION

Terry Firestein

604 910 0857

www.autobauer.ca
autobauercanada@gmail.com

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Maple Ridge B.C. V2X 0T4

Pacific Morgan Owners Group

2022 Membership Application

(Please print in block letters)

2022 Membership

Membership is only \$10
Make out cheques to "PACMOG"
Send dues and completed form to:
Pat Miles, Treasurer
15410 Kildare Drive
Surrey, BC V3S 6B9
Or E-transfer to pat_miles@hotmail.com

Date _____ New _____ Renewal _____

Last Name _____ First Name _____

Spouse/Partner Last Name _____ First Name _____

Address _____

City _____ Province/State _____ Postal/Zip Code _____

Email address _____

Spouse email address _____

Morgans - Continue on the back if you have more than two!

1. Year _____ Model _____ 2-seater _____ 4-seater _____ Colour _____

Engine type _____ VIN or Chassis number _____

Comments? _____

2. Year _____ Model _____ 2-seater _____ 4-seater _____ Colour _____

Engine type _____ VIN or Chassis number _____

Comments? _____

Members names, addresses, telephone numbers, email and Chassis/VIN are published to other PACMOG members in the Roster. You may opt out if you DO NOT want your information published or shared with the other members by placing a check mark here. _____