



The Morgan Link

Vol 7 No 1

The Magazine of the Pacific Morgan Owners Group

Jan 2022



From the Editor's Desk...

What a winter! Buckets of rain washing out highways and flooding farmland and top it off with record snowfall! Couple that with all the salt they drop on the road to thwart the black ice and melt the snow which then froze back again, it has been brutal trying to find time to drive our cars, let alone our classics. We were not able to find a good day in December for a drive, the Boxing Day run was canceled due to snow but we were able to finally complete a drive in January. Here is for a gorgeous Spring

Chris Bright from Collector Part Exchange is writing a series of articles on parts manufacturers. He has graciously allowed us to use them in the Morgan Link. The first is on the history of Weber Carburetors.

Chris Booth has supplied photos and stories of his Motor Museum in Rolvenden, Kent, UK and his CM Booth Collection of 3 wheeler Morgans.

Several interesting articles this month including Dorg's Morg and Dave's first of a five-part series. Laurel Gurnsey's on Luggage for the Classic Car gives you something to think about when planning for an overnight or longer journey. Alistair Crooks talks about battery technology and hydrogen power. Pat Leask explains how he put a roll bar in his TVR, something that could be copied for use in a Morgan. Ron Akehurst continues his restoration story.

There are several treasures tucked throughout the magazine including a story on Bertha Benz and a link to Mercedes-Benz's prize commercial.

Many thanks to all the contributors and people who have emailed in suggestions for articles. I am always looking for 'On the Road' photos.

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

January 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- January 2022

By Steve Blake, Chair

We are fast approaching our Annual General Meeting and I lament that we have no fresh blood to run our club. It is wearing on the few who shoulder most of the work. Several would like to step back but nobody other than the current directors have put their names forward. However, please join us for our AGM followed by friendly banter.

It was great to see four Morgans and two tin tops from the club at our January drive. We would have had one more Morgan if Brian and Sandi Nixon had not konked out on the way to the start. Fortunately, they were able to get their car restarted but decided to head home in case the problem was more than moisture in the gas.

Pat Miles would like to thank everyone who got their dues in to her on time. It sure makes her job easier.

Our annual snapshot contest seems to have run its course. We have very few entries and few people voting for their favourites. It has been decided not to run the contest in 2022 but we will bring it back in the future if we have a groundswell of support. We are here to fill needs not create needs.

In the same light, Dave Doroghy has run three contests for us. The first one, with the winner getting a copy of his best selling book, 111 places to see in Vancouver, saw only two or three entries. The two contests he is currently running have yet to have any entries. Think about supporting your members who are trying to give you a different or enjoyable experience.

As executive members, we keep trying to come up with new ideas or re-fresh previously successful ones. Maybe we should have a survey? Let us know what you want.

AGM is 7:00 on Wednesday, February 9, 2022. Zoom invitations will come out soon.

Stay safe!

New Members

No new members this month and sadly, we have lost a couple due to selling their cars.

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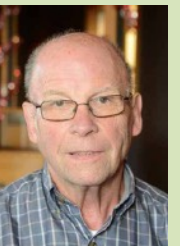
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Membership, Regalia

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Non-voting member attending
Board Meetings as Secretary

Susan Blake
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Cover Photo Credit:

This month’s cover photo was supplied by Jame Gilbert, Morgan Motor Company, of the new Plus Four LM62.

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, Laurel Gurnsey, Roger Mulloy, Ron Akehurst, Jane Cowan, Carl Knorr, Bert Levesque, Chris Booth, Chris Bright, Mira Belkova

