



The Morgan Link

Vol 7 No 2

The Magazine of the Pacific Morgan Owners Group

Feb 2022



From the Editor's Desk...

It is with heavy hearts that we remember Steve Hutchens who passed away at the end of January. Our thoughts and condolences go out to his wife, Celia, and we will all miss him very much. See Page 5 for more about Steve and a selection of photos to bring back some memories.

The good news this month is Morgan's introduction of their new 3 wheeler which is called the "Super3". There is a photo section in this issue and links to three videos that give you a really good look at this exciting new auto.

I am happy to say that after 16 months, I have finally got a complete working hoist in my garage! This episode all started with my decision to upgrade my 24 year old hoist. I bought a new one had it installed, and realized it wan't for me after hydraulic fluid leaked and flimsy parts bugged me. The new hoist, from another company, arrived and one runway was bent. I still got to use it while waiting for a new runway. It arrived a few weeks later and was for the wrong side. A few weeks later, another runway arrived and it was too long, for a different hoist. Finally, a few weeks later, I got the right one installed. My hoist goes up and down; all is well so I am happy!

The Hearts and Tarts run was well-attended. We had 18 cars driving along the North and South arms of the Fraser River in Richmond. Hopefully, we will have more successful runs this year now that Covid is starting to wane.

There are plenty of interesting articles in the Morgan Link this month and I thank all the authors for continuing to support our magazine. We are still looking for lots of articles and photos for upcoming issues Use some imagination and help keep our Morgan Link full of surprises!

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

February 2022

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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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.

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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 2022

By Steve Blake, Chair

This month we had a Director's meeting and our Annual General Meeting. Both meetings were held by Zoom, which meant that people in distant locations could all take part. In our Director's meeting, we had Tom on the Sechelt Peninsula, Pat and Ken at Big White ski resort, Chris in Laredo, Mexico, and Jane from Victoria. For our AGM, we had 32 members which included ones from the interior of BC, Vancouver Island, Sechelt Peninsula, Alberta, Mexico and Australia!

The Directors were voted back in by acclamation so they are the same as before and listed in the masthead to the right. We acknowledged that we need to have a turnover next year as the Chair can only hold the position for 3 consecutive years. Some directors have been in their positions since the club started and we must remember that they were not voted in for life! Give some thought to putting your name forward for next year.

We still need people to put their names forward to organize events. Now that Covid restrictions are lifting, we can plan to join together for meals as well as drives. Before the pandemic, we would do an organized drive meeting at a pub or restaurant at the end, we did Mog 'n Platters where we would meet at a pub and the run was individual as you drove to and from the lunch. Let us know what you would like and we will try to accommodate your wishes. Let Ken Miles know your ideas or if you can help.

Suggestion has been given to do or attend some events with more of a sporting nature. Where are the hillclimbs or auto crosses of yore? Maybe a rally would be fun. Some of these events are planned by others and we just have to join in. Any ideas?

There has been talk of doing some overnight trips. Any thoughts on where you would like to go and for how long? Again, pass your thoughts on to any one of the directors.

Stay safe!

New Members

Dennis and Pamela Glavis
(Several Morgans and some for sale!)

Welcome Back!

Michael and Freydis Welland

PACMOG Directors

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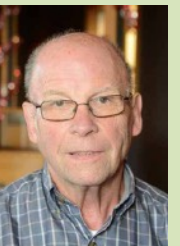
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Membership, Regalia

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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 was taken by Eric Peterson and was the winner of our Morgan Moments snapshot contest.

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, Gary Bell, Roger Mulloy, Ron Akehurst, Jane Cowan, John Berry, Howard Jewell, Win Muehling, Cam Hutchins, Fred Woods, Robert Horsley, Eric Peterson, Chris Bright, Andrew Noakes, Mark J. McCourt, Alex Goy, Bob McDiarmid, Bob Harper

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The Morgan Sports Car Club of Canada
The Morgan Historic Register
British Car Council Inc.

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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

Remembering Steve Hutchens (August 1942- January 2022)

Steve Hutchens had a hearty laugh. It was distinctive and identified him well as he had a wonderful sense of humour and a kind disposition. He was a friend to all of us and very generous with his time, patience, and counsel. Steve volunteered and helped so many people. Whether it was in his career, teaching, or building houses and projects for those in need, to helping people with their cars, or taking up positions of leadership in the clubs to which he belonged. He was a President, Secretary, and director of several car clubs including PacMOG, MOGNW, the OECC, and the Volvo club. He put on events and regularly attended others. If somebody was needed to fill a role, Steve would volunteer. He was that kind of person.

There is a lot more to say about Steve and we will have a longer article in an upcoming Morgan Link. His loving wife, Celia, is putting together a history of Steve's life for us. For now, we can look at photos of Steve that will bring back some memories. Steve will truly be missed.

(Photos have been submitted by Steve and Susan Blake, Howard Jewell, and Win Muehling)



The Morgan Link



On the Road!

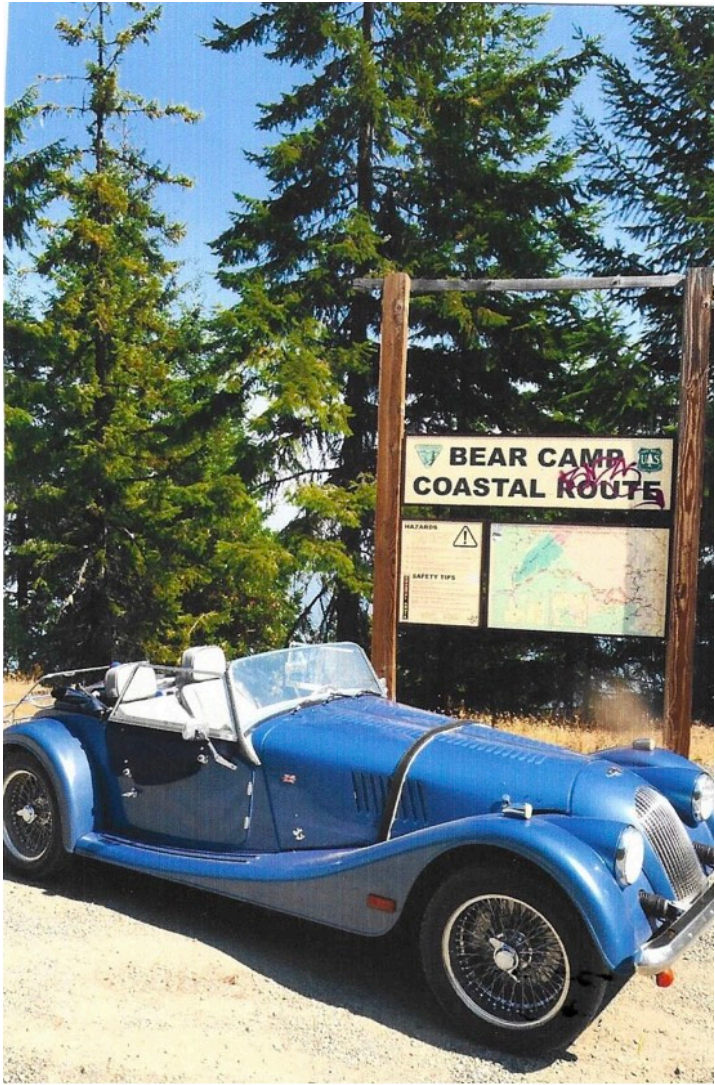
This section highlights Morgan cars spotted on the road or parked in scenic locations.
Send in your photos!



Cam Hutchins' photos of the Miles in their 1960 Morgan Plus 4 DHC, Tom Morris and Elaine Davie in their 1973 Morgan Plus 8, and Steve and Susan Blake in their 1967 Austin-Healey 3000 on the London Brighton Commemorative Run. Thanks to Cam for allowing use of the photos. Contact Cam at camsfam@shaw.ca for any automotive photo requests and check out his web page at <https://camhutchins.zenfolio.com>



Left - Fred Woods's 1939 3-Wheeler
Below - Robert Horsley's 2005 Morgan Roadster on tour



Susan Blake's photo of Jon Moss in his 1960 Morgan Plus 4 on the Robbie Burns Run

Introducing Morgan's New Super3

Super3



Antique, Collector, Classic and Custom
Automobile Insurance

Our policy is specifically designed to fill insurance needs of
Antique, Classic, Special Interest
and Modified/Street Rod automobile owners.



604-263-3400
info@pellinginsurance.com
8480 Granville Street
Vancouver, British Columbia
V6P 4Z7



INTRODUCING SUPER 3, THE ALL-NEW MORGAN



Super 3 continues a 113-year legacy of three-wheeled Morgan vehicles, introducing a new design language to our product range and continuing Morgan's long tradition of doing things differently.

From its mechanical underpinnings and design to its extensive options list and its name, everything about Super 3 is all-new.

At the very heart of Super 3's personality is its driving character. It entices you to get behind the wheel and embark on journeys you never thought possible. Our own in-house teams have worked alongside industry leading technical partners to put together the most configurable Morgan to date, ensuring your Super 3 remains as individual as you.

To help give you all the insight into our latest model, we've collated some useful links below to inform and excite.

Three Super3 videos to watch
(Click on the links below the photos - the start arrows are just screen captures)



<https://www.youtube.com/watch?v=OuXdaLc0byQ>



<https://www.youtube.com/watch?v=Hi9-Nnzc1Hc>

The third video is from the Late Brake Show with Jonny Smith

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



Morgan Moments Snapshot Contest 2021

By Tom Morris

This year's Morgan Moments Snapshot Contest had some excellent photos submitted. The members voted and Eric Peterson's photo of his 1990 Morgan Plus 8 in front of a field of canola won first place. Eric and his wife, Sue, live in Crossfield, Alberta, making this two years in a row that the winning prize has gone to an Alberta member. It is nice to see that we have had a different winner every year.

The first Runner Up went to Susan Blake who took a photo of the clouds reflecting off the hood of their Morgan as she sat in the navigator's seat coming back from Whistler on the Sea-to-Sky Rally. The Second Runner Up went to Steve Blake for his photo of their 1991 Morgan Plus 8 in front of a flowering Rhododendron tree in Tsawwassen. These two photos are on the next page.



First Place - Eric Peterson





First Runner Up - Susan Blake



Second Runner Up - Steve Blake



Hearts and Tarts 2022

By Steve Blake

February 13, 2022 was the 24th running of the Hearts and Tarts Drive. This run is always on the Sunday closest to Valentine's Day and was started by the Blakes as a Northern Pod event for the Morgan Owners Group Northwest. In 2010, the Olde English Car Club was invited to join in and in 2016 the new Pacific Morgan Owners Group replaced the MogNW.

This year we had brilliant sunshine and 18 cars of participants. Three additional cars had to cancel at the last minute due to mechanical or family emergencies. From the PACMOG we had the leaders, Steve and Susan Blake (1991 Morgan Plus 8), Tom Morris and Elaine Davie (1973 Morgan Plus 8), Chris Allen and Pam Mahoney (1972 Plus 8), Ken and Pat Miles (1960 Morgan Plus 4 DHC), Jon Moss (1960 Morgan Plus 4, 4-seater), John Rennie (1969 Morgan 4/4 4-seater), and Bill Hayter (Acura MDX). Note that most of the members of the PACMOG also belong to the OECC. Others from the OECC were Gerry and Anita Parkinson (1996 MGF), Bill and Jo Ann Nixon (1968 Jaguar 340 MKII), Alan and Mary Lou Miles (1967 Sunbeam Alpine), Bernie and Pat Miles (2003 Jaguar XJS), Bart and Audrey Shaw (1966 Triumph TR4A), Bill Forst (1951 Alvis), Alan and Maureen Inglis (1993 Bentley), Brian Yates (Jaguar E-type), Dave and Chris Walker (2014 F-type), Bill and Suzanne Grant (1960 Morris Minor), and Mike and Freydis Welland (1967 Daimler). I have a feeling I am missing one Jaguar?! 19 cars?



We left the Ironwood Plaza just after 11:00 am with the exception of the Miles, who failed to launch. An electrical short kept their Morgan in the parking lot, but with some crossed fingers, they were able to complete the run. They conked out a couple times but were always able to restart and carry on. Each car set out with a set of instructions so we did not have to stop and regroup along the way. We basically did a tour of Lulu Island and drove both the north and south Dyke roads along the Fraser River.

The drive took us past several golf courses, blueberry farms and cranberry bogs, along the booming grounds (place where logs are stored waiting to go to the mills) of the North arm of the Fraser River, fish processing plants, ship building yards, sawmills, container storage facilities, and some derelict boats. We drove along Vulcan Way where several motorhomes and neglected vans park on the roadside with their “homeless” owners, and then followed No. 5 Road for its total length from the site of the old drive-in theater on the bank of the Fraser, across the breadth of Richmond to the South Arm of the Fraser River. No. 5 Road has many temples and churches. Along the south Dyke Road, we saw many cyclists and walkers along the roadway. We wound our way in and out of farmland and along the river passing a few shanty houses left over from the squatter’s days, the government docks where the fishboats berth, the site of the Britannia Shipyard, new condo developments and into the village of Steveston. We finished our drive in the parking lot outside



the Gulf of Georgia Cannery Museum.

Many parked and went for fish and chips or other lunches. Some parked in the permit only lot and got an expensive surprise upon returning to their cars as the warden was out putting the good news under their windscreen wipers. He did warn people, but not everyone heard or paid attention to the signs. Other than that mishap, everyone seemed to have a great time and enjoyed the sunny weather.





(Steve Blake photos)

Editor's Note: This article was submitted by Alistair Crooks who received it from John Berry. John thought, rightly, that it would be of interest to our members. This article has also been submitted to Miscellany magazine so don't be surprised if you see it printed in one of their editions.

