



The Morgan Link

Vol 6 No 2 The Magazine of the Pacific Morgan Owners Group February 2021



From the Editor's Desk...

Valentine's Day gave us a shot of snow to keep things interesting. Spring is around the corner but any kind of weather is still possible. However, it won't stop us from driving our cars! We may even have a couple shows and events that we can attend. Joan Stewart tells me that they are working hard to have the Van Dusen ABFM this year but we are at the mercy of the Vancouver Parks Board and the dates may have to change. More to come.

I have been really pleased to receive articles this month from my regular writers and some new people. The variety is what makes our magazine strong. There are 29 people who contributed to this edition of the Morgan Link! I am very grateful, as I am sure you will be, as you read the interesting articles and see some great photography this month.

Speaking of great photography, our photo contest, which is really just a snapshot contest received some great entries. Congratulations to the winner who will be revealed on Page 10. His coffee mug with winning photo has been made and sent to him. Who will win next year?

I am still looking for articles and photos. The section that we started, "On the Road," is a great place to showcase your car. If you see a Morgan on the road, take a photo. If you have your car out, send me a shot! Also, we highlighted Hal Irwin's car this month and Robert Fox's last month. Send me a paragraph or two telling about your car and I will highlight it for you.

I hope to see you on a drive soon, even if your Morgan is not running, come and join us!

*Respectfully,
Steve Blake*



The Morgan Link

February 2021

Editor – Steve Blake

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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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Submitting Material for Publication: Email content to the above address. Deadline: 10th of the month of publication or by special arrangement from the editor. Ask for an extension, you will most likely get it!

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- February 2021

By Steve Blake, Chair

Thank you to everyone who signed into Zoom so we could get a quorum for our AGM. We had 29 members from around the province, the USA, Mexico, and Australia in attendance. It was brilliant! Our only important piece of business was to acclaim the folks who volunteered to stand for directors for 2021. The AGM only took 17 minutes.

Nigel Matthews's presentation was well received by those in attendance. His topic of Morgans: 1909 to Present was entertaining and informative. While many of us have been through the Morgan factory and museum, some several times, there are many members who have not had the chance. Even from us "old hands" there is always something new to learn or things are presented from a different perspective. Thank you to Nigel for this great talk.

I received a package in the mail last month and was very surprised at its contents. It was an award from the British Car Council for my contribution to PACMOG. I thank the Directors for putting my name forward and am honoured to receive this recognition. Hopefully, we will be able to cultivate a new crop of members who will pick up the challenge, because none of us will be here forever and torches will have to be passed on at some point.

Remember, you don't have to be local to hold a spot on the board. Zoom meetings have some advantages over face-to-face ones. Think about it for next year!

Stay safe!



New Members

Welcome Back!

Bob and Joyce Algar
1987 Morgan Plus 8

PACMOG Directors

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Vice Chair, Webmaster

Tom Morris

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Pat Miles

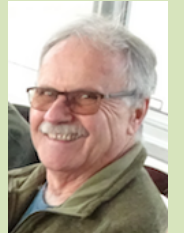
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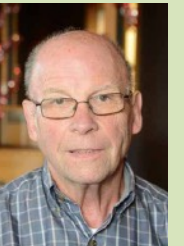
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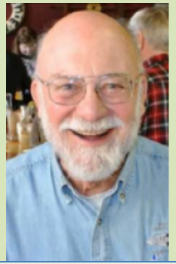


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Non-voting member attending
Board Meetings as Secretary

Steve Hutchens
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Cover Photo Credit:

This month’s cover photo was taken by Ted Thorne in Kananaskis country along Highway 40 west from Longview, Alberta, by the Mount Lipsett turnoff.

Contributors

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

Dave Doroghy, Ken Miles, Pat Leask, Susan Blake, Pat Miles, Lorne Goldman, Tom Morris, Machiel Kalf, James Gilbert (MMC), Alistair Crooks, Vern Dale-Johnson, Frank Gruen, Sara Weber, Hal Irwin, Win Muehling, Tom Everts, Valentin Tanase, Jacques Gallien, Dennis Glavis, Andrew Smith, Ron Akehurst, Phil Johnson, Andy Downes, Michel Cotte, Nik Berg, Gary Bell, Bob McDiarmid, Ted Thorne

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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.

Remembering...

Hugh Franklin Dickson

FEBRUARY 11, 1944 – JANUARY 18, 2021

Hugh Dickson passed away in peace on January 18, 2021 after a short illness

Hugh was born in Vancouver, BC to James Dickson and Goldie Mae Dickson. Predeceased by his father James Dickson, and his younger brother James “Chuck” Dickson. Survived by his mother Goldie, his daughter Sara (Alan), sister Sarah, nephews Clint, Al (Michelle) and niece Stephanie (Pete). Fierce, funny, charismatic, and passionate. Hugh threatened to take his vintage Remington typewriter to the local coffee shop. The idea was to make an impression on those who were always on their laptops and smartphones. He suggested that he might carry the receiver from his home phone in his back pocket, the coiled cord dangling.

Hugh loved British Morgan sports cars, 1960’s jazz and old-school print journalism.

He was a loyal son to his Mom, Goldie, and an inspiration to his daughter Sara. Hugh was a good friend, always remembering the smallest details. More than anything, he made us laugh. A lot. We laughed at feeble and futile (his words) attempts to get something simple done.

Hugh’s loyalty was remarkable. The inspiration comes from his hidden sentimental side. During one of our last visits, he was standing at the door, waving – and blowing kisses at me. I later discovered that he kept every letter, card, and artwork I’d ever given to him. I found notes in his address book, with details about his friends, things that he wanted to be sure to remember. Seeing those notes speaks volumes – my Dad was a true friend to many people.

Hugh’s early work was as a writer for local Vancouver newspapers. Next was work at City Hall Vancouver. Hugh also worked as Executive Director BC & Yukon Community Newspaper Association. Later he joined BC Hydro, Communications.

As a family, we are grateful for so many shared laughs, amazing advice, loyalty, and friendship.

As Hugh’s daughter, I have a lot to live up to. What an honour to have been part of his life. I am so very proud of my Dad.

Today, I am starting the blog I always wished my Dad had. You’ll find it at hughdickson.ca

A private funeral service will take place for immediate family. A Celebration of life will take place later. When the Celebration of Life is safe to proceed, details will be posted at hughdickson.ca



(Photos on P. 7 & 8 submitted by Hugh’s daughter, Sara Weber)



On the Road!

This is a new section where we will highlight Morgan cars spotted on the road or parked in a scenic location. Send in your photos and we will put them in one of the upcoming editions of the Morgan Link.



Morgans to Alaska 2003

Ken and Pat Miles in their 1969 Morgan Plus 8 and Henry and Barbara Tutton in Mile's 1965 Morgan 4/4 on their way back from Alaska. Only issue was a broken motor mount in the 4/4 on the way up. Linda Eckler, Morgan Spares, mailed a new one to Anchorage, but the makeshift repair lasted all the way home! Morgan driving at its finest!



Andy Downes's 1969 Morgan 4/4, 4-seater in England

Story of My Morgan

By Hal Irwin

It's a 1968 Morgan Plus 4, four seater, Connaught green, 2200 CC, chassis 6710. The 2017 MogNW roster also indicates it was originally a red, right hand drive, rebuilt and converted by CMC in Ontario to its present lefthand drive configuration.

It has been a marvellous vehicle, pretty much bullet proof. I've enclosed a photo.

Speaking of CMC, my previous Morgan was a 1962 Plus 4, two seater. In the late 1970's my friend Christopher M. Charles and I rebuilt the car. Chris was the creator of 'CMC Motors'. I had assisted Chris in acquiring the assets of the Curly Ellis operation in Windsor, the Morgan dealer for eastern Canada. The dealership was thus moved from Windsor to Kitchener. About that time, Peter Morgan elected to visit his Canadian dealerships. We arranged a lunch for Peter, which was a bit of a splash in Kitchener Waterloo. The Beers, from Bolton or Nobleton, subsequently acquired the CMC operation.

The 1962 vehicle is currently owned by my eldest son.



Hal Irwin's 1968 Morgan Plus 4, 4-seater

(Hal Irwin Photo)



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

Morgan Moment's Snapshot of the Year - 2020

Many of our club events were disrupted last year due to the pandemic, but one that wasn't adversely affected was the Morgan Moments Snapshot Contest. Thanks to so many of you, we had more entries, and more votes cast, than ever before. Those votes were widely spread, but that didn't stop one entry from rising rapidly to the top. In fact, another record was set when the winning photo tallied more than twice the points of the first runner-up. To end the suspense, I'm pleased to reveal PacMOG's Snapshot of the Year 2020:



Our photographer of the year is **Ted Thorne**, for the beautiful picture of his Connaught Green 1996 Plus 4 artfully posed in Kananaskis Country in Alberta. I, for one, was taken by the bands of colour that Ted captured, on what was clearly a beautiful day. Blue sky, grey mountains, green forest and pink flowers all add up to a brilliant composition.



First Runner-up was **Tom Morris** with a snap of his '73 Plus 8 parked up in Roberts Creek with a fortuitous gap in the greenery providing a natural framework.



The second Runner-up spot was shared by **Vern Dale-Johnson** and **Steve Blake**. I'm sure that Vern's carefully composed shot of his 2010 Sage Metallic Roadster fronting an Australian green brought a wistful pang to many a covid-restricted golfer. Steve's thoughtful photo of Bob Wadden's 1957 4/4 parked up in front of a rustic 3-rail gate easily evoked images of other, more distant times and places.

Congratulations to our winners. Many thanks to all the entrants for sharing their images with us, and also to all of you who took the time to cast your ballot. Let's try for even more images and voters this year.

Go to our website at www.pacmog.com and navigate to the Morgan Moments page to enter your snaps and check out what other members have posted.

Mike Powley (Robbie Burns) Run

By Ken Miles

Saturday, January 23rd was a bright, sunny day except that the temperature was not great; this morning being -4 C. Later in the day, it warmed up but fortunately, the roads were dry. It looked like a good day for a drive.

The idea was to meet at the Tim Horton's at #10 Highway and 152nd Street in Surrey at 10:30 and then leave for the drive at 11:00. (Editor's Note: For those of you non-Canadians, Tim Horton was the Captain of the Toronto Maple Leafs NHL hockey team. He started a chain of doughnut stores that are now an institution for Canadians to get a coffee, sandwich, and a doughnut. You will often hear, "Meet you at 'Timmy's' for coffee!")

Several people had indicated they would come on the drive, but the cold weather may have scared some off. The Morgans of Steve and Susan Blake (1991 Plus 8), Dave Collis (1963 4/4), Jon Moss (1960 Plus 4, 4-seater) and Ken and Pat Miles (1960 Plus 4 DHC) along with Chris and Alayne Brunt-Tompsett in their "tiintop" turned up.



At 11:00, we started our tour, basically heading north to Port Kells, past Derby Reach along the Fraser River, through busy Fort Langley, to 272 Street. At this point, we drove south over Hwy 1 followed shortly by a turn east to Aldergrove, where we turned south again. This route took us past many wineries, berry farms, and a cider orchard. Unfortunately, we lost Steve at this point because being in a Plus 8, he needed gas - (Ed. - Actually, too much hot chocolate and a bumpy road necessitated

a convenience stop! Steve caught back up with the group on 8 Avenue.)

We continued back to where we started after following a twisty zig-zag route, about two hours after we left. It was a great day, the only disappointment was that we couldn't drink scotch and eat Haggis in memory of Mike. Hopefully, next year the Covid-19 restrictions will be in our rearview mirrors.