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

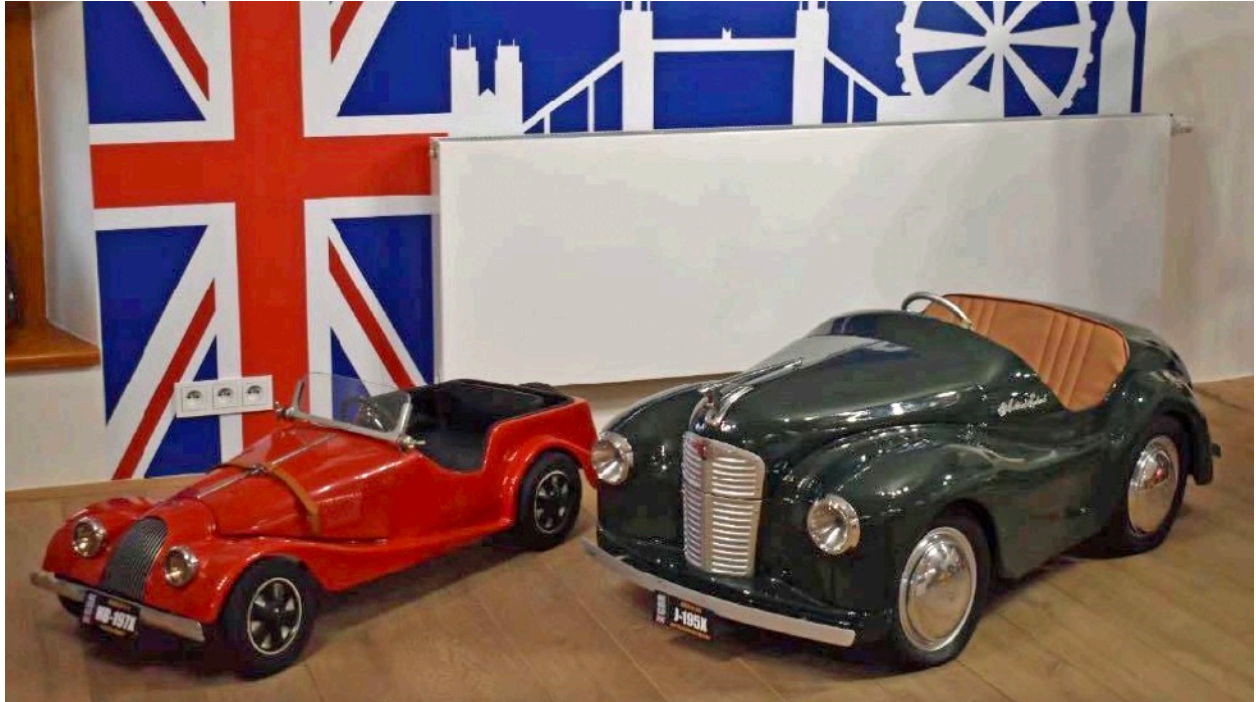
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PACMOG Constitution:

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

On the Road!

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



This Morgan 4-seater pedal car was discovered by Carl Knorr at the Pedal Planet Museum, in Prague. It is not quite "On the Road"! (Mira Belkova photo)





Two submissions from Jacques Gallien. The bottom one is in his front garden.
Is the young lady there to shovel the snow?



Robbie Burns Run - January 23, 2022

Alias The Mike Powley Memorial Run

By Ken Miles

Although the plans for an eat together lunch had been dropped as just a few days before the run only three cars were planning on attending. All of a sudden, attendance started to heat up with Steve and Susan Blake, Ken and Pat Miles, Tom Morris and Elaine, Jon Moss, Brian and Sandi Nixon, Chris Allen and Pam Mahoney, and Bill Hayter from PacMOG saying they were coming for a total of 12 people. From the OECC Mike and Freydis Welland, Ian and Doreen Newby, Bob and Karen Long, Keith Major with a companion, and Lorna and John Hoare for a total of 10 people.

By the time the mist had cleared on Sunday Morning, Sandi and Brian Nixon and Lorna and John Hoare were missing in action but we still had 18 people for the drive. We do know that Brian failed to proceed on 152 past Guildford and had to return home.

It should be pointed out that Sunday was foggy and damp not like the beautiful day on Saturday but we were able to drive and see the road fairly well. Unfortunately, the scenery was not very good. We pulled out of the Tim Horton parking lot at 11:00 and parked at the Ocean Park Pizza/Pub at 1:15. It was as good a drive as possible under the poor visibility conditions.

Inside the pub it was fairly empty with over 50% of the tables unoccupied. Thus we were able to get tables for other people. We broke down into two groups, PacMOG and OECC. It was nice to warm up and enjoy a great meal with friends which brought back fond memories of years past.

See you all at the Hearts and Tarts run in February. Perhaps the weather will be better!