A MORGAN RESCUE

By John Berry

I purchased my first Morgan, an F4 three-wheeler in 1954. My first car! Thereafter, followed several MGs and an Austin Healey. However, in 1969, I bought a 4/4 series 5 1500GT and have never been without a Morgan since. I have had all models and my present Plus 8 was rebuilt by me 25 years ago.

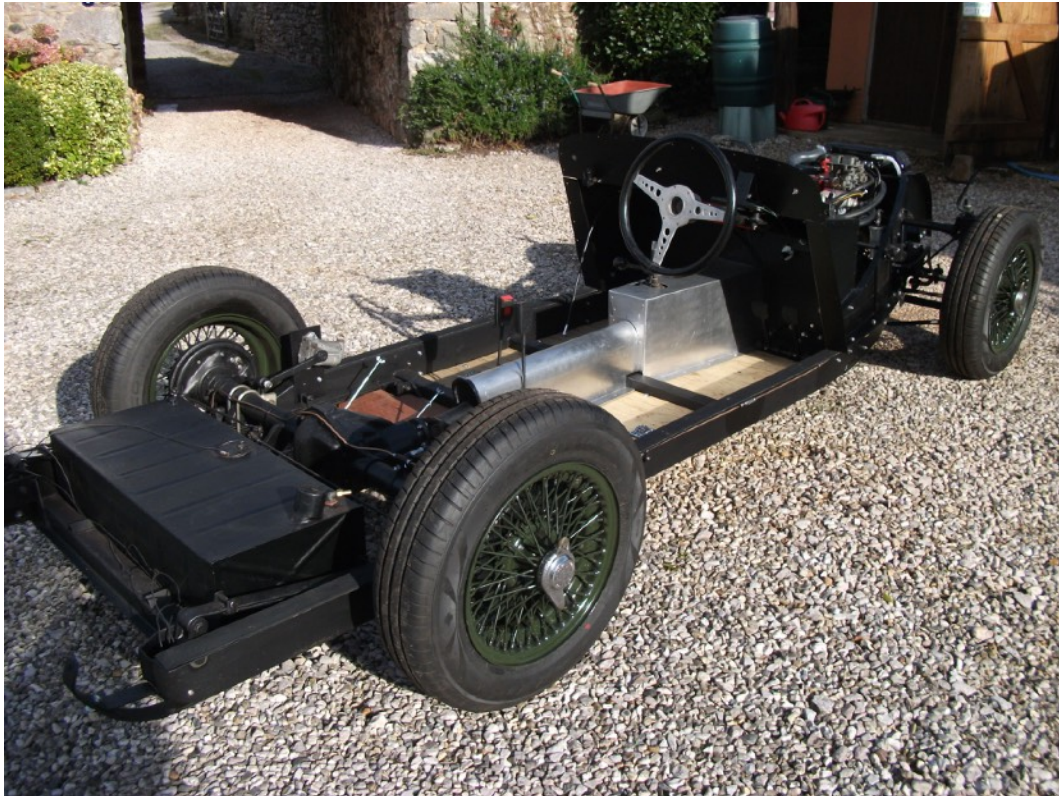
Back to the present. Autumn 2020 and the country in lock down. Having restored several Morgans over the past 50 years, I decided to look for a project to keep me occupied. After weeks of searching, I eventually located a 1976 4/4 4-seater being offered by a restorer/dealer in Bradford. It was only partly restored, and the body, wings etc were loosely fitted to a rolling chassis which was new. The rest of the parts were in boxes or loose inside the body. From the paperwork it would appear that the car was last on the road in 2010. Because of lock down, I was unable to travel, so after long conversations and dozens of photos, a price was finally agreed. The money was transferred and arrangements were made for the car to be transported to Devon in November 2020.

On close inspection, I realized my mistake. Never buy a car unseen!! This was not going to be a gentle restoration, but a mammoth rebuild from the chassis upwards. The body had been messed around so much and badly repaired that I finally decided to cut it up and take it to the tip. The lower half of the bulkhead and the wing valences were badly rotted. The wings had been repaired but not to my standards. All this had to go and I was left with a cowl, an aluminium bonnet and the scuttle top.

So, what to do? The latter three items were stripped and found to be in good condition so could be used. Not really liking 4-seaters I decided to rebuild the car as a 2-seater. 4-seaters have always been built with high line bodies. The only high line 2-seater bodies were 50s and early 60s Plus 4s. That would enable me to use the cowl, bonnet and scuttle top. With this in mind I ordered a Plus 4 60s high line 2-seater ash frame with 4-seater scuttle dimensions. At the same time, I ordered a full set of high quality fibreglass wings.



I could now concentrate on the chassis and mechanical items. Everything was stripped from the chassis which was cleaned and repainted. Stainless nuts, bolts and screws would be used as far as possible. The front subframe was fitted together with new kingpins, bushes and Koni shock absorbers. The engine was stripped and rebuilt with new bearings, rings, timing chain, valve springs, water pump, clutch assembly, etc. Radiator recored. New stainless silencer and tail pipe. Covers were taken off the gearbox and axle for inspection and all appeared in good order. Rear springs were cleaned and reduced from 6 leaves to 5 leaves. All wheels were blasted, powder coated black and fitted with new tyres. A new bulkhead was fabricated and new wing valences ordered. The whole braking system was renewed ---all pipes, hoses, master cylinder, calipers, pads, rear slave cylinders and brake linings. The filler pipe on a 4-seater petrol tank is not in a suitable position for a 2-seater. However, by reversing the tank and moving the petrol filler to the offside of the rear body panel, the problem was solved.



Now for the bodywork. The new ash frame was placed on the chassis and butted up to the bulkhead. It was then panelled in aluminium and the front and rear wings trimmed and fitted. Next, the cowl and the bonnets. After drilling all the necessary holes, the complete body was dismantled in readiness for spraying. Once reassembled, the dashboard was fitted, trim panels made, carpets fitted, seats re-connollized and tonneau cover measured. Finally a new wiring loom was made up and a new battery fitted with an isolator switch for safety. Parts like 2-seater windscreen and sidescreens were sourced second hand and 4-seater items no longer required sold off.

What I originally hoped would be a gentle restoration, eventually turned into a total rebuild which has kept me occupied for just over twelve months. It is finally finished and the "new" 1976 high line 4/4 will be insured, taxed and tested in April when hopefully the Spring weather will be with us.

With thanks to--

Richard Williams	Ash Frame
Matt Watson	Fibreglass Wings
Steve Barnes	VSM Steel Wing Valances

(John Berry photos)





DRONE FLIGHT GIVES NEW PERSPECTIVE OF THE MORGAN FACTORY



For the first time ever, a drone has taken flight around the historic home of Morgan at Pickersleigh Road. The 108-year-old factory – which welcomes around 30,000 visitors each year – is famed for being home to the production of the Morgan Plus Four and Plus Six, and will shortly be the site where the company's all-new three-wheeled model will be produced.

Viewers are transported in a one-take shot of the production line, moving through the Chassis, Assembly, Sheet Metal, Wood, Trim, Final Finish and Paint shops, before finishing in the Pre-Delivery Inspection department. Eagle-eyed viewers will spot a special project or two, watch the video to identify the special project cars for yourself.

Of course, there is no substitute for an in-person visit to the factory. After you've watched the video, you can book a tour at the link below.

Watch the drone video here:

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



Book factory Tours



Morgan Motor Company
Pickersleigh Road
Malvern Link
Worcestershire
WR14 2LL

Tel: +44 (0) 1684 573104



Car Breakdown in Victoria - Part 2 of 5

By Dave Doroghy

Ok, so back to part two of the story. As you will recall my new best friend Steve had generously offered to have my disabled car towed back to his place. His place was a lot closer than mine, across the Salish Sea. As luck would have it, he lived only five minutes from where my Morgan conked out and those five minutes sitting beside him in his fancy, shiny pickup truck, as we drove to his home chit-chatting revealed a lot about him. First of all, he collected old trucks. I thought I misunderstood him when he said he had a couple of old Chev pickups that he had restored that were around one hundred years old. A hundred years old, I thought to myself, compared to his prehistoric fleet my Morgan must seem like a brand-new car. He told me he had a slick garage with more tools than aisle SIX at Canadian Tire stocked, and that was where we were headed.

We were following closely behind good-looking Adam who was driving the BCAA Flatbed, piggy-backing my sick Morgan. I was a bit suspect about Adam for two reasons. For starters he had towed my girlfriend Jeannie not once but twice, and his freshly pressed BCAA uniform had not enough grease stains on it to prove his pedigree. At any rate, Steve had his own concerns about his wife Connie's reaction and how she might feel when she sees another old vehicle being delivered on the back of a flatbed to his place. He said, "If Connie sees your car being dropped off in our driveway and she thinks I've bought another old project car, she'll kill me"



As we got closer to his house, I asked Steve what he did before he retired. I probably have the wording wrong, but he told me he was something like the Chief Engineer and Top Mechanic for all the Navy ships out of CFB Esquimalt. Like, we are talking the Pacific Fleet. We are not talking dinky little Triumph motors, we are talking Halifax Class Canadian Patrol Frigates, Victoria Class Submarines, Orca Class Training ships. Those massive ominous looking navy ships you occasionally see in the news, or if you're lucky catch a glimpse of off the coast are what he worked on. I figured I was in good hands, after all doesn't it all just boil down to nuts and bolts and wires. A 134-meter Patrol Frigate can't be all that different than a three-meter 1966 Plus 4 Morgan. Isn't it all about just a spark firing a cylinder filled with some kind of fuel that causes an explosion that turns the crank?

I knew a bit more than the average person knows about the Navy because just before Covid hit I spent three days aboard the HMCS Regina observing and participating in naval exercises off the coast of Vancouver Island. The Royal Canadian Navy have a super cool program called *Canadian Leaders at Sea*, whereby certain civilians are invited to work alongside and observe the lives of our sailors at sea. It's a whole other story but my brief experience on board made me appreciate the mechanical complexity of these massive and ever so vital ships. When I asked Steve roughly how many people are involved with the care and fixing of the fleet he told me about one thousand. He went on with a degree of humility to explain that in one way or another they all somehow reported up to him. Something told me that if one of these ships went kaput in some place like the Sea of Oman it wouldn't cut muster to radio back to Steve in Esquimalt to tell him that you were just going to let the engine rest for a while and hope it would work again soon.



Learning of Steve's lifetime of experience repairing and maintaining massive warships and his hobby of restoring old trucks, I knew I was in good hands as we pulled up to his house. As Adam slowly lowered the back end of his flatbed into the driveway and as my Morgan slowly descended backwards, Steve's wife Connie opened the window to see what was going on.

I walked over, introduced myself with a big smile and said, "Your husband drives a hard bargain, I just sold him my car. It's an old fixer upper, he can have it". She sensed I was joking and we all had a good little belly laugh.

Steve wasted no time getting to work. I am sure that during our short drive back he had already diagnosed in his sharp disciplined mind half a dozen possible fixes. He thought that it might be the ignition and to bypass it he got a long wire out of his garage that he connected from my battery to my engine. He tinkered some more and then actually hauled out the electronic ignition and fiddled with it for while. He discovered a broken piece of black plastic in it that we tried to glue together. We used crazy glue and I held the broken piece tightly between my fingers as it dried; but, accidentally, I ended up gluing two of my fingers together. He reinstalled the piece, wiggled some wires, tested some plugs and points with a volt-meter or something like that, and did a few other diagnostic tricks. Observing him, it became clear to me that he had a logical, orderly naval approach to mechanics and unlike me he refused to get emotional or give up. Or to get distracting by snacking, like I do. He kept on explaining to me how he was eliminating more and more problems that it might be, to help him get to the root of what it was. I tried to listen but I was pre-occupied with trying to pry my index finger from my middle finger.

Finally, after a few more twists of this and fine tuning of that, he had the engine purring like a kitten. It sounded great and I had a chance to catch the next ferry if I left immediately. Being the consummate gentleman, he said, "Just to be on the safe side, why don't I follow you to the Ferry Terminal?" It was a very generous offer, but I had already wasted two hours of this guy's time and I declined. Then, he expressed his concern that since he wasn't certain of the repair since it was done in such haste, I might break down again. I realized his concern was genuine and came up with a compromise. I told him that he could drive me to Jeannie's place which was on the way to the ferry and she could accompany me from there. I hopped into the Plus 4, put my sticky hand on the gear shift hoping it wouldn't get stuck, and put the car into first gear.

As I was doing this Steve jumped into his pick-up truck and pulled up behind me. I slowly released the clutch, the transmission engaged, and I moved forward about twenty feet and then the engine just plain died again. I looked behind me and smiled at Steve as he laughed. I cranked the key a few more times, but couldn't get it to start. Steve got out of his truck and said, "I think you should just leave it here so I can properly fix it, I'll drive you to the ferry." I thanked him profusely and told him that I could get Jeannie to pick me up and drive me there.

He invited me inside where I had a cup of tea with him and Connie while I admired their lovely Christmas tree. Steve told me his friend Brad knew a lot about old British engines and that the two of them would get together over the weekend to sort things out. I couldn't believe how accommodating this guy was. As Connie was getting us some cookies to eat, I reflected on how now, one more unsuspecting person was being dragged into my web of incompetency – Brad could say goodbye to his weekend plans.

Jeannie arrived and, with a pang of guilt, we left to catch the Ferry.

I have been writing this Dorg's Morg column for ten years now and have never, not once, offered any mechanical advice, tips or practical suggestions. Well, get ready for an overload of some now, not from me but from Steve. When I woke up the next morning, I got this email from him. You can judge for yourself but to me it read a bit like a report from someone that has had a ton of experience assessing engine problems on massive ships and carefully detailing them in a technical easy to read written format.