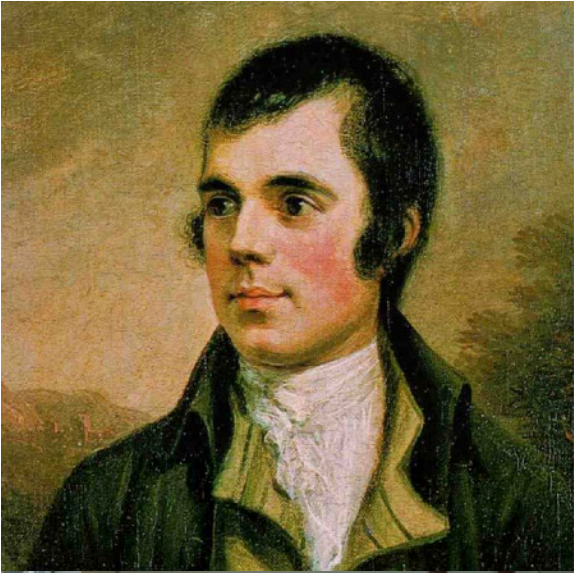


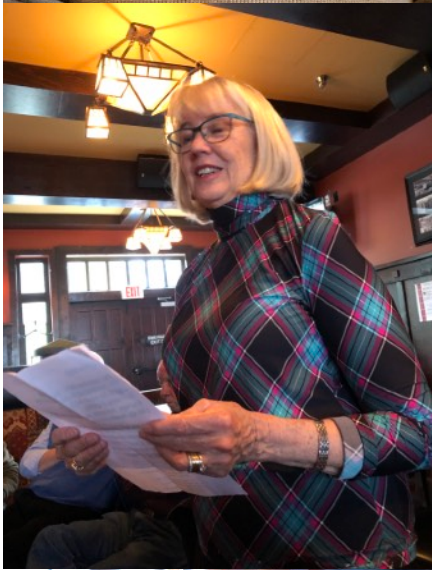


Photo credits - Steve and Susan Blake, Pat Miles

Celebrating Robbie Burns Day

This year we were prevented from having our traditional Scotch and Haggis so we have put together some memories of past celebrations. This page from 2012 submitted by Win Muehling.





Hearts and Tarts 2021

By Steve Blake

This year's Hearts and Tarts run was different because we had to follow Covid-19 regulations. Fortunately, there was a loophole in the rules that allows a "Drive-In" of up to 50 cars. We were supposed to have this drive on Valentine's Day, February 14, but the snow started coming down on the day before so we postponed the drive to the following weekend.



The weather gods looked favourably on us! After the snow, we ended the week with sunshine mixed with some clouds. Sunday was supposed to rain but we followed the theory that you always do opposite of the weather bureau's forecast and you will be correct at least half the time. Fortunately, we are a hardy bunch, living on the west coast of Canada, and don't let a little rain get in the way of good fun. However, we were fortunate because it did not rain!

We started by meeting at Tim Horton's for a coffee "Drive-In". This drive is a combined event for both the Old English Car Club and the Pacific Morgan Owners Group. There were two Morgans (Steve and Susan Blake - 1991 Plus 8, Win and Christine Muehling - 1970 Plus 8), two Jaguars (Pat and Bernie Miles - 2003, Bill and Joanne Nixon - 1968 Jaguar 340), two MGs (Justin Thompson - 1974 BGT, Gerry and Steve Parkinson - 1969 CGT), one Triumph (John and Lorna Hoare - 1981 TR8), one Bentley - (Alan and Maureen Inglis - 1993), and Chris Allen and Pam Mahoney in their Kia Soul.

The drive stayed within South Delta going through farmland, past the new Amazon distribution warehouse, the new Canada Customs truck facility, over the single lane bridge to Westham Island, back through Ladner and past the hospital, City Hall, South Delta recreation centre, and onto the highway. This stretch gave us a chance to burn out some carbon as we blasted up the highway to River Road. From here it was back through the farm country to end are drive at the Barnside Brewing Co. This is an old barn that was converted to a brew pub. At this point the drive was over and some stayed for a brew, while others headed home.





(Photos by Steve and Susan Blake)

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-President 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.



Memories of Bill Button

By Pat Miles

Last year, we lost one of the most memorable people to drive a Morgan. Bill Button would go anywhere, with anyone, as long as he could drive his Morgan. Ken and I invited him to our condo at Big White to ski and he suggested that he bring his Morgan. Well, who were we to say no!

The first that we heard of this was when he had put studs into an old set of tires to make sure that they had good grip in snow and ice. It turned out not to be a good idea as the Morgan was so light that it could not grip into the snow, so Bill decided to make it without studs!!

His next modification was to keep himself warm and to somehow defrost the windows as he drove in the cold weather. He fitted plastic pipes to the outflow of his heater and piped the hot air to his windshield as well as making sure that the cockpit of the car was at least a little warm. Having got his Plus 4 suitably equipped, he told us that he would meet us at Big White and ski for three days before going home. His skis would fit into his car as well as himself and luggage. He had two sets of skis!!!

When he arrived at Big White, he was the talk of the town and the hot tub. No one would believe that he had made it up the mountain and that the car was actually parked in the underground park of the condo. Bill was a person who as well as driving his car also enjoyed skiing and had both specialty powder skis and regular skis packed into his car. For three days he skied with us and kept track of the number of runs on his special watch. He must have been around 10 years older than Ken and I but had no trouble keeping up with us or doing runs that that we did. He also enjoyed meeting folks in the hot tub and recounting his exploits skiing and also getting up the hill in a Morgan.

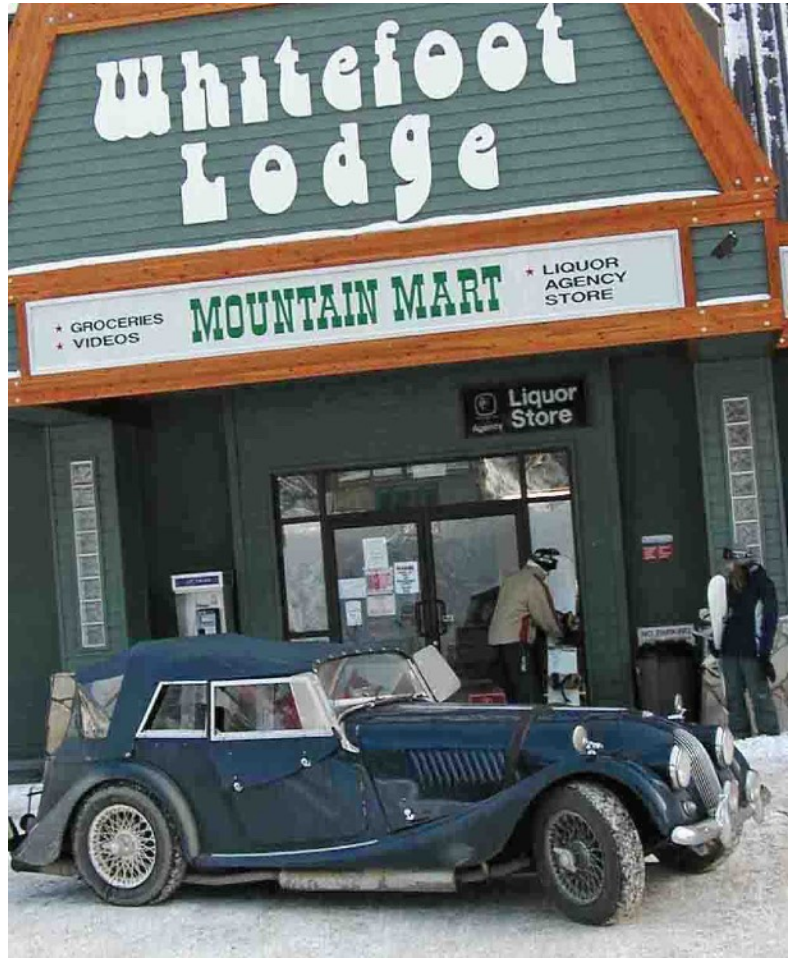
After three days he left us and drove home. On the way home he found something that he had not thought about and that is the +4 engine got hot going up hill, but on the way down it would not produce enough heat to keep the windows de-iced so he had to drive with the windows open until he reached Kelowna, which was a little cold. There are still people at Big White who remember the man who came skiing in a Morgan and many cannot believe that he made it.

I should have written this last year but the loss of Bill made it too difficult. There are many tales that I

could tell you. Like driving to New Orleans in the heat, when he drove every night and slept during the day, Or greeting us in a dry county one MOA with a pack of beer as he had arrived at the hotel before us. Him worrying about Gerry who was in the car during violent downpour when we saw boats going on the levis way above us and the roads flooded above out shoes. He could mend anything with duct tape including a loose pin on the actuator arm of a fuel pump.

Bill, we all miss you and I hope that you are looking down on us and keeping track of William the Wanderer and the rest of us. I wonder what happened to Itsabitsa. Will we see it sometime? I hope so.





(Pat Miles Photos)



MORGAN THREE WHEELER

2017 Morgan THREE WHEELER Willow Green, Quilted Honey leather, LED headlights interior // 5400 MILES!

2012 Morgan THREE WHEELER Luna Grey Metallic special order, Poppy Red leather interior // 1740 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

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

ROADSTERS:

NEW 2019 Morgan PLUS 4 2.0 Polished alloy center body with Rolls Royce Velvet Green wings, Black Leather, 5 black painted Factory wire wheels

NEW 2019 Morgan PLUS 4 110th Anniversary Works Edition, Silver White metallic pearl, Club Sport 200HP spec engine // GREATEST PLUS 4 EVER! 1 OF 2 USA BOUND

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

NEW 2018 Morgan PLUS 4 Imola Red, Black leather, Black Wire Wheels, 4 cyl. 2.0-liter Rover // NEVER REGISTERED

2005 Morgan ROADSTER Acura Molten Copper Metallic exterior (special order) Yarwood Tan leather

1995 Morgan PLUS 8 Dark BRG, Tan leather, Rover 3.5-Litre V8 // BEAUTIFULLY MAINTAINED

Morgan +8+ conversion in 1995 by ISIS Motors included stock LS 1 Chevy, 6 speed, 4 wheel disc and alloy body, galvanized chassis

1992 Morgan PLUS 8 BRG/Tan leather // CONCOURS WINNER



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

1964 Morgan 4/4 Green body Black wings, Black leather Wire wheels, 33k miles // READY FOR RALLY OR EVENT

1963 Morgan PLUS 4 Two seater roadster, BRG, Black leather // RESTORATION BY CHARLES ACKERMAN

1963 Morgan PLUS 4 Connaught Green, cost no object restoration of a standard Plus 4, true Pebble Beach quality restoration // INSTANT FUN OR CONCOURS WINNER

1962 Morgan PLUS 4 Four passenger, Red body/Black Wings // RESTORATION BY PHIL EISENBERG & RICHARD TUTTLE

1961 Morgan PLUS 4 Four seater, Regency Red with SuperSport bonnet scoop, Black leather, roll bar, wire wheels // WELL MAINTAINED

1958 Morgan PLUS 4 Bustleback Roadster, Dove Grey/Burgandy wings, Cream leather // INSTANT CONCOURS WINNER AND A JOY TO DRIVE

1949 Morgan FOUR/FOUR SERIES 1 Tan body with chocolate wings, Chocolate leather // UNBELIEVABLE EXAMPLE

OTHER MARQUES:

2021 Allard J2X MkIII Coming Soon!

2009 Aston Martin VIRAGE DROPHEAD Stunning!

1962 FIAT O.S.C.A. 1500S CABRIOLET by PININFARINA. Perfection!

1960 Triumph TR3A 40 years in storage, mechanically restored, impressively original

Morgan
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DENNIS GLAVIS, MANAGING DIRECTOR | 3003 PICO BOULEVARD, SANTA MONICA, CA 90405

What an Opportunity!

Dear Morgan Enthusiast,

Within the next year Morgan will be building two very, very limited production, very special series of cars; the first one will have 6 available for the entire world, and the second will have 8-10 built for the world.

The first will be the Morgan Plus 8 GTR, a full roadgoing, track ready modernized version of “Big Blue” from the late ‘90s, built to run at LeMans and any FIA events. This will be the Aero based chassis, BMW N62 powerplant, Fixed hardtop, high non cutaway doors, all the appropriate scoops and equipment to make it any event ready, kind of a serious version of the Morgan 50th Anniversary Edition but on steroids. If sold here in America it will be imported under Show and Display. 6 are available world wide....pricing should be in the \$250,000 or slightly above range. Please let me know if you would like to reserve one....they will probably be spoken for in a day or so.....

The other car is the Morgan Plus 4 Cx T, of which 10 will be built. You may have seen the recent prototypes from Singer and Ruf of a Porsche based Paris to Dakar full desert/go anywhere rally car. This will be Morgan’s version of such with an External roll cage, much larger tires, raised ride height for ground clearance, ‘roo catcher protecting the front, spare gasoline jerry cans built into the wings....much, much more. This is being constructed as a “lifestyle” vehicle with owners participating in a Moroccan based off road event and driving experience later this calendar year. Further events, world wide, are being explored for the lucky owners. Pricing should be, again, the \$250,000 range including the rally event in Morocco. If you are familiar with these type events normal entries for historic events usually start at \$100,000+ or, participation in the Dakar or African rallies, in the \$millions so this is truly a bargain for the adventure(s) of a lifetime! Importation into the USA will be done under Show and Display or Fast Act, whichever is easier and time suitable.

Again, please contact me asap with interest in reserving one....once again, they will be spoken for immediately.

Dennis Glavis
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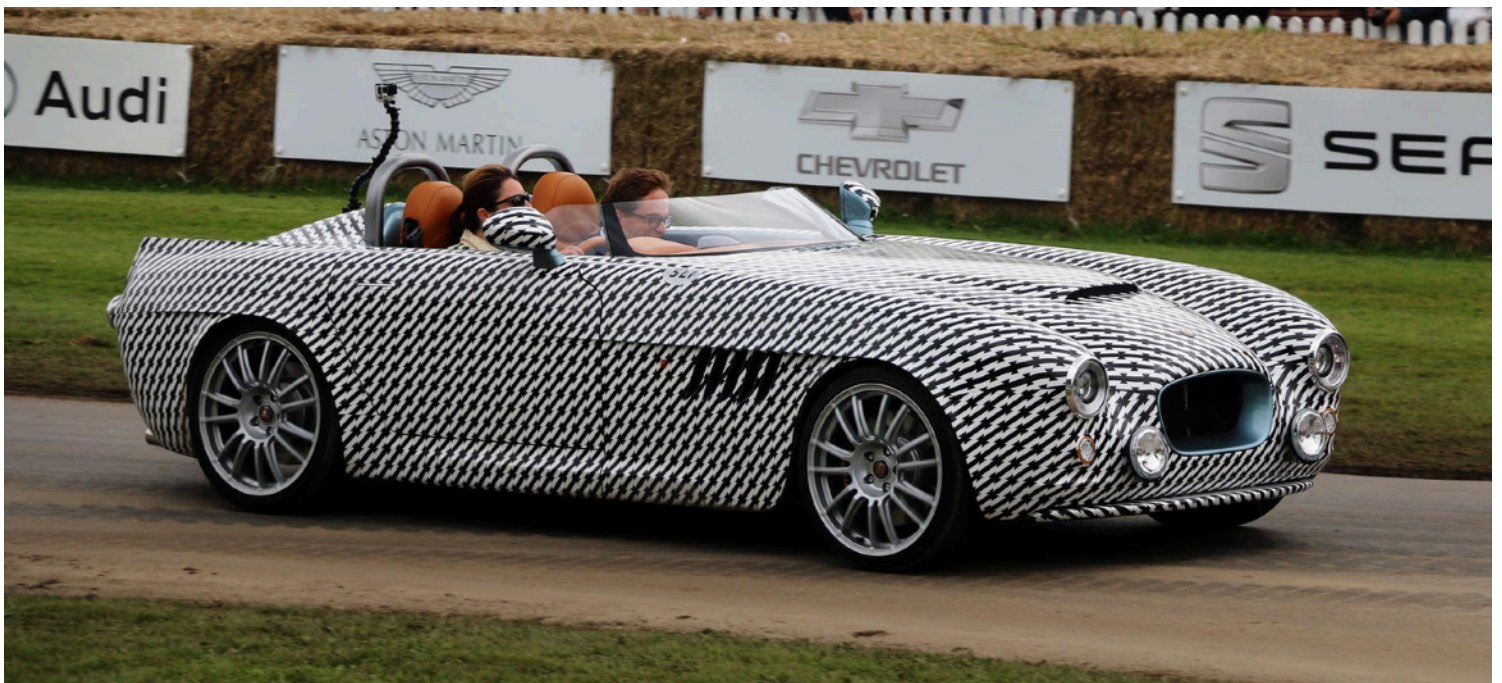
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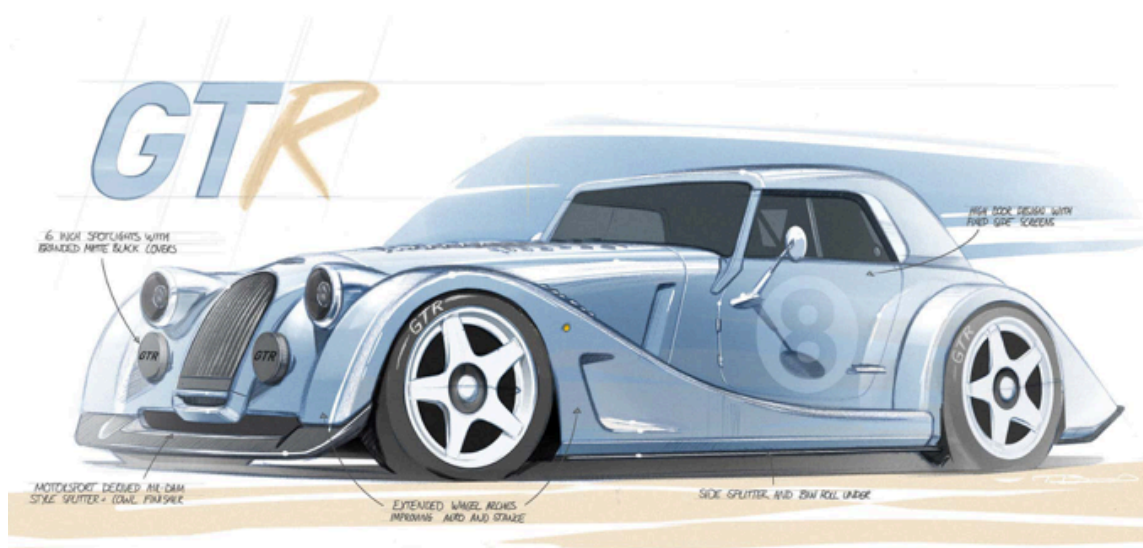
The Original Morgan “Big Blue” circa 1990s



Two years ago, the Morgan Motor Company had to move on to a new aluminum platform that used turbocharged straight-six BMW engines to keep up with our times. However, when nine of its old Plus 8 rolling chassis went up for sale when Bristol closed, Morgan quickly realized that nine track-focused specials based on that older tech could be built for 2022. The resulting Plus 8 GTRs would feature a naturally aspirated V8 under a new aerodynamic Plus 8 body that pays tribute to Charles Morgan's mad "Big Blue" endurance racer from 1995. As Morgan put it: "The project has only been possible because of the recent availability of a number of Plus 8 rolling chassis, which have been re-acquired from a third party following a discontinued project."

Big Blue was Morgan's test bed for the then-new bonded aluminum chassis that made the Aero 8 and other roaring V8 sports cars possible. This new run of nine 2022 Plus 8 GTRs will be what the Bristol Bullet couldn't, only with a roof and the rest of Morgan's bold design.

Editor's Note: If you go back to the September edition of the Morgan Link, you can read the article of the "discovery" or Bristol's prototype Bullet and the 9 Morgan Plus 8 chassis in an underground parking garage. Next month, we will have more on the new Morgan GTR project.



This page submitted by Alistair Crooks and is courtesy of "The Drive" (www.thedrive.com)

Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Thanks to Andrew Smith for supplying the names of the workers

Top Photo - L to R - Mick Bishop, Jason Hallett, Richard Harris, Phil Jones
Bottom photo - Paul Shakespeare, unknown on the handle



Andrew Smith - A Morgan Metal Craftsman - Part 1

By Steve Blake

Pat Leask introduced me to Andrew Smith while they were doing some work together. Andrew, who now lives in Victoria, worked for Morgan Motor Company for 22 years in the sheet metal shop. He left high school when he was 16 after hearing a lady from Morgan explaining, on a career day, some jobs that were available at Morgan Motor Company. Andrew liked the sound of it and chose to interview with Morgan after which he began a five-year apprenticeship in the metal shop. During that time, he would spend one day a week at a college in Birmingham doing course work and then learning practical skills at Morgan.

I asked Andrew if he could be described as a "panel-beater", and he said that is essentially the job for

which he trained. It is meant in a complimentary way to describe those crafts people who learned how to use the English Wheel and other tools to shape and mold flat pieces of steel or aluminum alloy into the sensuous arcs and curves that become a Morgan automobile. The job of the panel-beater could better be described as metal shaping or coach building.

Andrew explained that he got restless when assigned to just one job for too long. His foreman was the current Managing Director, Steve Morris, who obviously understood what a talented employee he had. Andrew was allowed to work in all areas of sheet metal work from originally making flat panels to later shaping different parts with unique curves. Through his time at Morgan, Andrew worked on all parts of the cars. If you have a Morgan built between 1990 and 2012, Andrew most likely put some work into your car. Check your car's panels and if you have a number 89 stamped on it, then it was indeed made by Andrew. After 2005, when there were a lot of retirements and new people hired, the number system was updated and Andrew's became 87.



Andrew working at Morgan Motor Company



(Andrew Smith Photos)

Andrew and his wife, Kellie, first came to Canada in 2002. Andrew had attended a motorcycle show in Birmingham where he won a tour around Australia. The tour company went broke before they were able to take the tour but they were offered a different one in British Columbia. Andrew and Kellie toured the province and when they were sitting on a beach in Kaslo, Kellie said she could see herself living here. Since they were already considering moving, possibly to Australia where his brother was about to emigrate, they decided British Columbia, Canada, would be their next home.



Kaslo, BC

Andrew noticed that Jim Walters had worked on some Morgans, as noted on his website, so he contacted Jim to inquire about work. Jim met with Andrew when he traveled to England for the 100th Anniversary of Rolls-Royce. Jim was the custodian of Jim Pattison's Rolls-Royce that had famously belonged to the Beatles. This car was shipped to the UK for the anniversary celebrations and Jim was charged with looking after it.



John Lennon's 1965 Rolls-Royce Phantom V Limousine

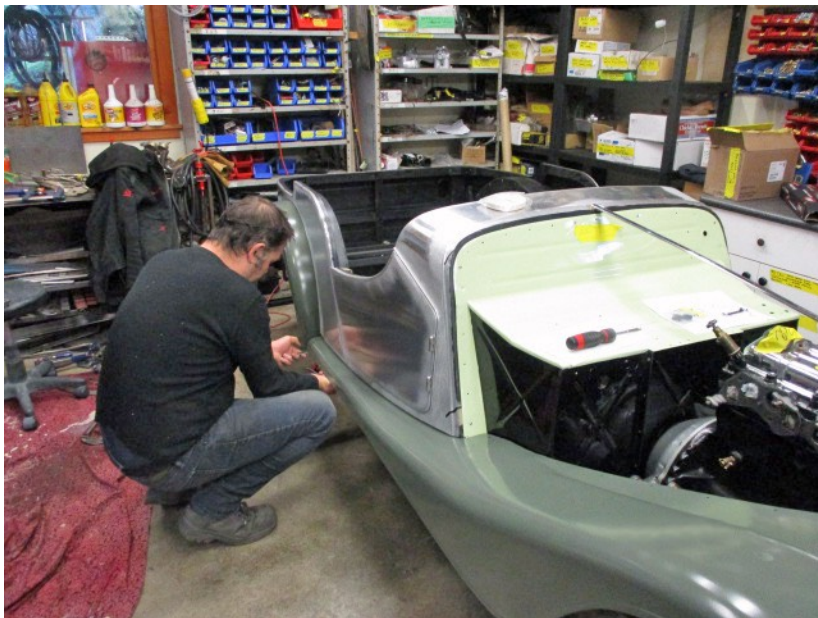
Unfortunately, between that time and Andrew's second trip to BC in 2005, a disastrous fire burned down Jim's barn containing his shop and several valuable cars. Andrew lost the opportunity to work with Jim but they decided to still come to BC. Only now, Andrew and Kelly had to do it on their own without sponsorship. Finally, by 2012, the paperwork was in order and the move took place.