Dave:

Just a quick email as requested. My friend Brad has offered to pop over tomorrow and check it out electrically if he has time. When I emailed him the pictures of it in the back yard and sent him a little recap of what we had done, he immediately passed on several things to look out for. We will ring out the electrical side of things (hopefully tomorrow afternoon) and narrow it down for you. If something simple/obvious avails itself, we will fix or replace it.

To recap today (if you are going to info your mechanic) the following may be pertinent on the electrical side of things, especially the PERTRONIX ignition system:

- after the engine died, a plug wire was removed from the spark plug and held to ground. At first there was no spark and then after a few revolutions of the engine, a weak blue spark. A few other items were checked, the brass on the rotor was scraped to shiny metal and after several minutes of talking about possible problems, we hit the key and the engine fired up easily but only ran for a short time before stopping on the road once again;*
- the car was towed to my house at this point;*
- the coil wire was checked for continuity with an ohmmeter. The results showed that the wire was structurally sound with no breaks or weak areas that we could detect;*
- the spark plug wires all appeared in good shape also with no oil or grease contamination: (when the engine is running, the smoothness indicates the wires are sound and not suspect);*
- the distributor cap appears relatively new on the outside and on the inside with no apparent cracks or buildup of grease;*
- the internal contact points of the cap do not have any contamination buildup of oxides on them and appear to be in excellent shape;*
- the centre carbon of the cap is intact and the pressure spring that keeps it in contact with the rotor is in place and functional;*



-the Pertronix sensing module had no physical deterioration that we could detect, and did not appear to overheat after the engine was run for several minutes (but this doesn't mean it was tested);

-the Pertronix magnetic pickup sleeve on the centre cam of the distributor had a broken depth restrictor on the top, but when we reinstalled it with the defect, the car fired up and ran smoothly. This is a feature of the magnetic sleeve that is supposed to prevent it from working its way down the centre cam and bottoming out on the retaining plate in the distributor. A new one should be installed;

-the coil appeared to be in good shape from a purely visual standpoint. No bumps, dents or other physical defects. There could be damage internally between the primary and secondary windings that is the cause of the intermittent fault, but that doesn't show up all the time. If Brad can test it we will. If not it should be easy to find another one. I have twelve volt coils here, but the fittings on top would need to be configured the same as yours to accommodate the MORGAN wiring: should be easy to do;

-all wires and their female spade connectors on the top of the coil were clean and in tight contact with their respective male connectors;

-the ignition switch was physically checked and appears to be a little bit worn/loose internally. Manually jiggling it will cause the engine to sputter or occasionally stop, but when we eventually ran the car around the block, it had no affect on the performance at that time. This does not appear to be the prime area of concern with respect to the engine suddenly dying and refusing to start, but it should be rectified at some point, and;

-the ignition circuit was bypassed, effectively "hot-wiring" the car directly from the battery to the coil with the live side coil wire being removed. This completely isolated the system from the internal wiring of the vehicle. When the starter was engaged, the engine did not catch at all. Ironically, when the hot-wire was removed and the original system was re-attached, the car started after several attempts. That indicates to me the problem is either with the coil or inside the distributor.

When Brad and I go over it, we will prove out all the wires associated with the ignition system and make sure we have voltage where and when we need it. Logically thinking it through, with all the checks we have done as noted above, I can only see it being one of three things: a faulty ignition coil that is damaged internally and malfunctioning as it heats up, a problem in the electronic pickup module of the Pertronix ignition or a loose or damaged ground wire somewhere in the system. All other parts needed to make the system functional have been checked and appear okay or were bypassed when we put the hotwire on the coil.

The fuel system does not seem to be contributing to the problem in any fashion. It is a mechanical pump mounted on the engine, not an electric pump. It has a glass settling bowl and the fuel appears clean and topped right up. There were no bubbles, dirt or water that was obvious in the system. Also, when running, the car accelerated easily up to 3000 RPM and did not appear to run out of fuel.

I have CC'd Brad on this email tonight to let him know what we have done so far.

Steve

Wow, I was exhausted just reading the email! And, although I didn't understand it completely, parts of it made sense. I read it slowly three times and even learned a few things. Although I am not ready to be a battleship mechanic, I am starting to learn how my car works. And we have three more installments of learning to come!

The plot will thicken in my next episode of this saga as more strangers are dragged into fixing my car.



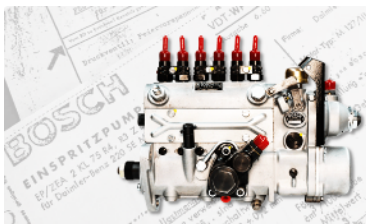
(Royal Canadian Navy photo)

SHOP TALK

Engine Out: Bosch and the Rise of Fuel Injection

By Chris Bright (Courtesy of Collector Part Exchange)

Picking up where we left off with [Weber carburetors](#) in our first *Engine Out* column, we are staying with the topic of fuel delivery into the engine. Our next stop is fuel injection, and the name synonymous with this technology: [Bosch](#).



Based in Germany, Bosch was the first company to commercialize direct fuel injection for automobiles. While Bosch didn't invent the idea, the company gets credit for commercializing and perfecting this advancement in the 1950s. By the early 1990s, fuel injection had all but killed the carburetor because it was the proverbial "better mousetrap." It's a fascinating advancement, but the story of the Bosch company is, to put it politely, complicated.

The Bosch Origin Story

Robert Bosch was born in 1861 in Germany. His father was a proponent of education so the young Bosch attended an engineering school where he trained as a precision mechanic. In his early career, Bosch was very well-traveled, including stints living in the U.K. and U.S.A. where he worked for Thomas Edison. Born at a time when the Civil War was breaking out and working for the inventor of the light bulb, Bosch was a man of a different era.

In 1886 at age 25, he opened his own electrical engineering and precision machine shop in Stuttgart. That was the beginning of the Bosch industrial empire. The shop handled all sorts of problems, such as improving how telephones operated, but their work also branched into improving components for the nascent automobile industry.

Bosch's initial "hit" came in 1902 when his modifications to the magneto resulted in the first reliable ignition. The shop also developed the first high-voltage spark plugs which were invented by Bosch's chief engineer, Gottlob Honold. They even promoted themselves by sponsoring some of the earliest race cars!

In 1917, the business transformed into a corporation. The company was emerging as a leading automotive supplier with branches around the world, including a factory in the United States. Further developments led to manufacturing lighting, horns, and windshield wipers. In 1927, Bosch introduced its first fuel injection pump, but it was for diesel engines in trucks.

When the war effort started building, the focus shifted to inventing injection for gasoline engines -- not yet for cars but for airplanes for the German military. The Bosch corporation became critical to the war effort. However, Robert Bosch by all accounts was a progressive thinker, including introducing 8-hour workdays and providing employee benefits long before those were widely adopted practices in the workplace.



Robert Bosch

The Bosch corporation did ultimately capitulate with the Nazi regime, including problematically using more than 20,000 forced laborers, including Jews who were abused. Meanwhile, later accounts showed that behind the scenes, Bosch and his executives worked to save victims of Nazi persecution. So while Bosch was given a state funeral when he died in 1942 at age 80, his company was also recognized by Israel for helping save Jews from the concentration camps. As I said earlier, the company and the man had complicated histories.

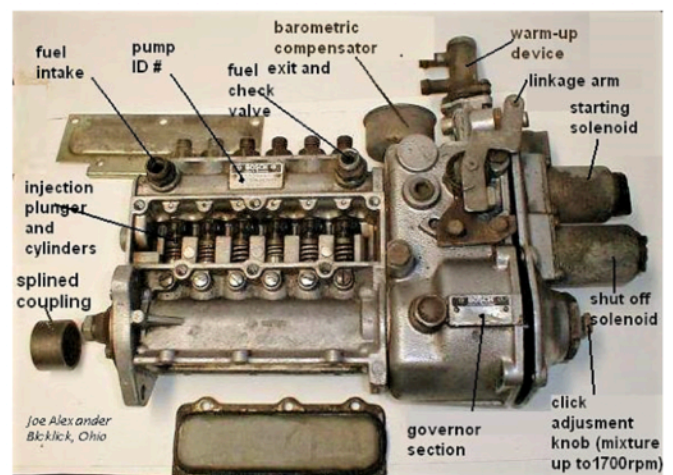
After the war, the factories had all been razed by Allied bombs. Bosch quickly rebuilt and then assisted with Europe's reconstruction by making all sorts of household goods to help employ people and get the population back on its feet.

Having pioneered a successful fuel injection technology for aircraft, Bosch refined it for automotive application. In 1951, the first passenger car with direct fuel injection was introduced using Bosch's injectors on a two-stroke, 2-cylinder engine. It was offered in two different models, the Gutbrod Superior and the Goliath GP700.

Bosch's efforts took off when it worked in partnership with Mercedes-Benz. In 1952, Mercedes' W194 sports racing prototype and subsequent 300SL Gullwing production model were the first race cars to use direct mechanical fuel injection. From there, Bosch's technology was included in the W196 Grand Prix cars and 300SLRs that dominated racing in the mid-50s.

The Bosch Fuel Injection Difference

Let's first look at fuel injection in general versus carburetion. Whereas carburetors rely on creating suction by squeezing air into a narrow tube (venturi) to deliver the fuel, fuel injectors have a mechanical pump to squirt it into the engine. The first models used a camshaft to deliver the fuel directly into the combustion chamber at high pressure that atomized and evenly distributed the air/fuel mixture into the combustion chamber.



Early Bosch mechanical fuel injection unit (Joe Alexander)

While fuel injection isn't inherently superior to carburetion, it has several advantages:

More fuel-efficient with lower emissions. Fuel injectors use gasoline much more efficiently since it goes directly into the combustion chamber and atomizes in a homogeneous dispersion. The result is more complete combustion which results in better fuel efficiency and less pollution.

Better for cold startups. When the engine is not warm, the fuel doesn't vaporize as easily. In carburetors, this is managed by adjusting the choke for a richer fuel mixture. By putting fuel directly into the combustion chamber under pressure, fuel injection overcomes this problem that dogs carbureted engines during a cold start. No longer was it necessary to crank the starter over while pumping the gas pedal to get going on a cold winter morning!

Cooling properties. Direct fuel injection has the benefit of putting liquid fuel into the cylinders which immediately vaporizes and has a cooling effect on the cylinders, similar to the way a squirt from a spray bottle on a hot summer day is refreshing.

More stable, but more complex. The air/fuel ratio is more precise with fuel injection than with carburation. However, the system uses a high-pressure fuel pump and fine jets which add complex and expensive parts, even more so with modern fuel injectors that are controlled electronically via ECUs and have oxygen sensors to calibrate the air/fuel ratio.

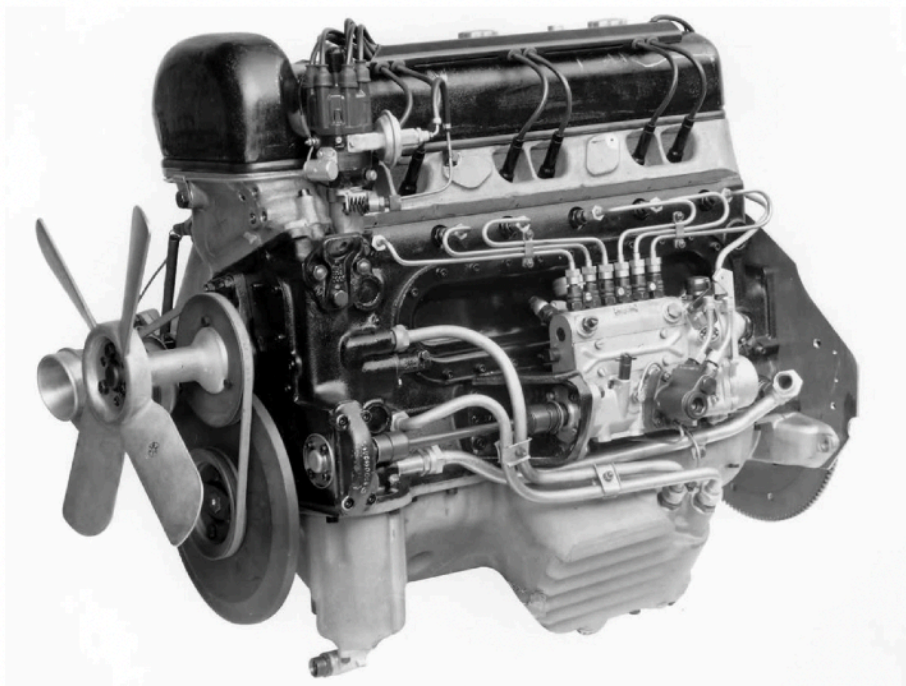
Carburetors are still popular in motorsports and other applications where horsepower and mechanical simplicity are valued, but generally, fuel injection is the only option for modern cars.

Bosch fuel injection has been continuously evolving since it was first introduced in the 1950s. The first real improvements came in 1967 with the introduction of the Jetronic system which used a rudimentary ECU (25 transistors, to be exact) to control the amount of fuel. Over the years, the process has been highly digitized with more precise measurement and fuel delivery. In the 1980s, Bosch introduced Motronic, an ECU that has fuel injection and ignition in one unit.

Bosch Today

Bosch is now a huge industrial conglomerate. It is still independent and based in Germany. Worldwide, the company employs approximately 400,000 employees and has 80B euros in sales annually. Ninety-two percent of Bosch is owned by the [Bosch charitable foundation](#), as directed by Robert Bosch, which funds health, educational, and social causes around the world.