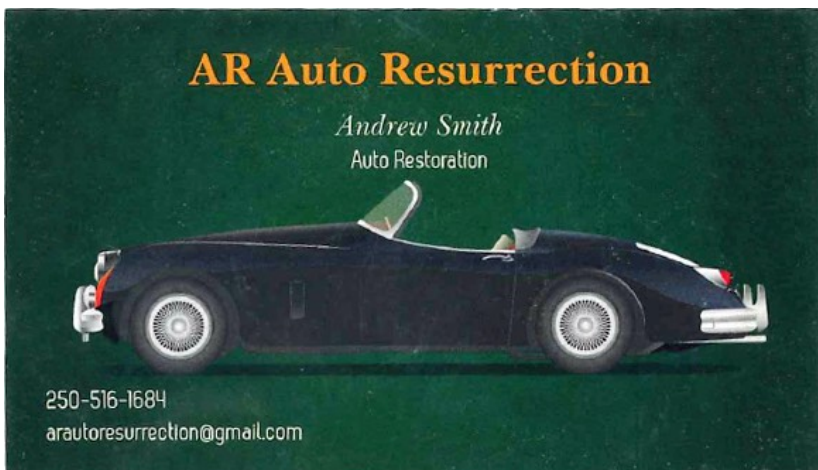
The Morgan Link



Andrew landed a job with Coachwerks and stayed with them for 5 1/2 years. This gave him a chance to work on a variety of cars including Mercedes Benz Gullwings for Rudi Koniczeck. In 2017, Andrew and Rick, decided to go out on their own and they started up a restoration shop called AR Auto Resurrection. Andrew's partner, Rick, along with Mike and Carlos started Coachwerks. Rick had worked for Rudi and introduced him to Coachwerks. With that connection, Coachwerks received jobs from Rudi to work on Mercedes Benz Gullwings along with other exotic cars. AR Resurrections stands for Andrew and Rick. They are a shop specializing in bespoke body and paint work including handmade panels, if required, by a Morgan trained craftsman. Andrew and Rick now work on a variety of cars from Jaguars and Sunbeam Tigers to hot rods and Chevy's. Of course, it is always a special time when Andrew gets to work on a Morgan!



Next month, Andrew will tell us more about working at the Morgan Motor Company factory and later he will tell us more about some current jobs he is doing, restoring or "resurrecting" Morgans and a variety of other automobiles.



Andrew at AR Auto Resurrection
250-516-1684
ARautoresurrection@gmail.com

More Scuttle Shake Remedies

By Ron Akehurst

The article in the September NWMogazine about sliding pillar lubrication referred to front end shimmy problems potentially caused by inadequate lubrication. There are, however, a number of other causes of front end shimmy or “scuttleshake” that are worthy of mention.

Most Morgan owners, especially the owners of older models, have experienced the phenomenon (idiosyncrasy, annoyance, embarrassment) of scuttleshake. To some, it is as much a part of the car as louvres and sliding pillars, and is another unique and perversely endearing aspect of the Morgan driving experience. Scuttleshake is built into every Morgan, but can be minimized, if not entirely eliminated. It’s something about a flexible chassis design with an old tractor engine bolted to it.

The scuttleshake problem with my 1963 Plus 4 kept getting worse. By the spring of 2005, almost every time I drove between 52 mph and 62 mph, the shaking was continuous and severe enough that I had to tightly grip the steering wheel and either accelerate or decelerate out of the sensitive speed range. This made for difficult and tricky driving in traffic on the highway.



My first step in dealing with this problem came as a result of noticing, by chance, a reference to the steering friction dampers in one of my old manuals. The manual said that longitudinal movement of these steel blades is expected and normal but side-to-side play can cause scuttleshake. The steering dampers consist of two-inch wide spring steel blades bracing the bottom of the suspension to the chassis. These blades are held in place on the upper flange of the frame rails by a couple of

small angular steel spacers with oval-shaped holes that the mounting bolts pass through. After loosening the bolts, these spacers can be moved by hand or the tip of a screwdriver and the bolts retightened to eliminate any side-to-side play in this mount. To check for play before and after adjustment, just grab the blade firmly and wiggle it sideways. If there is slack, you will feel it and hear the tapping of the blade against the spacers. If there is noticeable wear on the sides of the blades adjacent to the spacers, it may be necessary to replace the blades and spacers. Original Morgan parts are recommended in this regard because of the considerable stress placed on these components.



My steering dampers both had an unacceptable amount of play, and this simple adjustment produced a dramatic improvement, eliminating probably 50% of my scuttleshake problem. I lived with this level of improvement for a while and it gradually occurred to me that there might be play in other parts of the front end that could be contributing to the problem. I checked all the steering linkage and tie rod ends, including lubrication, and everything was in good condition. I, then, started checking some of the bolts for tightness and was surprised to find a few were not fully tight, including the upper mount of each shock absorber. This could have been a result of all the shaking. After tightening all the bolts, I noticed more improvement, and estimated that 75% of my problem had now been fixed.

The final touch came when I replaced my old warped wire wheels with the 6-ounce balance weights, with new chrome and stainless Dayton wire wheels. I had ordered new wheels for a number of reasons, one of which was the warping problem which necessitated gentle cornering and frequent wheel rebalancing. After fitting the new wheels, I was delighted with the not-unexpected further incremental improvement of my scuttleshake problem. I estimate that at least 95% of the original problem no longer exists. The remaining scuttleshake is almost imperceptible, only a small vibration that occurs just around 62 mph.

Even if your wheels are in poor condition, a couple of hours with wrenches in hand will go a long way towards minimizing your scuttleshake problems.

(Steve Blake Photos)

AGM - February 3, 2021



Returned By Acclamation:

Chair - Steve Blake
 Vice-Chair - Tom Morris
 Treasurer - Pat Miles
 Non-voting Secretary - Steve Hutchens

Directors - Chris Brunt-Tompsett
 - Jane Cowan
 - Ken Miles
 - Brian Nixon

Misadventures of A Morgan Neophyte

By Tom Everts

Most misadventures in life are self-inflicted. If we are fortunate it goes unobserved and, hopefully, unreported. In the interested of providing a learning moment, I choose to share mine in the hope that others may benefit (*when the opportunity presents*).

This story requires a brief setup so that the reader can appreciate that this could happen to anyone (*especially those that are mechanically inept*).

The folks at Morgan Cars Mid-Atlantic (MCMA) had the foresight to provide a battery tender with [William the Wanderer](#), they also provided some instruction as to its proper use. They neglected to share the consequences of what might happen should you (*in this case me*) ignore their wisdom and experience.

William arrived here on November 16, 2020 and was promptly, and appropriately, parked in his assigned spot within the mancave/garage. I did not immediately attach the battery tender, as I planned on taking him on his shakedown cruise shortly after arrival. Weather being what it is, the shakedown was accomplished in a couple of short cruises around Mercer Island... about 17 miles around the Island each time. At the conclusion of each trip, I had the notion to attach/engage the battery tender but failed to do so.

Finally, on January 16th the day broke sunny and clear and I prepared for a lengthy jaunt to finally complete the much delayed, and abbreviated, shakedown drive. Preflight (or pre-drive) insured that all systems were a “go”.

As I climbed aboard, excited at the prospect of wind in my face and the hum of a well-tuned motor, I realized WW would not start..... not accepting this outcome, I looked for the culprit. No lights, no horn, no nothing....totally dead battery. With the realization that the ride had evaporated I was left with a couple of options, in the interest of time, the only one that made sense was to remove the battery and take it somewhere to be checked, and if any sign of life, to be charged.



HOWEVER, part of the misadventure was in realizing that to remove the battery required the skills of an ambidextrous midget, with tiny hands AND metric tools. As I had neither, the removal took enough time that I vowed to never park WW again without attaching the tender. The first stop, to determine life signs, was the local gas station. The “mechanic” using some “diagnostic” tool pronounced that the battery was DOA and had an internal short. This diagnosis required replacing the battery. Sensing the need for a second opinion, I took it to a local auto parts store for the obligatory second opinion. Three men in green shirts, with their names embroidered on them, gathered in consultation while I anxiously awaited their diagnosis/prognosis. After a few minutes of unintelligible mutterings, their consensus was that the battery might.....*might*...be salvageable, but would require a “deep” charge.

They asked that I leave it with them and that I should call back in a couple of hours....when they could make a life/death call. At the appointed time, after much pacing and hand wringing on my part, I called and was informed by the chief surgeon/mechanic that the battery was *“taking a charge”* and I could pick it up the next day. However, the good news was attached to a serious disclaimer.... *As you have attempted to kill this battery, you may have permanently and adversely effected its reliability long term....can we sell you a new one?*

Over that evening I thought it prudent to do the google and learn about car batteries. I was astounded at the information available and stunned at my total lack of knowledge about something so critical to the operation of a car.

With the words echoing in my ears that I (*might*) have murdered my battery I thought the prudent course of action was to replace it with something brand new that had not been compromised by my stupidity. (*But I was not going to purchase the private label one offered by the auto parts store as it lacked the CCA I felt necessary to do the job.*) For those less knowledgeable about car batteries....CCA refers to cold cranking amps.

I thought....enough with the amateurs...I’m going to go to the professionals....I found the local Interstate Battery store and took myself...now with some knowledge...and the now semi alive battery to them. Stevie Schmidt, the General Manager, went above and beyond to help me. (StevieS@seattleABC.com or phone 425-608-6182). They attached it to some alien piece of technology and did a “load” test. They deduced that it was not dead, but required some additional attention (*sorry I heard all the technical terms but did not retain them*). When I asked about replacing it with something more....robust and able to withstand incompetence...they suggested an Interstate battery that would have sufficient CCA and be AGM (*means sealed*), as the battery is, more or less, in the passenger compartment.

After some research by their battery experts, they determined that the Interstate battery suggested would not work as it was vented (*not sealed*) but were going to order an Odyssey battery, that was AGM and had the upgraded CCA. However, it would take about two weeks for the new battery (*heart*) to arrive.

They informed that the existing battery could be reinstalled, and would function, until the new one arrived. As you can imagine, I was less than thrilled to hear that I would now reinstall the old one, then at a later date remove it, to install the new one.

As I pride myself on being able to learn new skills....albeit a slow learner....I decided to invest in metric wrenches and a metric socket set to facilitate the reinstall, uninstall, and reinstall process. After trading \$300.00 for the tools, I still have not determined where I might employ the aforementioned ambidextrous midget.

The lesson learned? Get and use a battery tender.



Odyssey Battery
ODP-AGM96R

Famous People with Morgans

By Steve Blake

HRH Prince Charles, Prince of Wales

We are all aware of HRH Prince Charles's penchant for Aston Martin automobiles. However, because of his position and his interest in sporting automobiles, he has been spotted touring the Morgan Motor Company factory and taking a Morgan Plus 4 for a spin. For those of you who were wondering, his full title is:

His Royal Highness Prince Charles Philip Arthur George, Prince of Wales, KG, KT, GCB, OM, AK, QSO, CC, PC, ADC, Earl of Chester, Duke of Cornwall, Duke of Rothesay, Earl of Carrick, Baron of Renfrew, Lord of the Isles and Prince and Great Steward of Scotland

Would it not be great to see a Morgan automobile in the future King's mews?



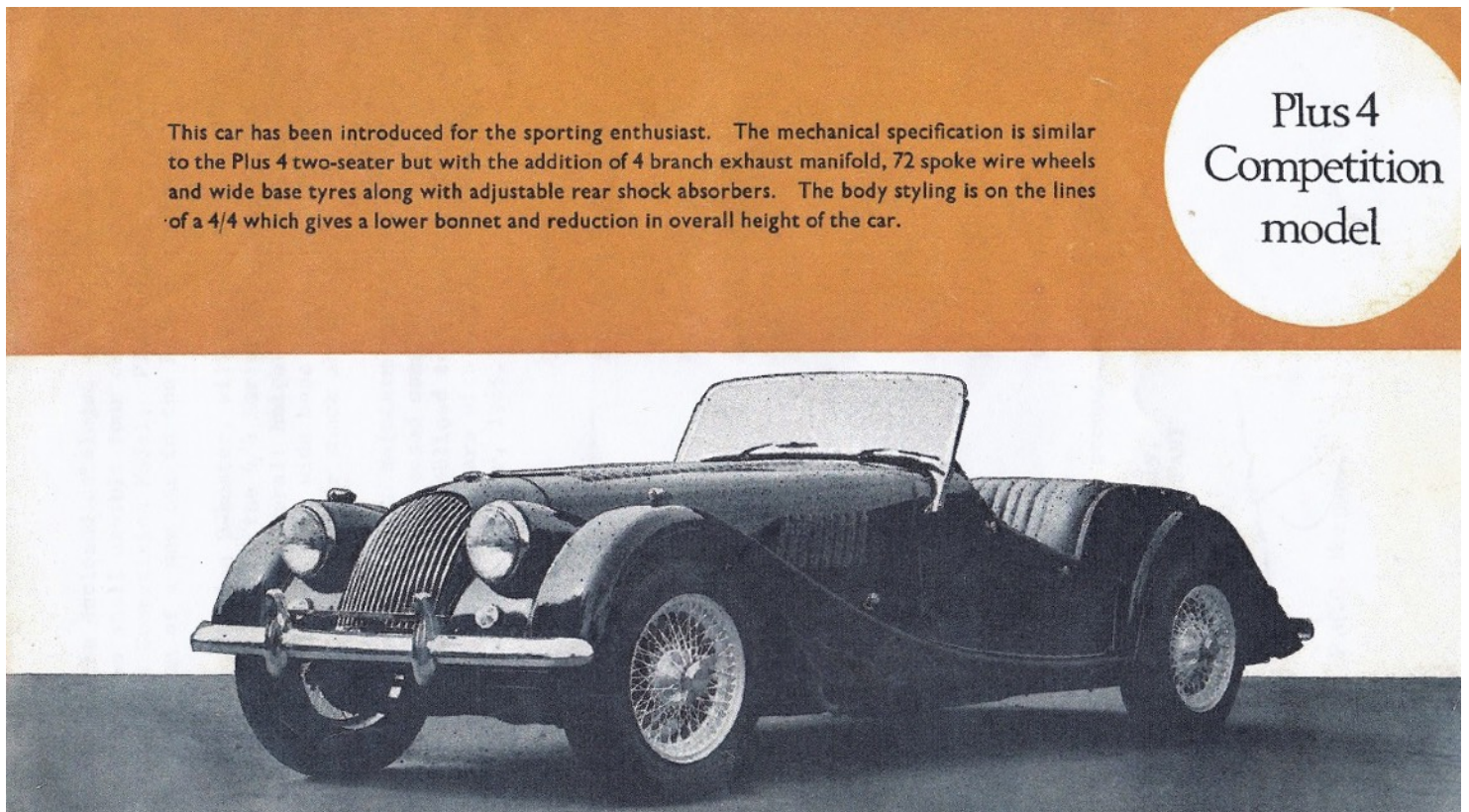
Hidden Treasure (Part I) – The +4 Competition Model