In the automotive industry, Bosch continues to be a leader, not only in fuel delivery, but also in antilock braking systems (ABS), ignitions, heating and air conditioning, airbags, and much more. More recently Bosch is working on electric vehicle technology and automated driving.



The Bosch fuel injection unit is clearly visible on the Mercedes 300SL engine.

Recently, Bosch's reputation has taken some knocks. They were implicated in the VW emissions scandal where emissions tests were being manipulated to not correctly report emissions from a vehicle. Also, Bosch was involved in "[Astongate](#)" in 2020 in which an anti-EV report deliberately spread misinformation citing fabricated emission figures for the carbon footprint of EVs.

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Looking for parts or have some for sale? Go to <https://collectorpartexchange.com/>

Interview with Martin Cole - Metal Craftsman at Morgan

This interview By Andrew Noakes is courtesy of Classic Cars Magazine (November 2021). Andrew, like our previous interview with Andrew Smith, started working at Morgan as an apprentice. He started in 1977. The photos below and on the following page are courtesy of the Morgan Motor Company archives.

[Interview]

'It was a truly hand-made car – it wasn't easy to upscale'

Hand-crafting is central to the Morgan appeal says **Martin Cole**, who's worked there since the Seventies

Words ANDREW NOAKES Photography MORGAN ARCHIVE

For more than a century Morgan was a family business, and for Morgan metalworker Martin Cole it still is. Brother Wayne and nephew Adam work alongside him at the factory at Malvern in Worcestershire, and chief executive Steve Morris is his brother in law. 'We've got quite a few family connections here,' he says with a smile.

Cole started at Morgan in 1977 as an apprentice. 'Our main job as apprentices was to help the chaps do their jobs - if they needed something holding, or fetching and carrying. And a lot of being messed about as well.' Like many a workshop junior Cole was sent on nonsense errands like fetching sparks for the grinder, spots for the paint, and new spirit level bubbles. 'But not in a nasty way, it was all fun,' he says. 'It made you grow up really quickly!'

After completing the apprenticeship, Cole's first job was making radiators from scratch. 'We used to make the Plus 8 and 4/4 radiators in-house out of brass and copper. I used to enjoy that, though soldering isn't the cleanest job. At the time anything from a sheet of metal we made in-house, by hand. You had to be able to turn your hand to everything - radiators, petrol tanks, stone guards, bonnets, valances, tool boxes, spare wheel panels. You definitely learnt all your skills because you had to use them all the time - soldering, welding, any sheet metal skills you can think of.'

Memorable jobs included making prototype parts for the Aero and a radiator for a motor show display, 'It was never

painted, everything was polished - the brass surround, the brass top, the copper pipes. That's the most difficult thing I've done.'

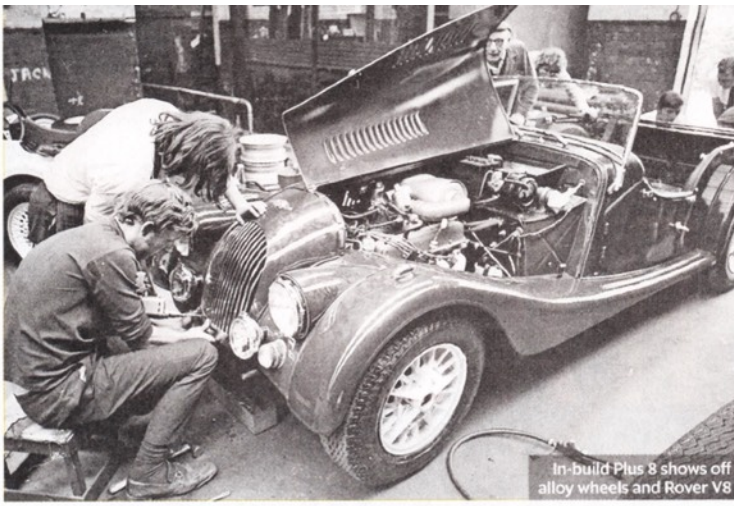
One of the most complex parts of the body to make was the scuttle, in steel until the Nineties when aluminium took over. 'The sheets were delivered to us and we used to put a pattern on the sheet, mark it out with a scribe and cut it out by hand with a pair of tin snips,' Cole explains.

'Now everything is laser cut, which makes life a lot easier. We used to shape the scuttle on rollers, then put it onto the wooden body frame and shape it to the car. Each one was different. Once it was made you had to take it off, clean it all up, then fit it back on the car with pins and screws. It would usually take the best part of a day.'

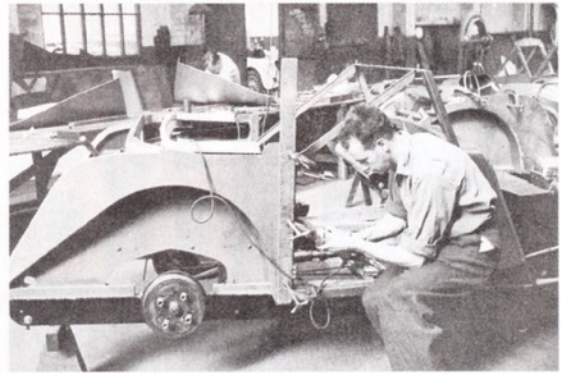
Morgan took part in the BBC TV series *Troubleshooter* in 1990, featuring former ICI chairman Sir John Harvey-Jones dispensing business advice. Cole spoke to him when he visited the factory. 'I know a lot of things that he said, Peter Morgan didn't agree with,' he says. 'The one thing he wanted us to do was build more cars. But it really was a hand-made car, and it wasn't easy to get more cars through the system. The only way to increase production was to change the way they were built, which they've done over the years.'

Around 30,000 people visit Morgan every year, making the factory one of the biggest tourist attractions in the area. 'It doesn't bother me personally,' Cole says. 'We quite enjoy it if someone is coming round to see what you're doing. The body is panelled using the same techniques it has been since the Fifties. You're using a hammer and snips to form everything. People are amazed when they see that going on.'

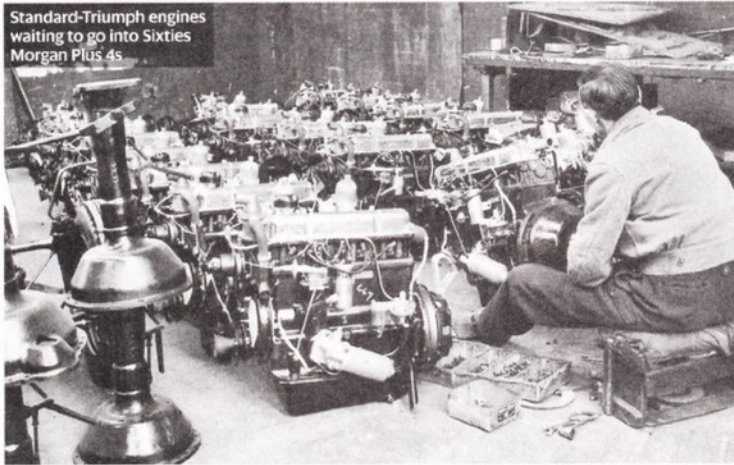




In-built Plus 8 shows off alloy wheels and Rover V8



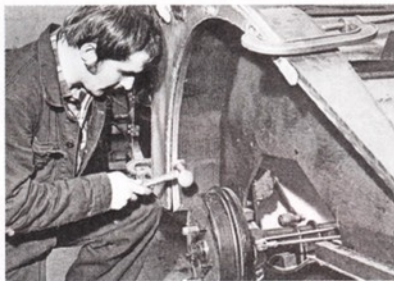
Above: a view from inside the sheet metal shop in the Sixties – the wood-framed bodies were built the same way for decades



Standard-Triumph engines waiting to go into Sixties Morgan Plus 4s



Paint shop in the Sixties – the facilities were upgraded in the Eighties



Each panel was fitted to the car using clamps and hammers and no two ended up identical



1963 Plus 4 doesn't look out of place back in the Malvern trim shop years later



Soldering a radiator apparently a dirty, but satisfying job



Traditional styling and build methods key to Morgan appeal



MORGAN THREE WHEELER

THREE WHEELERS

1.3k miles 2014 Morgan

THREE WHEELER BRG/
Black Leather //

BROOKLANDS EDITION



1934 Morgan MX4 SUPER

Matchless water-cooled engine, modified with foot pedal gas feed, dash mounted choke and spark advance //

SIGNIFICANT PRICE REDUCTION

1933 Morgan MX4 SUPER SPORT

Silver, Matchless water-cooled engine //

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2003 Morgan Plus 8 Royal Ivory, Mulberry Leather //

18K MILES!



2003 Morgan Plus 8 Jaguar Silver Grey Metallic, Mulberry Red Leather //

18K MILES!

2003 Morgan Plus 8 Black exterior, Tan Leather //

20K MILES!

2001 Morgan Plus 8 Jaguar Grey Metallic/Mulberry Red Leather //

12.5K MILES

1984 Morgan Plus 8 Isis
TURBO CONVERSION Special Corsa Red/Cinnamon leather //

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1963 Morgan Plus 4 SUPERSPORT.

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1949 Morgan Four/FOUR SERIES 1

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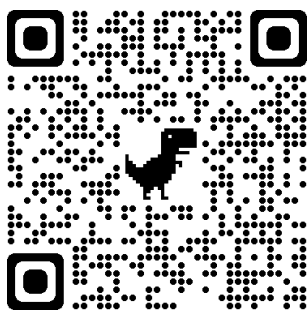
Race Rally Prepped!



1962 Fiat O.S.C.A. 1500S CABRIOLET

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1956 Morgan Plus 4

FOUR SEATER, Dark Red body/Black wings, Black interior //

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Drophead Coupes

By Steve Blake

PACMOG tries to have at least one drive a month. We probably average that amount, but there are times that the weather has not worked in our favour. Mike Powley was always seen with his top down on every run, even in the rain. One year, his Robbie Burns run was in the snow but somehow several of us still managed to make it to the pub. When the temperature is down close to freezing and the rain is falling, more Morgans show up with just a driver. The navigators stay home! With a drophead coupe, you have no excuse to miss a run! These are the ultimate inclement weather Morgans. We have two articles in this edition discussing the DHC. 7 members have owned DHCs and 5 remain in the club. Below are two examples that were both restored by club members.



Above - Bob and Judy McDiarmid's 1966 Morgan Plus 4 DHC

Below - Ken and Pat Mile's 1960 Morgan Plus 4 DHC

(Steve Blake photos)



The 1958-'69 Morgan Plus 4 Drophead Coupe is a reasonably-priced rarity
Hemmings Stock Exchange - Imported Collectibles
By Mark J. McCourt (from February 2021 issue of Hemmings Motor News)



It was common practice among English automakers in the prewar era to offer open-top cars in both a stripped-down, elemental style, and with more cossetting, weather-resistant coachwork. For certain tradition-minded firms like Morgan, this practice carried well into the postwar years. Morgan's famous Plus 4 would be built in numerous two- and four-seat body styles, and among the least seen of the regular production examples were the Drophead Coupes. These comfort-leaning convertibles—the body style favored by company founder H.F.S. himself—cost more than their roadster siblings when new, and their resale values have varied through the years, leaving them a bit of an in-the-know buy today.

Like its 4/4 predecessor, the Plus 4 launched in autumn 1950 as an elemental two-seat roadster with cut-down doors and a pack-away top with removable side curtains. A four-seat roadster followed, along with the two-seat Drophead Coupe. This last body style, introduced in the late 1930s on the 4/4, was distinguished by its fixed, wood-framed windshield and taller, rear-hinged doors with detachable metal-framed sliding windows. A distinctively shaped rear deck held a pair of spare wheels instead of just one, and the Drophead's three-position top could be partially opened, landau style, to expose the seats. A flagship four-place version of this car, cheekily dubbed the "Snob Mog," sported a privacy enhancing blind-quarter top that wouldn't look out of place on a Rolls or Bentley, and just 51 were built between 1954 and 1956; it's outside of the scope of this story

(Hemmings photos)

The Plus 4 Drophead Coupe got a performance boost, as did all Plus 4s, for 1958, when Morgan adopted the 95-hp Triumph TR3 engine, and again in 1962 and 1964, when the 100-hp TR4 and 104-hp TR4 A engines appeared under their long bonnets. An American buyer seeking a Morgan in 1960 would have paid \$2,595 for a two-seat roadster, \$2,645 for a four-seater, or \$2,695 for a Drophead Coupe, the latter figure roughly equivalent to \$23,700 today. While the final Plus 4 Drophead Coupe of this original series was built in January 1969, the last U.S.-spec Plus 4 imported was the December-1967-build car on this page.



Some two decades ago, a Triumph-powered two-seat Drophead Coupe could be had for around \$19,000, making it the most valuable Plus 4 body style outside of the highly desirable Super Sports roadster or Plus 4 Plus coupe, both of which topped \$25,000 in the pages of NADAguides. By 2010, the Drophead was valued around \$28,000, but the standard two-seater roadster had surpassed that by about \$3,500. Today, NADA lists the average value of a two-seater Drophead Coupe as \$41,700, bracketed by \$18,300 and \$69,200 "low" and "high" retail values, while interestingly, it suggests a roadster can command \$17,900, \$49,900, or \$64,100 in its low-to-high retail range. Hagerty's valuation experts have noted that values for this model and body style have held steady over the past few years; they offer a similar range of \$18,700 to \$64,300. More conservatively, Hagerty places #3 "good" and #2 "excellent" condition values at \$28,800 and \$43,900. Either way, with a Drophead Coupe, you're currently paying a little bit less, and getting a lot more Morgan Plus 4 for your money.



Ken and Pat Miles 1960 Morgan Plus 4 Drophead
(Steve Blake photos)

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Famous People with Morgans

By Steve Blake

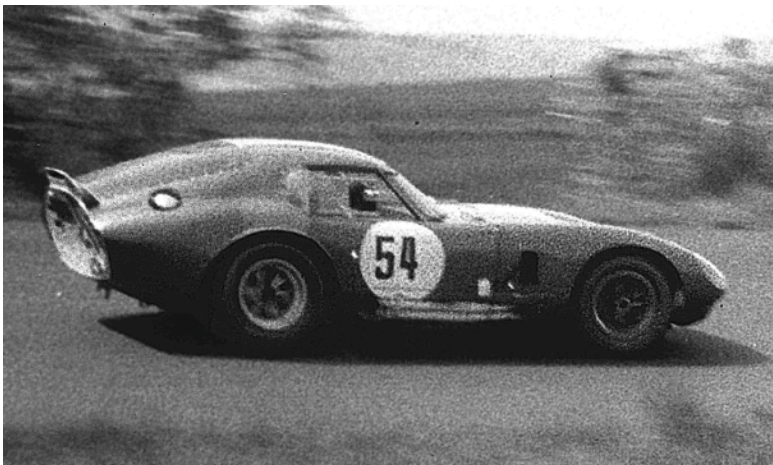
Bob Bondurant - racer, racing school instructor/owner

Bob Bondurant (April 27, 1933 - November 12, 2021) was a well known racing car driver and owner of the Bob Bondurant School of High Performance Driving. His sports car racing started with a Morgan Plus 4 in 1956. The following story of his career is courtesy of Wikipedia.

During his teens, Bondurant raced an Indian motorcycle on dirt ovals. In 1956 he switched to sports car racing with a Morgan and started to attract attention when he won the West Coast "B" production Championship, in a Chevrolet Corvette winning 18 out of 20 races.

Santa Barbara Chevrolet dealer Shelly Washburn hired Bondurant in 1961 to drive his #614 1959 Corvette. Some of the best Corvette racing duels were between him and David McDonald on the West Coast during the early 1960s. At the L.A. Times Grand Prix in October 1962, Bondurant drove Washburn's new 1963 Corvette Z06 Stingray. Between 1961 and 1963, he won 30 out of 32 races in Washburn's Corvettes.

In 1963 he became a member of Carroll Shelby's Ford Cobra team, winning his first race at the Continental Divide Raceway in Colorado, followed by an overall win at the LA Times Grand Prix GT race at Riverside in October 1963. For the 1964 FIA season after finishing 2nd in GT at Sebring, Bondurant was in Europe racing the new 289 FIA Cobras at the Targa Florio, Spa, and Nurburgring. His best-known victory was winning the GT class at Le Mans 24 Hours in 1964 in Shelby's new Cobra Daytona Coupe with Dan Gurney co-driving. In 1965 Bondurant won the FIA Manufacturers' World Championship for Shelby American and Ford, winning seven out of ten races against the class dominating Ferrari 250 GTs in Europe. In the same year he drove a works Ferrari Formula 1 car during the United States Grand Prix at Watkins Glen, and handled a Lotus 33 for Reg Parnell at the following Mexican race.



Bob Bondurant racing the Shelby Cobra Daytona Coupe at the Nurburgring 1000 km

In 1966 Bondurant served as a technical consultant for John Frankenheimer's film *Grand Prix* and trained the film's lead actor James Garner to drive Formula cars in the race sequences. Bondurant was one of two drivers (alongside Graham Hill) to help extricate Jackie Stewart from his fuel-leaking wrecked car during the 1966 Belgian Grand Prix, the incident that led to Stewart's crusade for motor racing safety. Bondurant also drove BRMs in five Grands Prix for Team Chamaco Collect, finishing 4th at Monaco. He finished the Formula One season in North America in two races, driving an Eagle for Dan Gurney's Anglo American Racers.

For 1967 he drove in the CanAm series and in a Corvette L88 Coupe at Le Mans. At Le Mans he led the GT class until a wrist pin failed putting the car out in the early morning. Later that month while driving a McLaren, at Watkins Glen, the steering arm broke at 150 mph approaching the Loop-Chute section of Watkins Glen (the current Turn 5, but without the bus stop, which was installed in 1992). Bondurant sustained serious rib, leg, foot and, most seriously, back injuries in the subsequent accident in which his car flipped eight times. Doctors told him he would likely never walk again, but through courage and hard work he overcame his injuries.

While recuperating, Bondurant drafted an idea for a high performance driving school borrowing from the experiences he had while training James Garner for *Grand Prix*. The Bob Bondurant School of High Performance Driving opened in early 1968 at Orange County International Raceway then moved to Ontario and then to Sonoma, where he was an important figure in the track's development. Nissan Motor Company (under Datsun name in the U.S.) was Bondurant's sponsoring partner in his school from its beginning, and continued in that role at the Sonoma Raceway driving school.

In the June 1969 run of the grueling offroad Baja 500 race, Bondurant with co-driver Tony Murphy took first place in the passenger car class driving an SC/Rambler for James Garner's "American International Racers" team that was sponsored by American Motors Corporation (AMC). ^{[1][2][3]}

Bondurant had four NASCAR starts, all at Riverside International Raceway, with his highest finish of 18th in 1981.

Following the 1989 Loma Prieta earthquake he moved the driving school to Phoenix, Arizona, where he enjoyed close ties to General Motors and Goodyear Tires.

Bondurant was a driving instructor to actors James Garner, Paul Newman, Clint Eastwood, Robert Wagner, Tim Allen, Tom Cruise, and Nicolas Cage.

While I was unable to find a photo of Bob Bondurant in his Morgan back in 1956, I did find a video that shows him racing at Fiesta del Pacifico in San Diego in 1956. If your eyeballs are really good, you will catch a glimpse of him driving his Morgan with the #19. I was able to screen capture a shot of Bob Oker in his Morgan which is below. Watch the video at:

<https://www.thechicane.com/2014/03/14/unseen-50s-racing-footage-san-diegos-fiesta-del-pacifico-1956/>

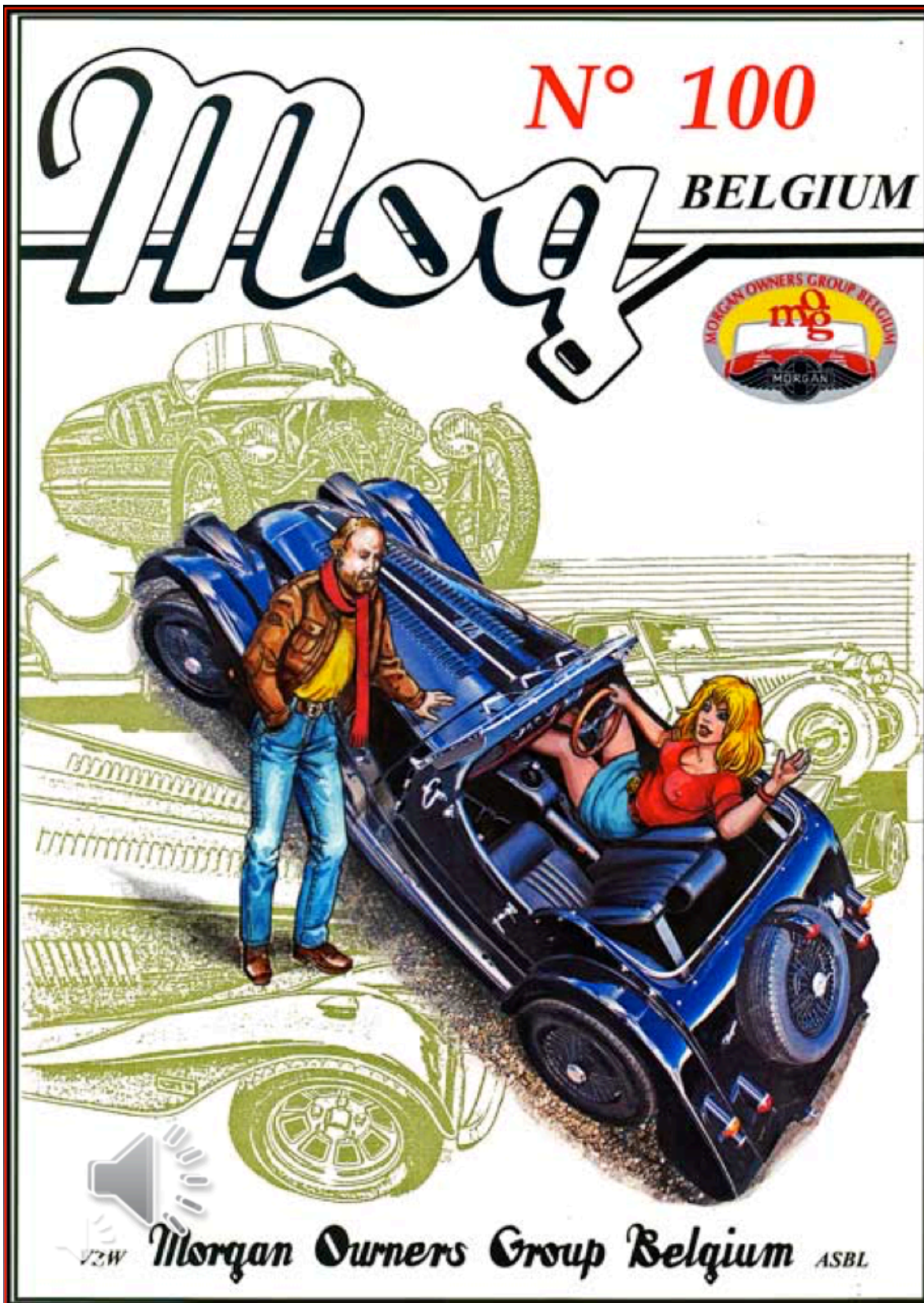
Bob finished 7th in his race with 36 cars including 4 Mercedes-Benz 300 SLs, 3 Corvettes, 6 Austin-Healeys, 7 Porsches, 9 Jaguars, 3 Triumphs, and 3 other Morgans.

Thanks to www.thechicane.com for the use of the photo and link to the video.



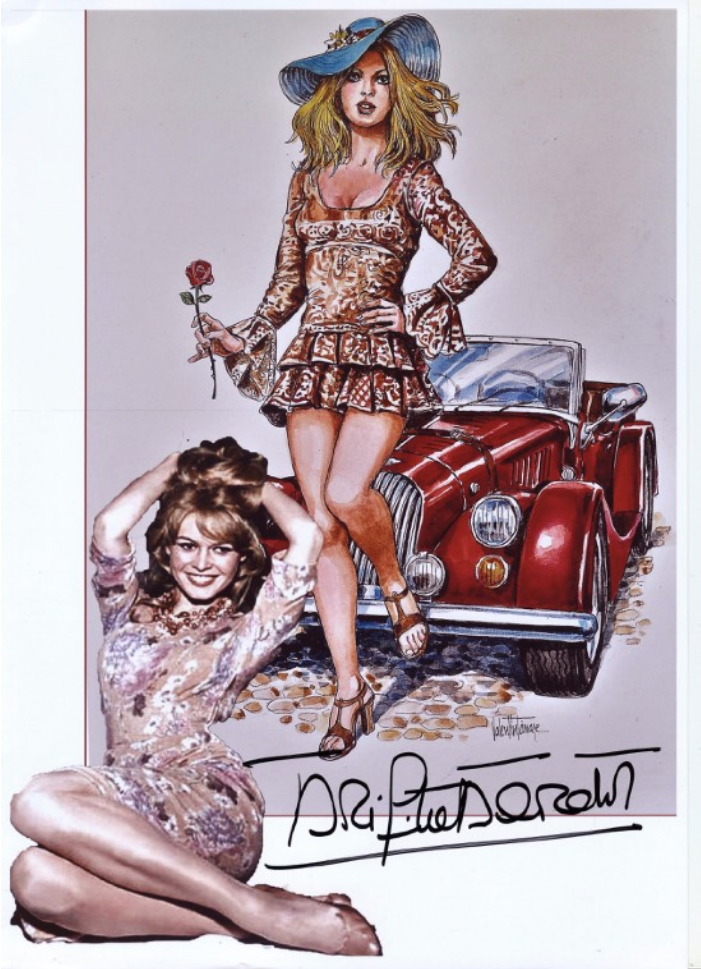
Morgan Art by Valentin Tanase

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.



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.



POUR Steve Blake
 mon ami MORGAN Link du
 Canada avec "a MORGAN Kiss"
 Dr. Pfeiffer
 2022



Translation:

For Steve Blake, my friend, Morgan Link of
 Canada,
 With "a Morgan Kiss"
 Brigitte Bardot

A bronze statue of Brigitte Bardot
 commemorates her visit in the 1960s.
 (Susan Blake photo taken at Armacao dos
 Buzio, Brazil)

From the Morgan Oasis Garage

By Cuthbert J. Twillie, Proprietor

Box 1010 - North 51, Terrace

Hoodsport, WA 98548

(360) 877-5160



Bleeding Brake Jar

By Cuthbert J. Twillie

Friends,

Recently I heard some talk about bleeding brakes and I thought you may be interested in a jar made to ease this sometimes unpleasant task. The idea is to bleed the brake lines into a partially filled container so that air cannot leak back into the wheel cylinder. Making this bottle is a very simple task and it is even a little fun because it can be done in a half hour, and then it will be there every time you need to bleed the little bleeder fittings on the backing plates of the brakes.

A pint jar with a screw-on lid is the perfect candidate for this project. A relish jar or a pickle jar with a metal lid or even a plastic lid if you aren't going to solder the tubes into the cap. With a plastic cap these tubes can be glued to the cap, probably with "Gorilla" glue. Great stuff.