By MHR Team-Member Andy Downes

When people talk about rare Morgans, the subjects are generally around the much-feted +4 Super Sports, the four-seater Drop Head Coupés, and of course the fibreglass bodied Plus 4 Plus. However, there is another car that deserves merit – the +4 Competition Model. There's a good reason for its rarity, it was introduced at the Earls Court Motor Show in October 1965 and withdrawn in November 1966. A total of 42 are thought to have been built – the first being Chassis No: 6079 (Oct. 1965) and the last Chassis No: 6387 (Nov. 1966). Most were exported with just 15 being sold in the UK. It's not known how many survive (we have about 6 on the MHR Register), some probably exist without their owners realizing what a rare car they own. I can only find a single press advertisement and a single mention in the factory brochures relating to this model.

It was based on the, then current, Plus 4 chassis but with body styling similar to the 4/4 Series V. This gave it a unique lower cowl and bonnet line, along with a reduction in overall vehicle height and weight. Body panels were steel and other specification features of note included a Derrington 4-branch exhaust manifold, 72-spoke wire wheels with wider tyres, heavy duty stub axles, and Selectaride cockpit adjustable rear dampers (shock absorbers). The engine was the TR4 2138cc unit fitted with twin Stromberg carburettors.

The car was aimed at the sporting enthusiast as a proper road car that could also be used for motorsport competition, the easily adjustable dampers obviously helped considerably. It was about £80 (10%) more expensive than the standard Plus 4 at £775 excluding Tax and £175 cheaper than the desirable Super Sports model. As a result of this coupled with a less aggressive specifications, it is sometimes rather unfairly referred to as “the poor man’s Super Sports”.



Morgan Factory Brochure of the Plus 4 Competition Model

Vic Champness (famed for his restorations as Black Phey) bought one new on 1st of April 1966, the eighth one out of Pickersleigh Road. His car was used in the factory advertisement featuring TV star Lynda Baron (see below). You know her better as Nurse Gladys Emmanuelle in Ronnie Barker's 'Open All Hours' and she was quite a dolly in her time. During the photo shoot, the rear panel suffered a scratch caused by her ring. Peter Morgan kindly arranged for it to be rectified at the local dealer but Vic never had it done. His specification included a bench seat, 4-spoke Brooklands wheel, and a heater – later on he acquired a genuine Lawrencetune hardtop from the man himself. The car JHN 20D was sold to a friend in 1971, but Vic bought it back in very poor condition in 1986. It then underwent an exacting restoration in the Black Phey workshop, a short time later lightning struck the garage it was in and the resulting fire destroyed the car. It was a serious blow, but undeterred, Vic showed his mettle and restored it all over again! This time with all aluminium panelwork. He still has the car today, how could you sell it after all that, painted by him in his favourite Westminster green and sporting a unique thick wood-rim Brooklands steering wheel that Vic of course crafted. JHN 20D is a wonderful example of a 1960s +4 (and Vic's skills). It's had a tough time and a colourful chequered past, but look a bit closer and there's a treasure hidden behind Malvern's definitive sports two-seater.

Do you own a +4 Competition Model? Do you have a tale to tell? Do you have some more information? Why not write some notes and send them to me at the MHR and your story could be here next time.

Hidden Treasure (Part II) will be published in a later edition of Miscellany and will concern the 4/4 Competition Models – perhaps you own one of these cars, or have some details that would help me write the article – please get in touch with me via Steve Blake or directly at mssc.mhr.assist@gmail.com.

(This article was first published in MSCC's Miscellany magazine.)

Andy Downes

The new Morgan Plus 4 Competition model is made for excitement. On the road or on the track. One of a range of high performance hand-built sports cars from Malvern. £938.0.5. from your Morgan dealer. (He has others around £700).

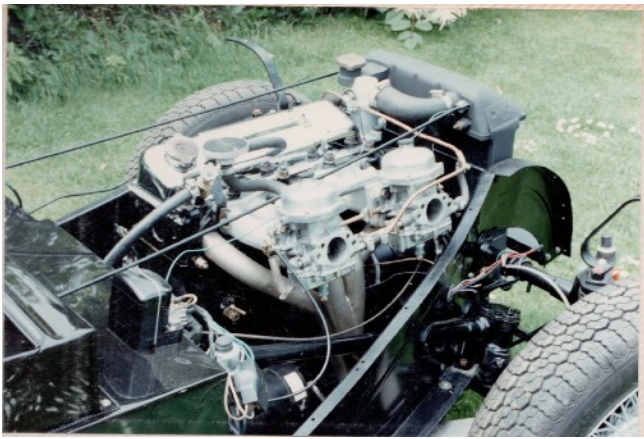
The 'trend-setting' people like Lynda choose Morgan - why not you?

LOVE AFFAIR

Lynda Baron - Star of 'B.B.C.3' said "I'm madly in love. With Morgan. He's a thoroughbred - masculine and very rare and everything I can think of that's marvellous - and I've bought him".

Morgan
Morgan Motor Co. Malvern Link, Worcestershire. Tel: Malvern3104

London Agent:
Basil Roy Ltd. 161 Gt. Portland St. W.1.



Top: Engine showing carbs and freeflow manifold
Right: Vic's car after the garage fire



Vic Champness's Morgan Plus 4 Competition after the second restoration
The Morgan Link 35 February 2021

Morgans in the Movies

By Steve Blake

This month we will do something different. A lot of videos are released on Youtube. I have picked two Morgan videos that are quite interesting and a third on the next page that does have a Morgan in it but on a different topic. The first one is from Jay Leno's Garage. He takes a look at the Morgan Aero Super Sport with a special guest appearance by Charles Morgan. Also, in this video you will see Jay driving his 3-Wheeler.



Charles Morgan and Jay Leno



https://www.youtube.com/watch?v=o51kA6ZU_O4



The second is a Drivetribe video starring Richard Hammond who bought a Morgan that was spec'ed by his fans. Nick from the factory introduces him to his new Plus Six. The test ride from out of the factory is amazing. A good video of two Brits properly enjoying a Morgan!

<https://www.youtube.com/watch?v=geUg4U7ru4Y>



The Racers That Stopped the World

Phil Johnson and Alistair Crooks introduced me to a new video that is available on Youtube. This one, "The Racers That Stopped the World", tells the story of the development of disc brakes through the eyes and stories of the men who participated. The video follows the story of Sir Stirling Moss and Norman Dewis OBE in their work with Jaguar. They follow the experiments and the first real test at the 1952 Mille Miglia. Others interviewed are Sir Jackie Stewart, Derek Bell MBE, Murray Walker OBE, Martin Brundle, and Andrew Frankel. It is well put together and includes historic clips along with the up-to-date interviews and footage of the actual C-type as it is in restored condition today. You can also see at 5:05 of the film, the TOK258 Morgan that won its class in 1962 as it is competing in the 2012 Le Mans Classic. Find the film at:

<https://youtu.be/OVnyRa79EA0>

And the followup, behind the scenes video at: <https://www.youtube.com/watch?v=sYjPtI-ZosQ>



Sadly we lost both Norman Dewis and Stirling Moss in 2020



Morgan TOK258



The Morgan Link



February 2021

1985 Morgan 4/4 Front Brake Upgrade

By Michel Cotte

It is a three-step process to modify my 1985 Morgan 4/4, 2-seater, to upgrade the front caliper brakes from the original 2-piston ones to Mulfab HiSpec 4-piston calipers. The three steps are:

1. Installing Brake Reaction Stay (Crosshead Brace).
2. Installing Mulfab HiSpec 4-piston caliper with Stainless Steel Braided hose.
3. Installing rear Stainless Steel Braided hose

Installing the Brake Reaction Stays that are recommended when upgrading the front caliper:

- Jack the front of the car up and put jack stands under the front sub frame. Remove the two front wheels (You may want to loosen the wheel wing nut while the car is still on the ground).
- The Brake Reaction Stays are made from stainless steel, so they do not require any paint unless you prefer to paint them.
- Unscrew the fitting that secures the one-shot oiler system tube to the king pin bolt. Make sure not to bend the one-shot oil tube when you unscrew it and carefully move it aside. Next, unscrew the king pin bolt from the top of the king pin.

Picture # 360 Left Hand Side "LHS". The king pin bolt has been unscrewed from the top of the king pin.



Picture # 4378 RHS. Insert the brake reaction stay and replace the king pin bolts. Screw the king pin bolt just enough to seat it on the Brake Reaction Stay bar without tightening. Do the same with the one shot oiler system fitting: just screw without tightening. Also, the brake rubber hose has been replaced by a stainless steel braided hose.



Picture # 4376 RHS. The lower end of the Brake Reaction Stay is bolted on the frame beside the steering stop. I drilled a hole just behind the two bolts holding the steering stop (there is plenty of material) and add a flat washer underneath the brake reaction stay bar to ensure a good seating of the bar on the frame. Fix the bar with a bolt, a nut and lock washer. Finally, tighten the top king pin bolt as well as the one shot oiler system brass nut.

Installing Mulfab HiSpec 4-piston caliper with Stainless Steel Braided hose.

These new Calipers have four pistons and have a brake pad area nearly double the standard size, giving increased stopping power. The original disk rotors may be used without any modification, if they are in good condition.

This Mulfab Kit Includes:

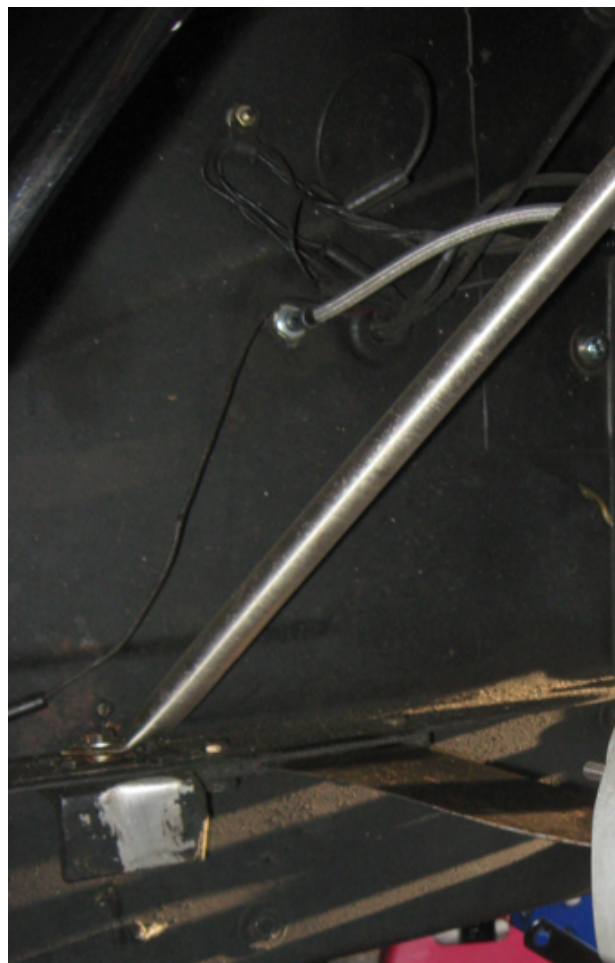
- Pair of Billet 4 M14 Calipers HiSpecBrakes
- Set of Pads

- Pair of Stainless Braided Hoses (rear braided hose has to be purchased separately)

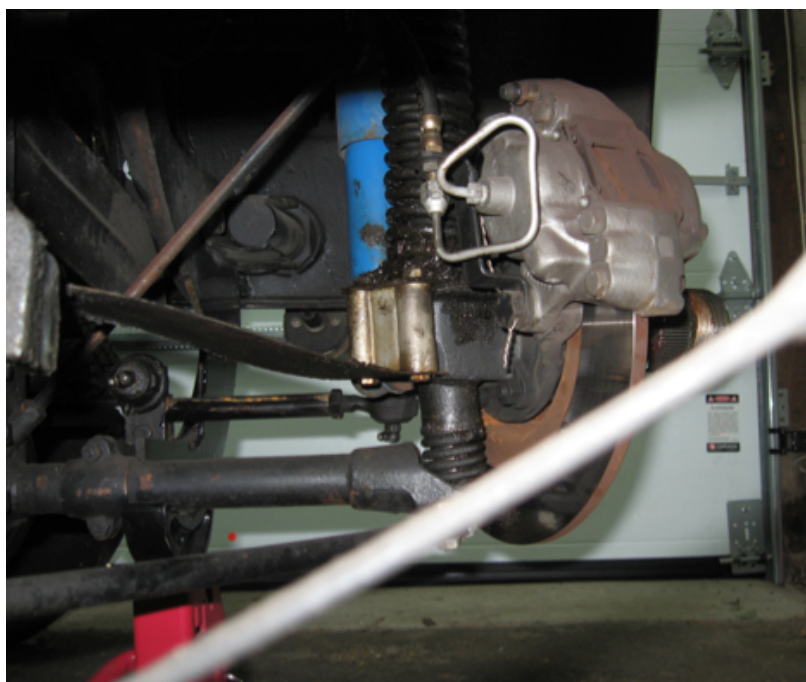
After removing the cotter pin that secures the bearing wheel nut, the wheel nut and the brake rotor can be removed. Take care not to contaminate the wheel bearing with dust. Take off the old brake caliper and keep the bolts as they will be used for the new calipers. The old rubber brake hoses can then be changed for the new Stainless Steel Braided hoses.

Make sure not to spill any brake fluid in the process, as it will damage any paint surface.

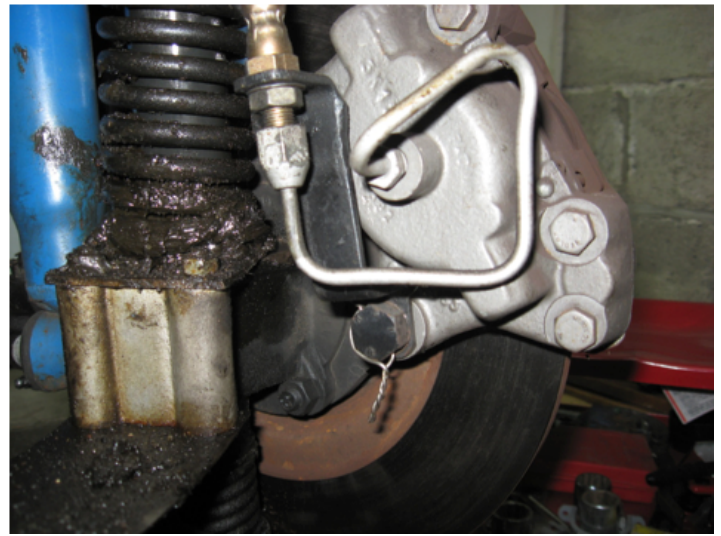
The following pictures illustrate the main steps or highlight important points when installing the new calipers.



Picture # 380 RHS. Old caliper. The old caliper is small and therefore clears the damper blade when steering is fully to either left or right, which is not the case with the new caliper.



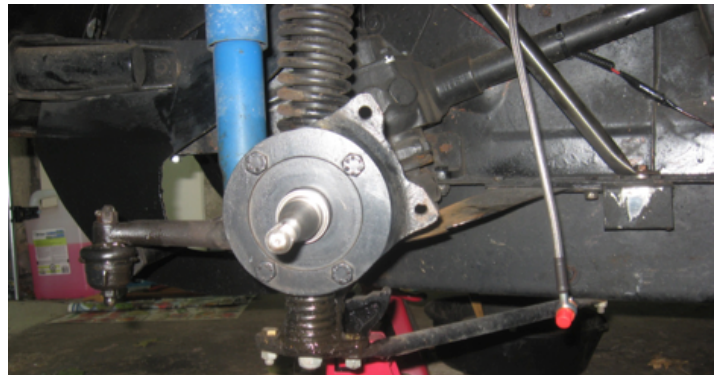
Picture # 380 RHS. Old caliper. Original bolts will be used to secure the new calipers. However, the metal bracket which holds the rubber brake hose will be discarded. Care should be taken with the screws holding the new calipers in place: check that the bolts are the proper length. Since the bracket is not used, a flat washer may be required. Also, be informed that these bolts on my 1985 Morgan have bsf threads.



Picture # 395 LHS. New caliper temporarily bolted on the LH caliper bracket before any grinding. The rounded edges where the caliper is bolted on LH caliper bracket **must be ground** (flattened) to clear the piston from the inner side of the caliper. This ensures enough play for free movement of the inner brake pad.



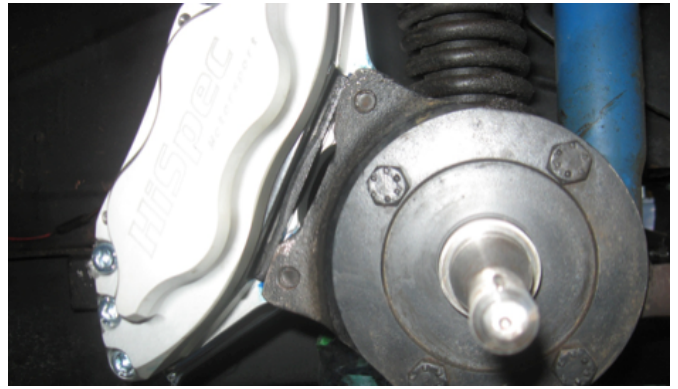
Picture # 427 LHS. The rounded edges where the caliper is bolted to the LH caliper bracket **must be ground** (flattened) to clear the piston from the inner side of the caliper. This ensures enough play for free movement of the inner brake pad. Excess material has been removed using a 4 inches angle grinder.



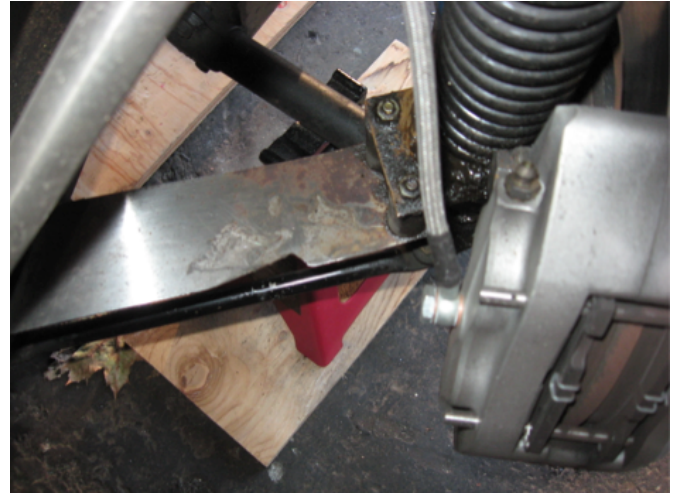
Picture # 421 RHS. Picture shows flattened edges after grinding the RH caliper bracket.



Picture # 422 RHS. Almost done, the objective is to grind just enough material to have a free movement of the pistons and the brake pad when using the brake. But keep as much material as possible so as not to weaken the caliper bracket.



Picture # 4370 RHS. Damper blade adjustment. The new caliper is almost twice the size of the original caliper. When steering to either side, the caliper body presses on the damper blade side. I had to grind some material from the damper blade that looks as if a triangle has been taken off. It was done using a 4 inch angle grinder.



Picture # 497 LHS. Damper blade adjustment. Same comment as above.



At this point, the disk brake or rotor and wheel bearings can be installed back on the hub. The condition of the wheel bearings should be verified and replaced if they are not in good condition. Afterward, they can be reinstalled on the hub with the disk brake (rotor), and adjusted. A new cotter pin should be used to secure the wheel nut.

Picture # 4393 New caliper installed.



Stainless Steel Braided Rear Brake Hose

As mentioned above the two front rubber brake hoses have been replaced with Stainless Steel Braided hoses.

It is suggested that the rear brake rubber hose also be changed with Stainless Steel Braided hoses. The rear brake hose makes the connection between the brake line on the chassis and the differential. It gives a more robust braking system. Brake fluid has been changed and the braking system has been bled.

Picture # 505 RHS Rear Stainless Steel Braided hose.

Finally, the wheels are put back on the car and we are ready for a test drive!

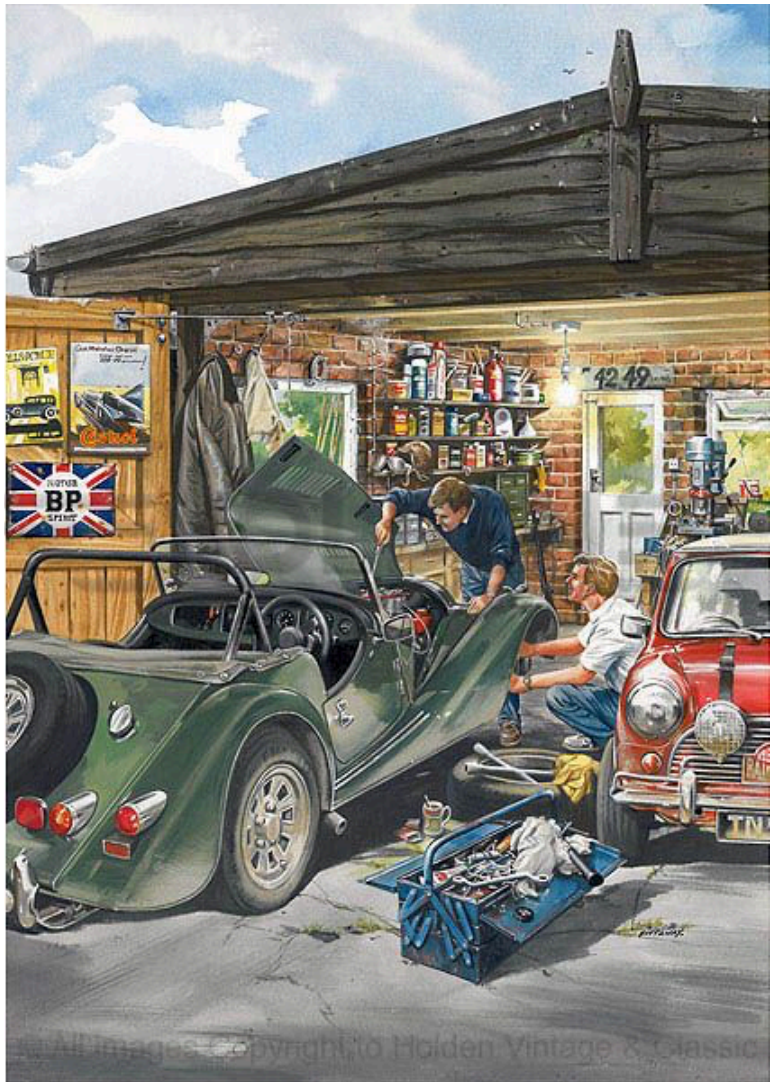
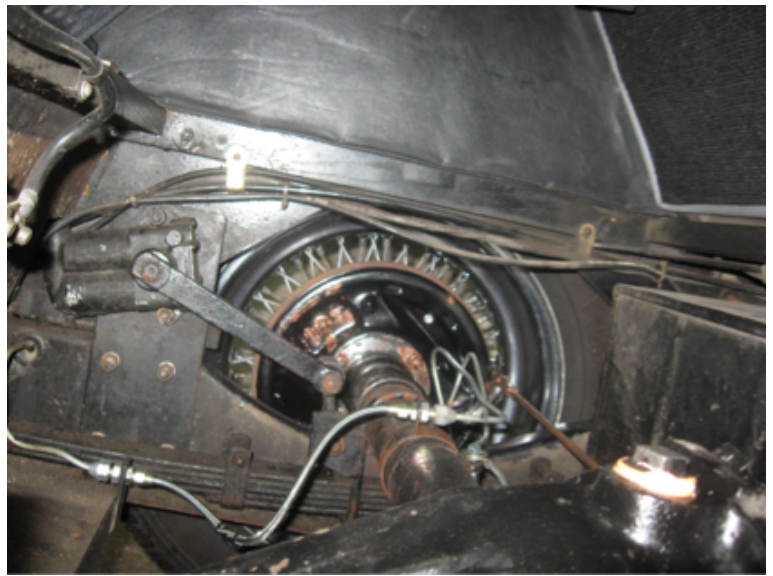
Additional information:

Brakes Pad supplied by Mulfab:

MINTEX MGB576, WVA:20153 160; FMSI: D43;
1 set/ 4 Pcs

Application Volvo 240 74-83 & Volvo 260 74-82

Picture # 4363 Brake Pads supplied by Mulfab



Web References:

Hi Spec Motorsport <http://www.hispeccalipers.co.uk//index.html>

Mintex www.mintex.brakebook.com

Mulfab <https://www.mulfab.co.uk/products/4-4-brakes/>

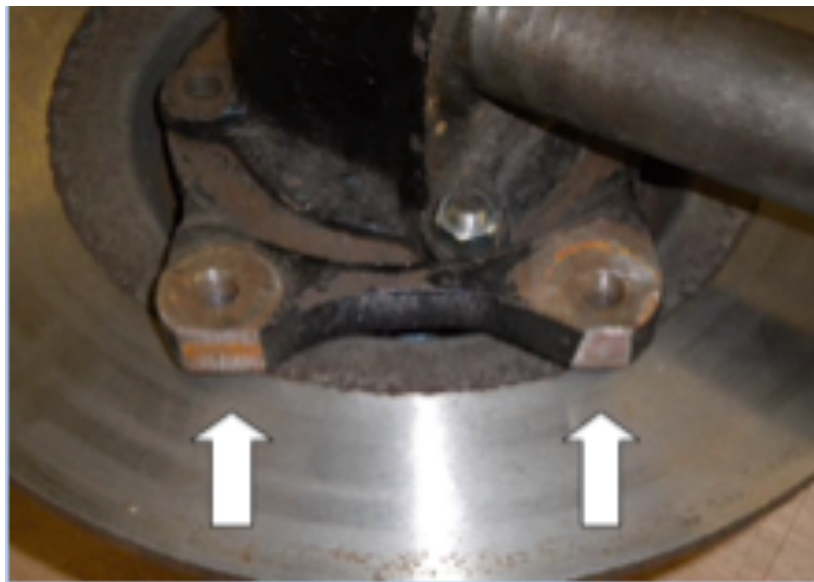
Mulfab Instructions BRAKES 4-4 Conversion kit (one page instructions below)

(Michel Cotte photos)

BRAKE CONVERSION KIT (Copy of Mulfab's fitting instructions)

FITTING INSTRUCTIONS

With the hub and disc removed, loosely bolt the caliper in place, and drop in the inner pad. The pad will sit on the excess casting on the top of the caliper mounting bracket, about 3 to 4mm or so. This will file away, or if you have access to a grinder, it is a small amount to remove.



With the caliper loosely fitted, turn the steering on full lock and make sure the damper blade clears the caliper. Sometimes the damper blade will have to be relieved.

Clean all grinding or filing dust; apply a spot of paint to stop the bracket rusting any more.

Refit hub and rotor (disc). Fit brake caliper and pads.

You must use the new hose supplied as they have different caliper fittings to the standard. Bleed brakes as normal.

Road test, avoiding excessively hard applications to allow everything to bed in.

Recheck bolt tightness and check for fluid leaks.

Note: you might feel a slightly longer brake pedal travel. This is quite normal, as the larger 4-piston caliper needs more fluid volume to operate. You should easily get used to this after a few miles driving.



Above - how to fit the pad retaining springs.

Hagerty Drivers Club - Daily Driver

5 cars that won't make it to 2021

By Nik Berg

All good things must come to an end. As 2020 draws to a close and several vehicles roll off the factory line for a final time, here are five memorable machines that we sadly won't see in the new year.

BMW i8

After six years on sale, the BMW i8 still manages to look like a car from the future. It was a truly bold idea to build a premium sports car with hybrid power and only now, as legislation forces them, are other manufacturers following suit. If BMW made an error with the i8 it was perhaps favoring efficiency over outright performance. The car looked seriously fast, but was really only moderately so. With its Mini-derived three-cylinder, 1.5-liter turbo engine producing 228 hp and the hybrid synchronous electric motor a further 129 hp, the combined output was still short of an equivalently-price Porsche 911.



The i8's carbon construction did its best to keep the mass to a minimum but with batteries on board it was no lightweight sportster. The i8 made most sense as a grand tourer, able to cruise along on silent electric power for up to 18 miles or use gas to travel up to 320 miles. Some 20,465 owners were happy to put up with the artificial sounds from the engine, just to arrive at their destinations looking like time travelers as they swung open the butterfly doors.

Aston Martin Rapide

Aston Martin sedans have always been a rarity, and the decade-long production of the Rapide didn't do much to change that. Essentially a stretched DB9 with two extra doors and slightly more spacious back seats, Aston Martin was initially quite ambitious with its plans to build 2000 a year. There was much to like about it with the long, low design looking cohesive, not like some aftermarket Vegas strip joint's stretch. The six-liter V-12 was silky smooth and provided 470 hp for performance to match the car's moniker. Sales, however, never met expectations even with the addition of a limited-run AMR version which topped 200 mph. Aston Martin tried to extend the life of the Rapide by developing a 600-hp electric edition, but the project was ultimately axed. In good news Aston's answer to those seeking more space is the DBX crossover which looks like it will do the job rather better.



Bentley Mulsanne

The demise of the Mulsanne truly marked the end of an era. With the departure of the biggest Bentley went the final 6.75-liter V-8, an engine that in one form or another had seen service for 61 years. The Mulsanne's significance goes even deeper, as it was the first car to be developed in-house by Bentley in 80 years, slipping in between its Rolls-Royce platform-sharing days and the VW Group's ownership. It may not be a beauty but its brutish looks and sheer size, heft, and power guaranteed its sense of presence in any company. Over the ten years since its first introduction in 2010 the Mulsanne received regular updates, including an even bigger extended-wheelbase version to challenge the Rolls-Royce Phantom. Our favorite has to be the Speed, with its 530 horsepower and 190-mph capability. Over 7300 Mulsannes were built and the very last one went to an American buyer in June 2020.



Ferrari GTC4 Lusso

This one really does bring a tear to the eye. The simply wonderful shooting brake-styled Ferrari GTC4Lusso is making way for another crossover. Yes, Ferrari promises that its upcoming Purosangue will still be a "pure blood" prancing horse, but can it really deliver? The four-seater, four-wheel drive GTC4Lusso evolved from the FF of 2011–2016 with an updated version of its all-wheel drive system and 3.9-liter twin turbo V-8 as an alternative to the 6.3-liter V-12. It remained roomy enough for four and their luggage, stunning inside and out and just the perfect car to drive to Aspen for a weekend's skiing and be back in New York when the banks open on Monday.

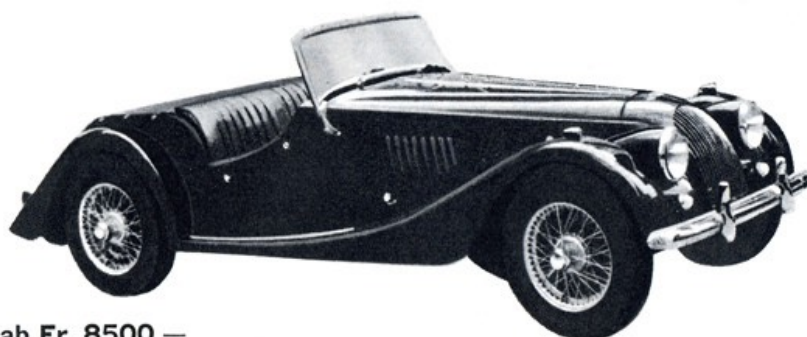


Morgan Plus 4

You wouldn't know it to look at them, but the 2020 Morgan Plus Four and Plus Six are the first truly new Morgans since 1950. Their arrival signals that we've lost as much as we have gained. Built for decades on a simple steel ladder chassis with body panels mounted to an ash frame, the Plus Four (previously called Plus 4) went through numerous powertrains to keep up with the times. First there was Standard Vanguard, then Triumph, Rover, and Ford. Today it's BMW, along with an aluminum chassis and an automatic transmission. The new cars have a rigidity that could only have previously been dreamt of, agile handling, and never-seen levels of refinement, but the bone-shaking charm has dwindled. Such is the cost of progress, but at least the last of the old line should be set to become collectors' items.



(Thank you to Hagerty's for this article and to Vern Dale-Johnson for submitting it to us.)



ab Fr. 8500.—

The Morgan Link

Individualisten fahren



Rolf Wehrlin
Garage
4147 Aesch
Tel. 061-82 37 55

Morgan Fantasy Photos

I came across several interesting photos of Morgans shot as artwork or for ads or to capture a moment.
Enjoy the art!

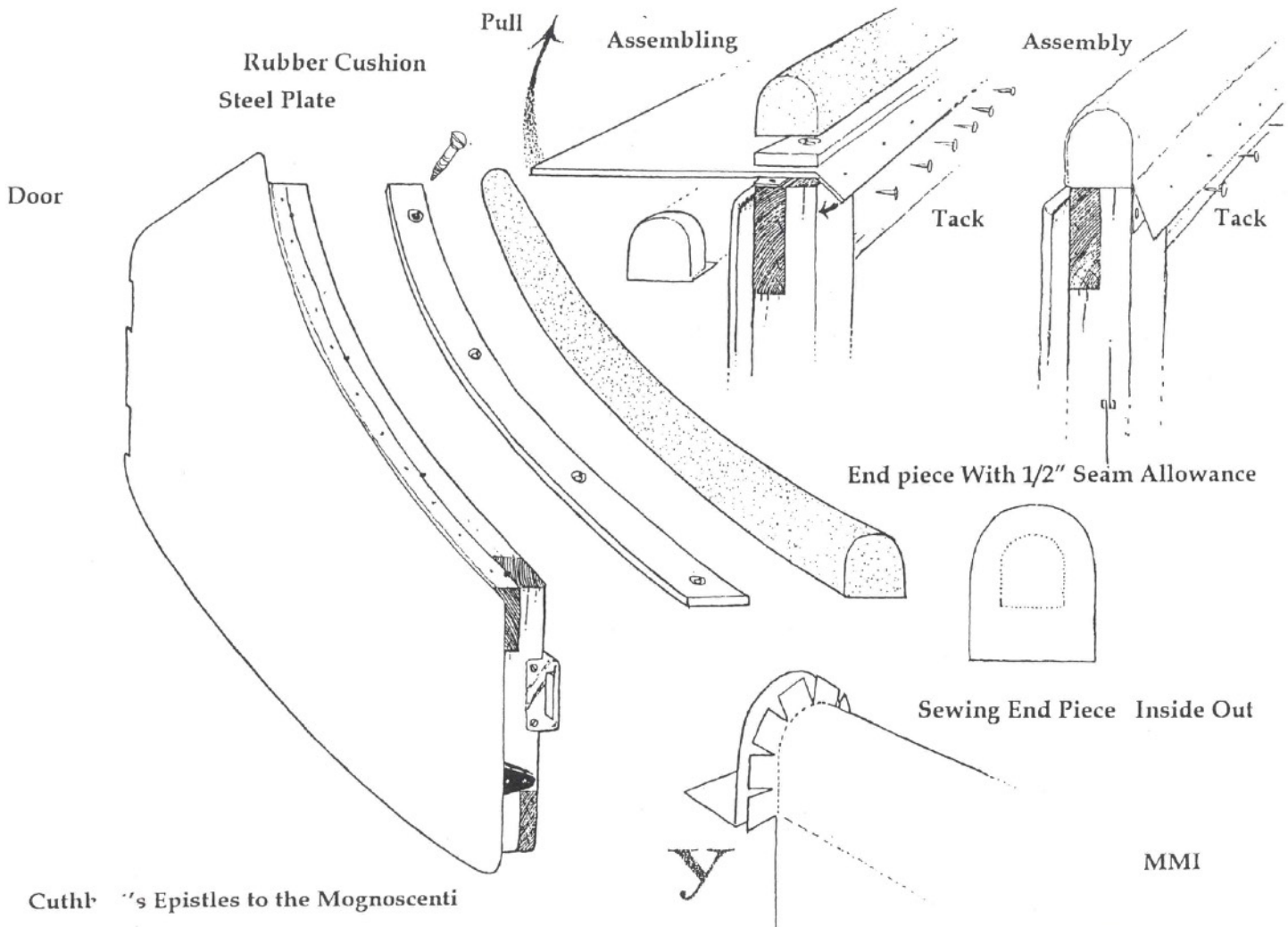


From the Morgan Oasis Garage
 By Cuthbert J. Twillie, Proprietor
 Box 1010 - North 51, Terrace
 Hoodspout, WA 98548
 (360) 877-5160



Replacing the Door-Top Cushion

Is the leather on your door top cushion cracked or hard? It is an easy job to replace this cushion and make your car look better. This is an easy job to complete and you don't have to sew your own. They come ready to attach.