Since a Morgan uses 3/16" tube for brake lines, and there was some of this left over after running new lines, this is what was used. Two tubes are needed. One about 6 to 8 inches and another about 3 inches. Both tubes go through the lid. The long tube should end about a half inch from the bottom of the jar. The short tube needs to end just under the lid. The short tube allows air to escape as the bottle fills with brake fluid.

The only other thing needed is a clear plastic tube that will press-fit on the bleeder nipple and onto the tube in the bottle.

When bleeding the brakes this bottle will prevent air leaking back into the wheel cylinder as the end of the tube is below the fluid level in the bottle.

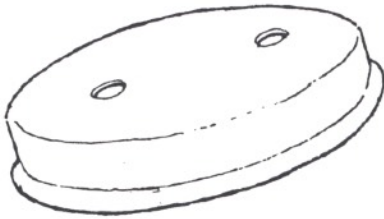
You simply drill 2 suitably sized holes in the lid and solder/glue both lengths of tube to the same lid. If the clear line is near the ideal length it will prevent the bottle from being knocked over while you are grumbling and grovelling behind the brake drums while bleeding the brakes.

Morgan Oasis Garage, Hoodspport, Washington

BLEEDING BRAKE JAR

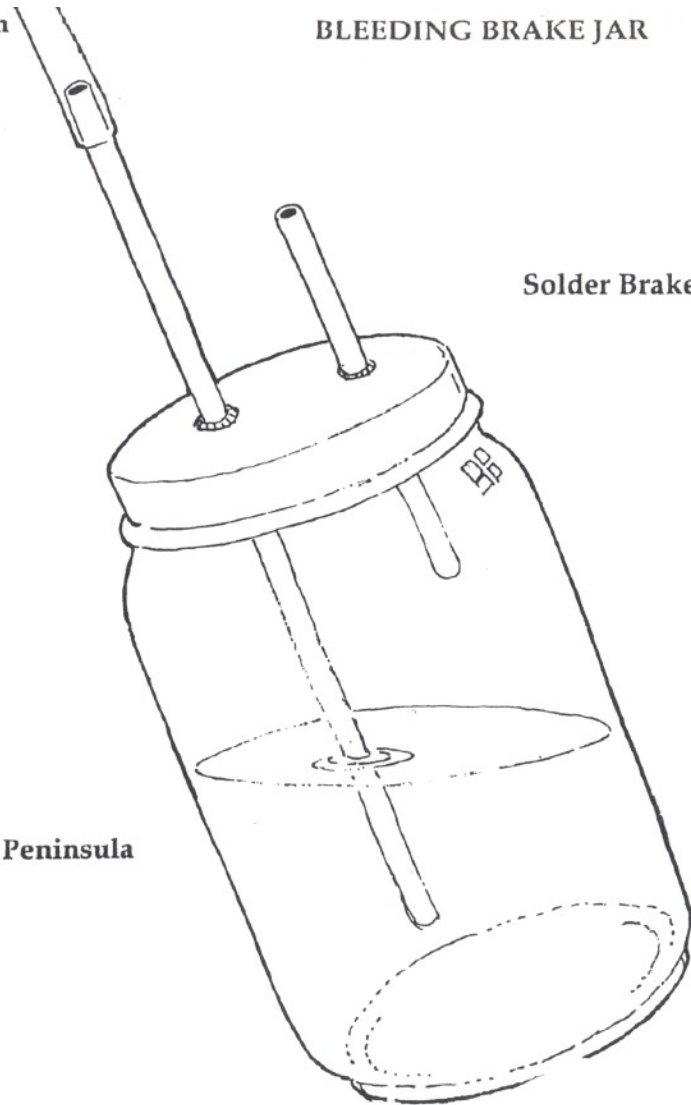
3/16" Brake Line

Drill 3/16" Holes



Solder Brake Line to Lid

Pint Pickle Jar



First Morgan Repair Shop On the Olympic Peninsula

Beware of Imitators

A Yank At Malvern, Cuthbert's Epistles to the Mognoscenti

Something special for my friends

Between 1984 and 1994, when we first moved to Hoodspport, WA, we attended the Bellevue All British Field Meet. We would always bring a large bowl of beans/chilli that was a favourite recipe of my sister-in-law. This dish was so popular that the bowl was scraped clean every time. There are many recipes out there, but I would like to share this one with you here for nostalgic purposes. Maybe someone will make it for one of the Canadian events!

- 1 cup catsup.
- 1/4 cup brown sugar
- 3 tbsp white vinegar
- 1 tbsp liquid smoke
- 1 tsp salt
- Dash pepper
- 1 tsp dry mustard
- 1 1/2 lb. hamburger browned

- 1 cup chopped onion browned
- 1/2 lb. bacon browned
- 2 28 oz. cans of baked beans
- 1 15 oz. cans of kidney beans
- 1 15 oz. can of Lima beans
- Mix it all together and heat her up!

Enjoy!

From Gary Bell's Kitchen

A Morgan Life - Part 7

By Ron Akehurst

On Friday (Day 44), Rick called and said he had another colour panel for me to review, so I went and picked it up. When I saw it, I didn't know what to think exactly, as it was darker than I expected and seemed to have a bluish tint compared to the other colour panels. Since my old fender was still with the paint mixer, Rick suggested I take all four colour cards home and compare them to my other old fender. At home it was clear that the new sample was quite a bit darker than my old fender. My initial reaction was to reject it, but then I thought, where would we go next after three spectrometer tests and four samples?

I recalled that Pat Leask had painted his E-Type with an attractive shade of British Racing Green, so took the colour panels, my old fender, and a seat cushion over to his house to run a comparison test. The new colour panel turned out to be very close - only slightly lighter than his Jaguar. I then compared my seat cushion to his colour (and to my old fender) and judged that my upholstery actually matched his colour better than it did mine. So, I finally made a decision to go with the new colour panel, which was very similar to Pat's Jaguar.

On Monday, I went to the shop and gave Rick the good word. He said they would be painting the next day. (He was probably thinking, "Before you change your mind.") I said the only hitch was that I would need the top of the gas tank, which was green, to be repainted since it would not match the new green. In the interest of originality, I asked that it be painted black.

On Wednesday (Day 47), I returned to see how the paint turned out. Rick had spent all day Tuesday laying down four coats of colour on the body tub, fenders, and undersides of the hood, and everything looked great. It was especially satisfying to see my original fenders now restored to probably better than new condition.

He planned to paint the remaining pieces the next day, including the top surfaces of the hood, the front cowl, and the spare tire platform, and the day after that start the wet sanding and polishing process.

With regard to re-assembly, I confirmed that I wanted him to be responsible for refitting the fenders, cowl, hood and doors. I would be responsible for the dashboard, hood latch fittings, and lights before taking the car home, and then would do the rest at home. I asked how long it would take before the paint was sufficiently cured to re-install items such as the windshield. He suggested heating the garage for the first week or two to facilitate the curing process.

On Monday (Day 49), I returned to the shop dressed in my work clothes in case there was an opportunity to re-install the dashboard; however, I was overly optimistic as Koji was just starting on the wet sanding and the body cockpit was still all masked off. Rick suggested it would be late in the week before I could start doing my part.

While I was there, I again inspected the painted parts and was impressed with the quality of Rick's work. However, on reflection later on, I realized I had not yet seen the paint in the light of day, rather only in the dim light of the garage, which made it look darker than the sample I had approved. This thought festered in my mind over the next few days to the point where I was becoming quite concerned that the new colour would be dull and lifeless, like some shades of green I had seen. I began to wish I had accepted Pat's offer to use the same paint code as his Jaguar, or to have stuck to my guns about matching the original colour.

By Thursday, I wasn't feeling very optimistic when I arrived at the shop. It was a beautiful clear sunny day as I approached the Morgan, which was parked on the concrete apron in front of the shop. I took off my sunglasses and took in my first clear view of the fully polished, new, classic, beautiful, lively green colour on the body tub of my fabulous Morgan. It was exactly as I had hoped it would be when I approved the colour. I couldn't believe I had worked myself into such a state over the previous few days.

Rick and Koji were polishing one of my rear fenders and only had a couple of pieces left to do. They planned to mount the fenders and hood the next day before completing the polishing of the hood. I planned to start my work as well the next day and they agreed I could work on my own over the weekend, hopefully to finish off my part by Monday (Day 54).

It didn't work out that way. Andrew and Rick spent all of the next day installing the new fenders and fender piping with mixed results. When I saw it that afternoon I was not happy with the new piping which is rubber and appeared to be grey in colour, whereas the removed piping was black vinyl. The rubber piping is very flexible and stretchy compared to the vinyl. As a result, it was more difficult to achieve a smooth line of piping along the section below the doors. Andrew said this was due to the rubber compressing and pushing outward adjacent to the fender mounting bolts. He was accustomed to this rubber beading since it is used on the newer Morgans he worked on at the factory. He planned to loosen off the nuts, push the beading back into place, and hold it there while he re-tightened the nuts.

Another issue was that there was not enough of this material to replace the beading on the front cowl. This was because they had trimmed the width of the complete 26 foot roll of beading to suit the fender installation, which meant that the three foot long portion needed for the cowl was now too narrow to match up with the pre-drilled holes in the cowl flanges. So they had to re-use the old vinyl pieces on the cowl, which unfortunately didn't exactly match the new rubber beading on the fenders.



A promotional graphic for AR Auto Resurrection. It features a dark green background with the text "AR Auto Resurrection" in a large, orange, serif font at the top. Below this, in a smaller, white, serif font, is "Andrew Smith" and "Auto Restoration". In the center, there is a side-profile photograph of a dark blue Morgan sports car with its top down. At the bottom left, the phone number "250-516-1684" and the email address "arautoresurrection@gmail.com" are listed in a white, sans-serif font.

Morgans in the Movies

By Steve Blake

The Christian Licorice Store - starring Beau Bridges and Maud Adams

First, the good news! You can watch the full version of the movie if you click on the following link. Keeping with this month's theme on DHCs, the star of the movie is the 1958 Morgan Plus 4 DHC. Second place to the 1954 Mercedes-Benz 300sl Gullwing.

<https://www.youtube.com/watch?v=0w8VOxDrSHU>

The Christian Licorice Store is a 1971 movie directed by James Frawley. The plot according to Wikipedia:

Promising tennis pro Franklin Cane lives in Los Angeles and is mentored by his coach, Jonathan "J.C." Carruthers, who warns him of the perils of success. J.C. advises him to concentrate on his game and not on outside interests, such as a lucrative offer to endorse a hair spray in a TV ad.

Cane takes his advice. He wins a tournament in Houston and has a one-night stand there with a girl, cheating on Cynthia Vicstrom, the photographer he has been seeing. Things are going well for Cane until one day J.C. dies peacefully in his sleep.

A distraught Cane begins going to wild California parties and spending time on Hollywood interests, neglecting Cynthia and his tennis. Cynthia breaks up with him and begins seeing Monroe, a film director who has fallen for her. Cane leaves a party with a girl he's just met, drives down the Pacific Coast Highway at a high speed, then crashes, killing them both. The next time she turns on a TV, Cynthia sees him in a breakfast-drink ad.



The Morgan CX-T Has No Reason to Exist, But It's Wonderful That It Does

By Alex Goy (Courtesy of Road & Track - October 2021)

Morgan has no rally history. No Dakar provenance. But that didn't stop these heroes from making an outrageous rally raid machine out of a slab of Old England.



There is no rhyme or reason why the Morgan CX-T is *A Thing*. Taking a standard Morgan Plus Four, throwing Dakar-spec overlanding gear at it courtesy of specialist Rally Raid UK (RRUK), and turning it into a go-anywhere, do-anything adventure car is the stuff of fever dreams. Yet here it is. There will only be eight made, and all eight have already been sold to customers who happened to have £170,000 (\$230,000) on hand.

The CX-T was born at the beginning of 2020 as a sketch in Morgan's design studio, a sort of Morgan/Marvel *What If ...?* episode: What If ... the Plus Four could climb a mountain? This was then spotted by someone very high up who decided it would be the right car for the firm to produce. A meeting was set up; the project was green-lit.

It's easy to assume that the CX-T is a quick-and-dirty tires, lights, and spade-on-the-back job, a sort of soft-roader for the well heeled. It very much isn't, because RRUK doesn't do things by halves. Both RRUK and Morgan worked to make sure the car upheld their values: go-anywhere ability while looking like a car from the days of yore. As such, the car comes with toughened suspension and chunkier tires for grip in any situation. One of the saddlebags bolted to the front hides a hard-core air filter. The electrics have been raised, so most of the cabin can be submerged and the car will keep going. The car gets a raised side exit tailpipe for similar reasons, and the car's underside is mostly metal plating so it can drive over pointy things without ripping expensive things off.



The kit on the back is neatly laid out for direct access; there aren't any layers to remember to put back on to make things fit. Its traction treadboards are made of military-grade grippy stuff, so when you get stuck you shortly won't be. There are neat touches, like insulated food bags attached to the seats, roof mounts for the car's windows to keep them out of the way when you don't want them on the car, and a map light that's an incandescent bulb rather than LED; years of Dakar experience has taught RRUUK that after hours of hammering around the wilderness in the pitch black an LED is murder on the eyes.

That's a lot. Underneath all that is pure Plus Four. Morgan's CX platform is unfiddled with; the BMW-sourced 2.0-liter turbo is mated to a six-speed stick and kicks out 255 hp and 258 lb-ft. At the rear is a BMW xDrive differential that can be opened or closed to varying degrees whether you're in Road, All Terrain, or All Terrain EXTREME settings.

Inside, looking past all of RRUUK's desert-navigating toys, it's a Morgan Plus Four. The starter button's in the right place; the seats come with familiar upholstery; and unless you screw them on, there are no windows. The doors close with a reassuring *thunk*. On start-up it sounds aggressive and burbly, and gets more so when you press the Sport button. At a slow crawl, there's the odd squeak and rattle as Morgan's hand-built nature shines through. The gas pedal is smooth, brakes keen, and clutch decently weighted. You begin to wonder exactly what's so special.



Pointing it at rough, lumpy, dusty, uneven terrain and kicking the crap out of it reveals what's special: everything. Where normally dipping a Plus Four's wheel near a tiny pothole would make drivers nervous, here you're actively encouraged to head for it at pace. Big tires mean anything smaller than the car itself probably won't bother it. Small bumps are absorbed. Bigger ones bounce you around, but the car stays straight and true. With a turbo four on board there's no shortage of torque; speed builds pleasingly fast, even as an immovable lump of rock looms. When it does, the brakes do a solid job to slow you.

It's pleasingly slidey, which enables fun showboating in the dirt. Only the rear wheels are driven. The Morgan road car moves around pleasingly, so it's no surprise this CX-T does too.

As you drive faster, dustier, braking later, and give this Morgan more and more punishment, there's a moment where you expect something very expensive (the whole car) to bang in a big way: a wheel to come off, the roof to make a bid for freedom, the map light to drop impotently off into a footwell. That moment never comes. Bangs, crashes, rattles, loud squeaks: They're all present, but it never feels like the CX-T will fall to bits. In fact, as you get used to the car, flinging it around becomes a one-handed job. The other can rest on the door while you ponder how much more continent there is to cross before you reach gin.



Clearly a challenge is needed. The CX-T can handle lumps and dust all well and good, but what about something with a steep entry? You have to give it a bit of grunt to get the car up and over, but it doesn't get stuck. It doesn't even notice it. While mud may make you wish the front wheels were driven for a moment, the rubber solves the problem instantaneously.



It feels as though in the right hands the U.K. is unlikely to have something that the CX-T can't brush off. Though if it does it'll probably involve rain and therefore be distinctly unfun to tackle. The rest of the world might throw up some challenges.

By no means should anyone go in thinking this is a perfect car. The steering is strangely light, which can be disarming when searching for steering lock during an "Oh balls, I forgot to brake!" moment. The weekly shopping won't fit in it either.

There is no need for a car like this to exist. It is stupid. The number of people who could actually make a sensible case for this thing is infinitesimal. Who cares? No matter how ludicrous a concept the CX-T is, the moment you get in you'll have a big dumb grin on your face. It's a joyous thing that's here because someone saw a design sketch and went "Yeah, go on then." For that reason alone it's awesome. The fact it turned out to be as capable as it looks makes it more so.

No matter where the eight CX-Ts end up you know they'll be able to trundle to the shops whether they're around the corner or up a mountain. Just hope the lucky owners don't buy too much.

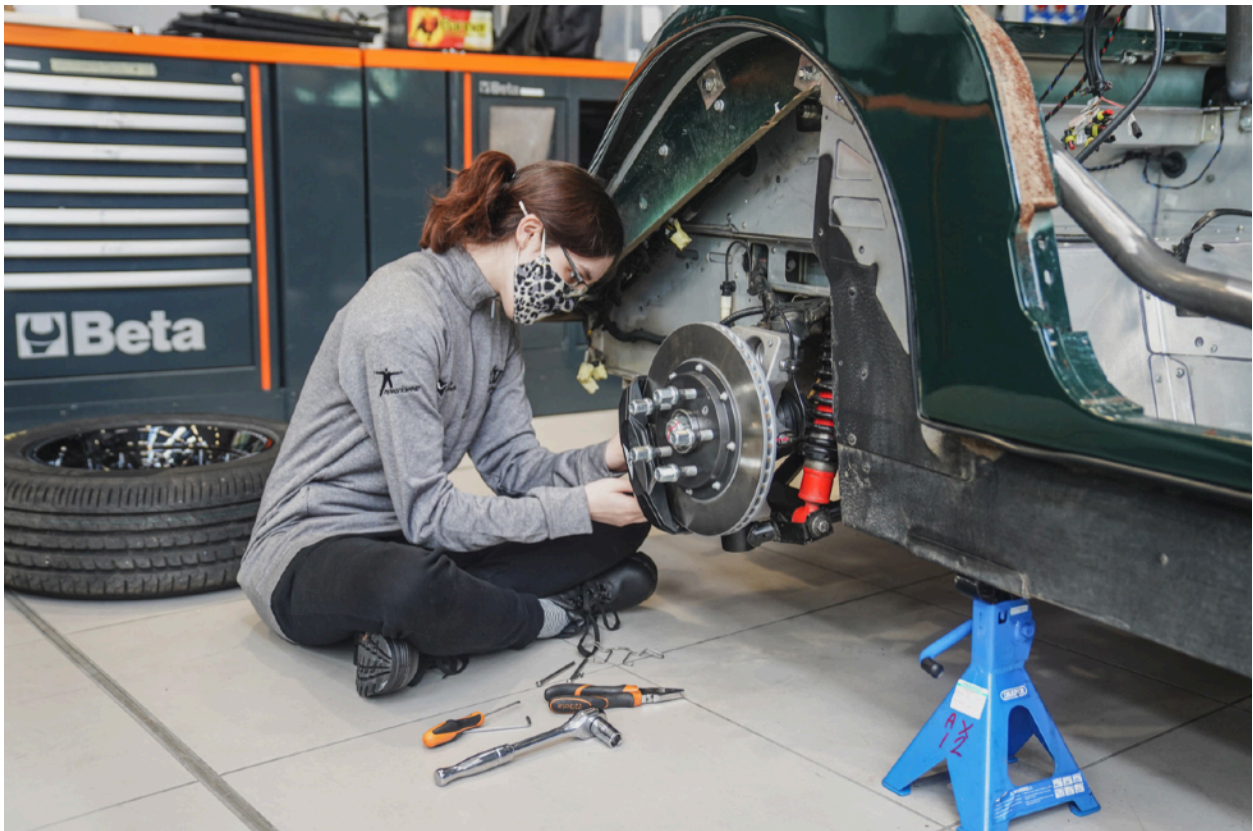


(Morgan Motor Company photos)

Malvern Memories
Photos of Malvern and the Morgan Factory from Years Gone By



Morgan Motor Company photos



Morgan Fantasy Photos

Photos that capture the art of the Morgan. Many of the ones we show are from the Morgan Motor Company's collection of Timeline Photos. Other's are open-sourced on the Internet or from member's collection.



Thanks to Jacques Gallien for these ones!





(Morgan Motor Company Timeline Photos)

Bob McDiarmid found this article on the Morgan Drophead Coupe in a September 1995 Motor Sport Magazine.

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A FAMILY AFFAIR

History

The founder of the Morgan Motor Company Henry Fredrick Stanley Morgan (H F S) was born in 1881. H F S Morgan was educated at Stone House, Broadstairs; Marlborough College; and the Crystal Palace Engineering College.

He showed a keen interest in all things mechanical, and it was no surprise when he left his first job at G W R Railway Works at Swindon at the age of 25 and started a garage and motor works in Malvern Link close to Worcester.

During the year 1908/1909 H F S was able, with the help of Mr Stephenson-Peach, built his first Morgan at the Bus Garage workshops in Malvern. It was during these very early years that he designed the now famous 'sliding pillar' independent front suspension. This was so successful that, apart from a few alterations, it is still being used today some 85 years later.

The famous Morgan three-wheeler was born. Using a tubular steel chassis and a motorcycle engine mounted at the front, the three wheeler 'car' was first exhibited at the Olympia Motor Cycle Show in 1910. With success in trials and the introduction of the two-seater cycle car in 1911, the Morgan Motor Company was formed in 1912.

Major changes

As Britain recovered from the Great Depression of the 1930s so motor car manufacturers such as Morris, Austin and Ford were eagerly producing low-priced cars, each trying to out do the other for 'market share', thus providing the general public with cheap motoring. With the comfort, economy and weather protection of these cars it was obvious Morgan would have to move with the times as the three-wheeler market diminished.

It was at this time H F S Morgan announced the 4-4 to the motoring press in December 1935. The four-wheel and four-cylinder (4-4) car was very similar in design to the three-wheeler; initially built as an extension of the F4 three-wheeler Morgan it had the Ford 8hp engine. The first production 4-4 was fitted with the Coventry Climax 1112cc engine, which had overhead inlet and side exhaust valves. The Meadows gearbox was fitted, followed later by the Moss unit. The cost of a Morgan 4-4 in 1936 was £185 18s 5d.

Morgan Drop Head Coupé

The first Morgan Drop Head Coupé was built in 1938. H F S, finding himself in com-

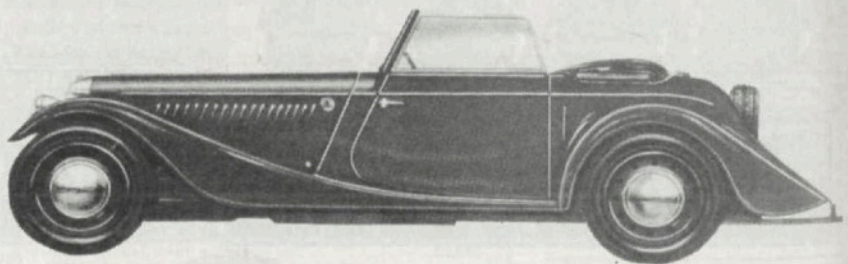


Charles & Peter Morgan pictured with Bob Harpers Morgan Plus 8 DHC 2 seater.

petition with MG in the late 1930s, approached Avon Motor Bodies to design a Drop Head Coupé body suited to the 4-4 chassis & engine. The result must have seemed quite radical for Morgan and certainly took it into the quality car market. The design was thought too expensive to produce at the Morgan Motor Company, and consequently Morgan produced its own version of the Drop Head Coupé. The original Avon Coupé was used by both H F S and Morgans works manager, George Goodall

and later fitted with a Standard Special engine.

The Morgan Drop Head Coupé was announced in October 1938, available as a two-seater at £236. The Drop Head Coupé design was certainly more luxurious than previous models. The new body had 26in wide doors, hinged at the rear, and not cut away at the top as with all other Morgan models. The detachable windows were made up of two sliding panels in a metal frame, this allowed either window to be



An illustration of a 1950 Morgan +4 Coupé

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opened for ventilation (or signalling, although semaphore-style trafficators were also fitted). There were also small ventilation opening flaps in the scuttle panel. The windows did not have a wind-up mechanism, which allowed for interhal elbow room of 44in.

The d h c hood was again far superior to the standard roadster, with trimmed wooden hoops and the hood lined making for a more refined and quiet ride. The hood on the Drop Head Coupé offered three positions:

1. The fully erect hood fits onto two small posts on the windscreen top rail.
2. The 'coupé de ville' style where the front of the hood is folded back onto the wooden hoops, and clipped into position.
3. The fully folded hood fits neatly into the bodywork recess at the rear.

The interior on the Morgan d h c was again luxurious compared to other models. Leather trimmed seats, wood capping to the doors and windscreen and a recessed wooden dashboard gave the interior a totally different feel.

A smoother ride was obtained with larger silentbloc bushes for engine and gearbox mountings. Wider 5.50 section tyres were also fitted to 16in steel wheels. Other extras included chrome side mouldings down the body, doors and bonnet, twin upright spare wheels, proper outside door handles, a vertical-slat radiator grill replacing the standard wire mesh type, and optional two-tone paintwork. Weight obviously suffered, at approximately an extra 60lbs, bringing the total weight to 1736lbs.

Morgans were experiencing problems with supply of the Coventry Climax engine in 1938, largely due to the fact that Triumph was in serious financial trouble. Consequently HFS approached his old friend John Black, who was head of the Standard Motor Company, to acquire a suitable engine. The result was the Standard Special engine of 1267cc, based on the 10hp side-valve engine, but re-designed with overhead valves. The first experimental Standard Special engine was fitted to the first Drop Head Coupé in May 1938.

Prior to World War Two around 38 cars were produced, with a few experimental models. During the War years part of the Morgan works was rented to the Standard Motor Company and Flight Fuelling, who had a Handley Page Hereford Bomber built in the wood-shop. Spitfire undercarriage parts, and Oerlikon anti-aircraft guns and shell casings were made in the machine shop.

As Britain recovered at the end of the War, Motor Manufacturers were slow to get back into full production, Morgan, however, were quicker than most. It also became evident that production of the Standard Special engine would cease very shortly, so HFS with the help of his son Peter searched for a replacement engine. There was even talk of Morgan producing its own engine. With the merger of Triumph and Standard in 1945 it was thought they would

be able to help with a new engine.

Pre-war taxation on cars was worked out in a complicated manner which reflected engine size. HFS therefore always preferred to keep engine capacity to 1500cc or thereabouts. This was just in case the government of the day decided to revert to the old ways. Standard's new Vanguard engine was originally developed as a 1760cc unit, later updated to 1849cc. This was a marginal choice for Morgan, who decided with the help of Sir John Black to go for the new Vanguard power. When production started the engine capacity had increased again to 2088cc. As the engine was designed to propel the Standard Vanguard which weighed a huge 2716lb it was no wonder the Morgan cars were given major increase in performance, as they only weighed some 1900lb. The new car was dubbed Plus 4, and the 4-4 became the Morgan 4/4, although production of the smaller engined cars was phased out in 1951.