Cuthbert's Epistles to the Mognoscenti

Morgan Oasis Garage
Hoodsport, Washington
360-877-5160

Friends

A few weeks ago Nelson Warner of Andover, Connecticut called and said he'd been trying to explain (by e mail)the way the door top cushion is upholstered, and wouldn't it be simpler if I could write and illustrate an article on the subject. Most of you know the lovely Flowerbelle does Moggie upholstery. This IS the best work that comes out of my shop, just ask her. All kidding aside, she does do wonderful work, and therefore she's the perfect one to show me how it's done. And she's right here. Being married to an upholsterer is as handy as it gets, or as the Church Lady says, " How convenient ".

Morgan Spares Ltd. In Ancram, NY sells the formed door top rubber cushions for \$ 22.00 a side, and I'm sure you'll find that a great bargain when you've tried to carve one out of rubber. If you don't believe that you might explore what rubber retailers want for bulk rubber. Call Linda at 888-345-6647.

There is a steel piece that screws to the top of the door frame, and the cushion sits atop the steel piece. The material that will cover the cushions is "captured" under this steel piece, then it folds over the cushion and is stapled or nailed to the inside of the door. Before we get to that however, there is a bit of sewing to do. You might begin this task, then, with a nice evening out for dinner at your significant other's favorite spot. If she's as mad about the Moggie as you are you might skip the dinner, but my advice is; don't. The sewing involves the rear end of the door top cushion. A small piece the shape of that section with a 1/2" seam allowance all around, and 1" at the bottom, is cut out of the covering material. This is sewn (inside out) to the covering material as at figure "Y" on the drawing. It may be machine sewn, or even hand sewn as it's only a few inches we're talking about. After it's sewn, the seam allowance is trimmed to 1/8 " from the stitching, so it's neat and tidy when it's stretched over the cushion. Then it is turned right side out again and a dry run to see where the cover needs to lay should be the next move. From here on it is simply placing the cushion cover's edge under the steel plate, folding it back over the cushion on the doortop and tacking or stapling it to the upper door frame's inside. A bit of thoughtful pulling up front over the nose of the cushion should give you a lovely job. Upholsterers often use temporary fastenings while they sneak up on a sweet solution to the fit.

On this project as in many other Morgan projects, making notes, drawings and taking photographs during the disassembly stages enables you to get a reasonably good handle on how it was originally made, and how you're going to get it back together at least as nicely as those sweethearts at Malvern Link did it originally, in the last century.








Morgan Historic Register (MHR)

By Machiel Kalf



If you have not registered your Morgan with the Morgan Historic Register yet, you will find below the form you need to fill out to send to them. Thank you to Ron Fermont for making the process a little easier than in the past

MSCC Morgan Historic Register			
Data Requested for car registration:			
Pre-Registration Report			
Asterix * indicates important register data.			
Morgan Model: *		No: of Seats: *	
Chassis No: *		Engine Type & Engine No: *	
Licence Plate No: *		Original Licence Plate No: *	
Colour Now: *		Original Colour: *	
Manufacture Date: *		Date Purchased by you: *	
Road Wheel Type: * (Steel, Wire, Alloy)		Interior Trim Colour & Type:	
Modifications:			
History Notes; (Gearbox, Body & Axle Nos. if known)			
Owners Name: *		Email Address: *	
Address (Road/Town):			
County / State: *		Country: *	
Post Code / Zip:		MSCC No. (if relevant):	
Telephone:		Mobile (Cell) Tel.: *	
YOUR PERSONAL DATA WILL BE KEPT SECURE.			
By requesting to register your car(s) with the Morgan Sports Car Club – Morgan Historic Register (MHR), you are consenting to us storing your data so that we may provide you with the services and benefits of the MHR. Your data will be stored securely, and we will not release your information to any third parties unless you expressly allow us to do so.			
Please return to Ron. at: fa@zeelandnet.nl			

Upcoming PACMOG Events

By Ken Miles



Watch your emails for news of the next drives

(Susan Blake's photo from the navigator's seat on Robbie Burns Run)

Drives coming up...

Save these dates - Information will be emailed

March 20, 2021 - Stir Crazy 1 - TBA

April 17, 2021 - Stir Crazy 2 - TBA

We desperately need people to step up to organize drives. Please contact Ken Miles if you can lend a hand. kengmiles@telus.net

Crossing Our Fingers!!!

Updated January 19, 2021

The Greatest Show on British Wheels, Vancouver ABFM, is pleased to announce that Hagerty Collector Car Insurance will be the Presenting Sponsor for the 35th anniversary event, scheduled for Saturday May 22, 2021 at VanDusen Botanical Garden, Vancouver, B.C. Canada.

The Vancouver ABFM is also reserving alternative dates in July and September 2021, in recognition of the fluidity required by events as a result of the COVID-19 pandemic.

THE GREATEST SHOW ON BRITISH WHEELS

ABFM VANCOUVER MAY 22, 2021

35 ANNIVERSARY

FEATURED MARQUES:
ENGLISH FORDS
CLASSIC MOTORCYCLES
TRIUMPH STAG

PRESENTED BY: HAGERTY, TRANSAT, and others.

WESTERNDRIVER.COM

“We are pleased to welcome the world’s largest collector car insurer and automotive lifestyle brand to partner with us as the Presenting Sponsor for the 2021 ABFM show,” said Patrick Stewart, event co-chair. “Through their involvement, we plan to introduce some additional features at the show—a Best Club Award in recognition of those dedicated enthusiasts who run local classic car clubs; and an award in recognition and support of young people through the show’s Youth Judging Awards program.

“The important work of car clubs and the involvement of next-generation car enthusiasts are vital to the very survival of the classic car hobby and our continued enjoyment of old car ownership. We are thankful for Hagerty’s support in these important ABFM programs.”

The 2021 Show will celebrate the 35th event (delayed one year due to the pandemic) and the 34th year to be staged at the world-class VanDusen Botanical Garden, Vancouver.

Featured marques that were to be celebrated in 2020 have been carried forward to 2021—Triumph Stag 50th and English Fords, first produced in 1911—plus there will be a celebration of the 60th anniversary of the Jaguar EType. A special look at the future will be showcased in an ElectraFest vehicle display, showcasing the trend of combining classic looks with modern driveability.

The event day in 2021 will be one to remember, with a capacity gathering of 500 British-built classics, exhibitors and vendors on display in the beautiful garden setting.

“Given the 2020 pandemic year that resulted in cancelled events and social isolation, we are looking forward to opening the gates at VanDusen, seeing the classics roll in and welcoming everyone back in grand style to our much cherished garden party for all classic car enthusiasts,” said Joan Stewart, event co-chair.

Please keep checking back to www.westerndriver.com for event updates and registration details.

2005 Morgan Roadster Sold Last Month

By Steve Blake

Sold on 1/20/21 for
US\$69,500



BaT Essentials

Lot #42009

Seller: **Bauer5200**

Location: **Oklahoma City, Oklahoma 73120**

Chassis: SA9RA260250A11064

1,300 Miles Shown

Ford 3.0-Liter V6

Five-Speed Manual Transmission

Limited-Slip Differential

Connaught Green w/ Black Soft Top

Tan Leather

16" Wire Wheels

Side Curtains

Air Conditioning

Alpine Stereo

Clean Carfax Report

Private Party Or Dealer: Dealer

This 2005 Morgan Roadster is finished in Connaught Green over tan leather and is powered by a Ford 3.0-liter V6 paired with a five-speed manual transmission. Equipment includes a black soft top, 16" chrome-finished wire wheels, an Alpine stereo, air conditioning, and a driver's airbag. The car was first registered in South Carolina and later relocated to Oklahoma, where it was acquired by the selling dealer from its second owner in December 2020. It now shows 1,300 miles, and maintenance performed in preparation for the sale included changes of the oil, coolant, and brake fluid. This Morgan Roadster is offered with manufacturer's literature, side curtains, a clean Carfax report, and a clean Oklahoma title.

Approximately 100 Roadsters were imported to the US between 2004 and 2006, and this example is finished in Connaught Green with a black soft top. Exterior features include chrome bumpers, dual polished exhaust outlets, and chrome trim.



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 1958 Plus 4 DHC sold on BaT for US\$33,000 on February 2, 2021.



This 1959 RHD Morgan 4/4 race car did not meet its reserve on BaT at US\$21,000 on February 9, 2021.



This 1991 Morgan Plus 8, turbocharged and running on propane, sold on BaT for US\$44,000 on February 12, 2021.



This 2012 Morgan 3-Wheeler sold on BaT for US\$37,250 on February 12, 2021.

Editor's Note:

I am always on the lookout for stories. It doesn't have to be a full article. Point form works and I can write it for you. Photos are greatly appreciated. Just had a ride in your Morgan? Snap a photo and drop me a line telling me where you went. Did a repair or maintenance on your Morgan? Tell me what you did. If you are about to do a project, even a very small one, snap a photo and share with us. See a Morgan when you are out and about, snap a photo and send it to me. Thanks to all of you who have been keeping me supplied with material!



This 1953 Morgan Plus 4 project car sold on BaT for US\$16,000 on February 15, 2021.



This 1964 Morgan Plus 4 did not meet its reserve on BaT at US\$32,250 on February 17, 2021.



What is hiding in your garage, basement, attic, or barn? Have some parts for sale? Do you need something for your Morgan? Members can advertise here for free!



BC Surplus

This 1957 RHD Morgan 4/4 sold at auction at BC Surplus for CDN\$25,076 on February 10, 2021.

Morgans are where you find them!

Thanks to Bob McDiarmid for finding this 1957 Morgan for auction at BC Surplus. This is an online auction site selling goods in BC and Western Canada. The organizers have years of auction experience and will help buyers and sellers with their ads and with shipping. You can find the auctions at:

<https://www.bcsurplus.com>



Keep your eyes open for Morgans for sale on Craigslist, Kijiji, Castanet, or other sites that are off the grid. There are many local selling websites which could be used. Remember, Morgans could be found anywhere, sometimes at a bargain. We have members looking for cars.

Only got a card from your sweetie? Buy something for yourself!

Valentines Day

Your gift guide for 2021

With Valentines Day just around the corner, we've been reflecting on what it might mean this year.

It's more important than ever to spread the message of love, to friends and significant others that you miss, family you haven't seen in a long time and everyone in between.



It's a perfect opportunity to reach out to someone important to you, to let them know you were thinking of them, that you miss them, or that you'd listened when they talked excitedly about the Morgan x Piston Gin

Valentines day this year should be about making people happy. We here at Morgan are ready to help you make that happen.



From leather bags to bookmarks, vehicle accessories to t-shirts, we have all the gifting choices you could ask for.

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

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
Mona, 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



Terry Firestein

604 910 0857

www.autobauer.ca
autobauercanada@gmail.com

#410 - 20170 Stewart Cres.
Maple Ridge B.C. V2X 0T4

Pacific Morgan Owners Group

2021 Membership Application (Please print in block letters)

2021 Membership:

Membership is only \$10

Make out cheques to "PACMOG"

Send dues and completed form to:

Pat Miles, PACMOG Treasurer

15410 Kildare Drive

Surrey, BC V3S 6B9

Date _____ New _____ Renewal _____

Last Name _____ First Name _____

Spouse/Partner Last Name _____ First Name _____

Address _____

City _____ Province/State _____ Postal / Zip _____

Home Phone _____ Cell _____ Other _____

Email Address _____

Spouse/Partner Email _____

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

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

Engine _____ Chassis Number _____

Unique or notable characteristics _____

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

Engine _____ Chassis Number _____

Unique or notable characteristics _____

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