The Morgan Plus 4

Perhaps by accident, the introduction of the 2-litre Vanguard engine helped give the Morgan d h c the extra power required of a sports tourer. Without doubt the power to weight ratio gave the Morgan Plus 4 excellent performance. HFS Morgan who was now in his seventies still took an active part in the running of the Morgan Motor Company, and also started work on an exciting new project, a Drop Head Coupé 2+2. Although not put into production initially, it did become perhaps the most 'sophisticated' Morgan to be built. Similar to the 4/4, the Plus 4 was 2in wider across the bulkhead, and 6in wider across the pedal-boards.

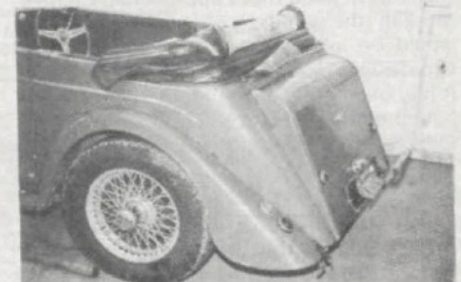
Other changes occurred, particularly in 1953 when the flat radiator was replaced with a more rounded grill, and the headlights set into the wings rather than mounted on the front cross bar. This was largely due to the supplies of the large separate headlights being phased out by most motor manufacturers around this time. Known now as the interim cowl design, the change was not welcomed by die-hard Morgan enthusiasts. However, Morgan then went further with a fully cowled radiator featuring an even more curved radiator grille in 1954.

It is worth noting that the Morgan Plus 4 Flat Radiator Drop Head Coupé with the 2-litre Vanguard engine is a very sought after model, with impressive performance, pre-war looks and the sophistication of the Drop Head Coupé style.

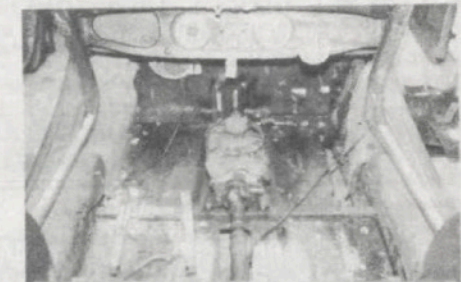
Again the long standing arrangement with Standard Triumph came into play. Sir John Black had approached Morgan to see if it was interested in producing a mass-market sports car for the fast-expanding American market. Morgan declined, which did have the effect of fewer engines being supplied! This led Morgan to re-introduce the 4/4 Series 2, fitted with the Ford Anglia 100E engine of 1172cc. This allowed Morgan to supply an alternative, less expensive car than the Plus 4.



1953 Jan Morgans Plus 8 Drophead Coupé Automatic gearbox.



Morgan Plus 4, 4 seater DHC showing ageing body corrosion.



The same car as above being stripped for restoration.

It is also surprising that Morgan also produced just one 4/4 Series 2 Drop Head Coupé. This was made for a Miss Skinner, a relation of the Morgan family. It was painted yellow and left the factory in February 1960.

The Morgan Plus 4 four-seater Drop Head Coupé was the most expensive car Morgan had ever built. First shown at the London Motor Car Show in 1954. (Later to become known by Morgan enthusiasts as the 'Snob Mog'). A total of 51 cars were built including two prototype cars. These were similar to the two-seater apart from an unusual 'boot' at the rear of the car. This had a removable top section which housed the spare wheel, but offered very little boot or luggage space.

The side windows on the four-seater d h c were slightly larger, as were the hood and hood frame. HFS Morgan used a four-seater d h c until his death in 1959. Strangely, cars made for the home market were fitted with the Vanguard engine, but export cars were fitted with the slightly more powerful TR2 engine with twin SU carburettors. All cars had the Moss four-speed gearbox. The last Drop Head Coupé to be sold from the factory was Chassis number 6853 in September 1969. This was also the last Plus 4 to be built at the factory of early vintage. The Plus 4 model was re-introduced in April 1985.

The Morgan Drop Head Coupé was a

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piece of Morgan History, probably never to be repeated. It certainly was an interesting development, producing a powerful and sporting touring car. The production Coupés were made to a very high standard and offered a degree of comfort not normally associated with sportscars. My interest in Morgan Drop Head Coupés comes from two directions. Being a restorer of Morgan cars I have always enjoyed the challenge of working on the Coupé, either two- or four-seater. Secondly, I have always owned and used a Morgan Plus 8 as my personal transport for over 20 years. It was with this in mind that I approached Charles Morgan (the grandson of H F S) to see if he would be interested in amalgamating the two designs, Plus 8 and Drop Head Coupé. It had been done once before: Jane Morgan had the privilege of having an automatic Plus 8 Drop Head Coupé built in 1970, registered January 1st 1971, chassis number 7317.

The Morgan Motor Company was very enthusiastic at the prospect of a Plus 8 Drop Head Coupé, so I began to work closely with them to build a two-seater. I tried to copy as closely as possible all the standard Plus 4 d h c bodywork, while obviously changing the width of the body to cater for the wider Plus 8 chassis. Morgan was very helpful, they supplied a rolling chassis. I mounted my own Drop Head Coupé bodyframe on the chassis, and returned it to the factory for the 4 wings, bonnets and cowl to be fitted. I had left the doors until last, as Charles had informed me that should the car ever go into production the doors would have to hinge at the front. This may seem easy at first but when you are faced with a sloping 71-degree angle to both door and body it immediately becomes more difficult. After many hours I overcame the problem with the help of a friend who restores Jaguars locally and had encountered something similar on the old Jaguar XK.

The car was then completely stripped and painted, reassembled using steel fasteners and trimmed in grey Connolly hide. The result was superb: the car drove like a Plus 8 but had the extra comfort of a Drop Head Coupé. I finished the car in June 1989 and visited the Morgan factory to show Charles and Peter Morgan the new car. They were both very complimentary, and Charles spent some time touring the lanes around the Malvern Hills, with me as the passenger.

Having finished the two-seater d h c, I had a small problem. I had a daughter, and my wife was expecting another child shortly. Having realised there would be insufficient room in the two-seater I embarked on building a four-seater version. To some extent the four-seater was slightly easier as I had overcome many of the 'production' problems with the two-seater. The four-seater d h c was finished in June 1991 and was almost identical to the other.

Paintwork is Ford Midnight Blue, the interior in grey Connolly VM leather piped in blue, with a blue mohair hood. I was extremely lucky for a period of time to own

in my opinion two of the best possible Morgan cars ever produced. I have since sold the two-seater and it now resides in Kent.

I feel very pleased to have produced a Morgan car, and still use it regularly for family transport. The 3.9 Rover V8 has almost 200bhp and with tremendous torque the extra body weight of the Drop Head Coupé is hardly noticed.

Production details (cannot be guaranteed)

Pre-war

Series 1 Drop Head Coupé, Coventry Climax engine, 1122cc	34
Series 1 Drop Head Coupé, Coventry Climax engine, 1098cc	6
Series 1 Drop Head Coupé, Standard Special engine, 1267cc	18

Post-war

Series 1 Drop Head Coupé, Standard Special engine, 1267cc	101
Series 2 Drop Head Coupé, Ford 100E engine, 1172cc	1
Plus 4 Drop Head Coupé (experimental circa Oct 1951), Vanguard, 2088cc	1
Plus 4 Drop Head Coupé (experimental circa April 1953), Vanguard, 2088cc	1
Plus 4 Drop Head Coupé two-seater, Vanguard, 2088cc	128
Plus 4 Drop Head Coupé four-seater, Vanguard, 2088cc	29
Plus 4 Drop Head Coupé, two-seater, Triumph TR2, 1991cc	21
Plus 4 Drop Head Coupé four-seater, Triumph TR2, 1991cc	22
Plus 4 Drop Head Coupé, two-seater, Triumph TR3, 1991cc	208
Plus 4 Drop Head Coupé, two-seater, Super Sports Triumph TR3, 1991cc	1
Plus 4 Drop Head Coupé, two-seater, Triumph TR4/4A, 2138cc	195
Plus 4 Drop Head Coupé, two-seater, Super Sports Triumph TR4/4A, 2138cc	3
Plus 4 Drop Head Coupé Automatic, Rover V8	1
Plus 8 Drop Head Coupé 2 seater, Rover V8 3.9 (coachwork by Harpers)	1
Plus 8 Drop Head Coupé 4 seater, Rover V8 3.9 (coachwork by Harpers)	1

What to look for when buying a Morgan Drop Head Coupé

As all Morgan Drop Head Coupés are over 25 years old and some cars are almost 50, it is obvious that most will have had some repair or restoration work. The Morgan d h c does not differ greatly from all other Morgans, having a steel ladder type chassis with wooden bodyframe covered in steel panels. Wings, bonnets and cowl are normally steel.

First impressions are always a good guide when buying a used Morgan. Look at the paintwork to all areas, look at the trim, look under the bonnet, and check the underside of the car.

It is best to start with the wood frame, as this is potentially the most expensive part to replace. With the d h c door being larger it is obviously much heavier; being hinged at the rear it is easy to check if the wood has started to rot. The body chrome mouldings

are also another tell-tale sign that deterioration has started to take its toll. The alignment of the chrome side mouldings should be straight; it is common to find the front of the door some way from aligning. This again can indicate wood rot. The sill board (which is covered with leather/carpet trim) and runs along the bodyframe, under the door, can rot very quickly if allowed to get wet. Simply hold the door at 90 degrees to the body (in the fully open position) and lift up and down; any large movement up and down could indicate large cheques will be required. The chrome door window frames are unobtainable, so if a d h c you are thinking of buying comes without these, beware — it could cost a fortune to remanufacture new frames and windows.

The chassis is strong and can last 30 or 40 years under normal use if regularly checked and maintained. However, I have found cars requiring chassis work as soon as 10 years after leaving the factory. The steel chassis can be checked easily, either by ramp or jacking the car off the ground. The main side members are of Z-section construction, with the cross-members made of a box-section. Check the rear cross-member first, then move forward; the middle crossmember is not as prone to rot, but check to make sure. The chassis side-members which run down either side of the engine bay are normally protected by engine oil, but if you are unlucky the car may be bone dry and the chassis can crack, particularly around the engine mountings. Check to make sure this has not been repaired or covered by underseal. The floor boards are of simple construction and can be replaced with marine plywood easily.

The interior trim is not too difficult to replace if not in pristine condition, but check the hood carefully as this can be much more expensive if work is required. The hood frame has wooden bars, and a rear steel cross bar covered with material; consequently it can be difficult to see any work that might be required. The hood fit is critical on a d h c, so make sure the hood is well fastened to the body, normally covered in chrome pin beading at the rear.

The front hood cross-member (again made of wood and trimmed) fastens to the top of the screen via two knurled knobs which slide onto two posts on the windscreen top rail. It is common with cars from the USA that the hood has been altered and fitted with clips at the rear; this is not standard and can detract from the overall value and effect of the Drop Head Coupé.

Finally check the car on the road. The Moss gearbox can be notchy, with first and second difficult to engage. The engine, particularly the TR unit, can vibrate; this is not uncommon and providing the car runs well may be acceptable.

The Morgan Factory offer spares from original patterns for the Drop Head Coupé, and together with the Morgan Sports Car Club and several Morgan Restoration Specialists working on a Drop Head Coupé can be fun, but also hard work and expensive. **(BOB HARPER)**

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 the Mountaintops Run)

Save the Date!

March 13, 2022 - Ides of March Run
Details to be announced



The Vancouver ABFM at Van Dusen Gardens is Happening!

Saturday, May 21, 2022

Registration for those who did not book for the 2020 event will open on March 1, 2022. Previously booked entrants will be contacted by February 28 to confirm their details.

The Vancouver ABFM Harrison Run is on!

Sunday, May 22, 2022

Departure location will be announced soon.
Registration for those previously booked will be rolled over to this year.

<https://www.westerndriver.com>

Sold Last Month
By Bring-a-Trailer

Sold for US\$37,000 on BaT
January 12, 2022

This 1965 Morgan Plus 4 Drophead Coupe was imported to the US from the UK in 1967 and was subsequently sold by Jaguar Cleveland Motors of Cleveland Heights, Ohio. The car reportedly remained with the same family until 2005 and received a mechanical refurbishment before being acquired by the current owner in 2006. It is finished in red over tan leather upholstery, and power is provided by a 2.1-liter inline-four paired with a four-speed manual transmission. Equipment includes a black folding soft top, fender-mounted side mirrors, a chrome luggage rack, and red-finished 15" knock-off wire wheels. A clutch adjustment and tune-up were reportedly performed recently along with a compression test. This Plus 4 DHC is now offered by the seller on behalf of the current owner with a tool kit, a brochure, an owner's manual, partial service records, and a clean Ohio title in the current owner's name, listing the car as a 1967 model.

BaT Essentials

Lot #63273

Seller: **Kozs**

Location: **Ottawa Lake, Michigan 49267**

Chassis: 6076

21k Miles Shown, TMU

2.1-Liter Inline-Four

Four-Speed Manual Transmission

Red Paint

Tan Leather Upholstery

Retractable Black Soft Top

Chrome Luggage Rack

Red-Finished Knock-Off Wire Wheels

Tool Kit

Private Party Or Dealer: Private Party

Model Page: **Morgan Plus 4**

Category: **British**



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 2005 Morgan Roadster sold on BaT on February 3, 2022 for US\$84,000.



This 1961 Morgan Plus 4 bid to US\$27,500 but did not meet reserve at ACC Auctions on February 8, 2022.



This 2005 Morgan Aero 8 sold on BaT for US\$83,500 on February 25, 2022.



If you watched the videos on Morgan's new Super3, you will have learned the significance of this owl motif!

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!

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



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.

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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 _____

Phone _____ Cell _____ Work _____

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. _____