The Morgan Link





(Steve and Susan Blake photos)

Morgan Plus Four LM62

Celebrates Six Decades Since Morgan's Le Mans Win

By James Gilbert

The Morgan Motor Company announces the launch of the Plus Four LM62, a model which celebrates the company's legendary class win in the 1962 24 Hours of Le Mans. Based on the standard Morgan Plus Four and limited to just 62 examples, it pays tribute to the Morgan Plus 4 SuperSports – known by its registration TOK 258 – which took victory in the 2.0-litre class of the gruelling endurance race six decades ago.



The renowned TOK 258 was finished in dark green, while a particular shade of red was popular on motorsport Morgan vehicles of the time, and these two colours have inspired the hues available on the Plus Four LM62. A Heritage White hardtop – just like the one fitted to the famous race car – comes as standard, marking the first time this item has been available for the model. Further paying homage to the victorious Morgan is an LM62 graphics pack, which includes roundels with the number '29' – as per TOK 258 – as well as an LM62 rear badge, silver-painted wire wheels, a Le Mans-style fuel filler cap and a domed rear panel. These touches are complemented by driving spot lights, body-coloured A-pillars, a black splitter and cowl mesh, polished stoneguard, black mohair sidescreens, a sidescreen bag embroidered with the LM62 logo, and an active sports exhaust with black tailpipes.



Inside, the model is adorned with an LM62 metal plaque, displaying the car's unique build number from its run of 62 examples, along with LM62 laser-engraved black saddle-leather door pulls and headrests embroidered with the specially designed LM62 graphic. Bespoke



satin lacquer rubber mats with black edges, painted steering-wheel centre, and a Tawny wood centre-tunnel top and dashboard come fitted to the LM62 as standard, while heated black leather Comfort Plus seats with horizontal pleating, perforated seat centres and matching stitch colour, complete with leather wrapped seat backs complete the interior aesthetic.



To further personalize your Plus Four LM62, options include a soft-top hood, LM62-specific photographic build record, and an LM62 accessory pack which includes two-eared wheel spinners, a Moto-Lita steering wheel, headlight tape, and a chrome interior rear-view mirror.

Steve Morris, Chairman and CEO of Morgan Motor Company, said: “The 1962 Le Mans class-winning Morgan Plus 4 holds a special place in the hearts of Morgan enthusiasts, employees and owners around the world. It marked one of Morgan’s greatest motorsport

achievements, the car covering more than 2,200 miles at an average running speed of almost 94mph, and triumphing – like David vs Goliath – over our bigger, and better funded, rivals of the time.

“With the Morgan Plus Four LM62, we pay homage to this famous vehicle and incredible moment in time, 60 years on. Limited to just 62 individually numbered examples, the bespoke touches and enhanced level of standard specification make these cars an enticing proposition for customers wanting a piece of Morgan history.”

The Plus Four LM62 is available from Morgan Dealers globally, in left- or right-hand drive, and with the choice of manual or automatic transmission, the Plus Four LM62 is on sale now. In the UK, it’s priced from £78,995. For pricing in other regions please consult your local Dealer.



Annual General Meeting



Mark your Calendars!

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

You will get a Zoom invitation prior to the meeting.

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



New Chief Technical Officer Appointed to Drive Morgan’s (MMC) Electric Future

By James Gilbert

Malvern, 17 November

The Morgan Motor Company has today announced the appointment of Matthew Hole as Chief Technical Officer and the newly created role of Head of Electrification. Matthew starts at Morgan with immediate effect and will report directly to Steve Morris, Chairman & CEO. This appointment is strategically crucial in Morgan’s ongoing transition towards electrification and future electric vehicles, and Matthew will be responsible for all engineering and design functions of the business. He will be based at Morgan’s state of the art Design and Engineering Centre at its global Headquarters in Malvern.

Matthew is an acknowledged electrification specialist with huge experience in the development of EV powertrains for a range of automotive manufacturers, and so brings with him a wealth of knowledge to help develop the next generation of Morgan sports cars. He succeeds Graham Chapman who has been appointed Chief Operations Officer, further boosting Morgan’s leadership team for future success and its intent to fully embrace an electric future.

Matthew Hole, Chief Technical Officer and Head of Electrification, Morgan Motor Company, said: “I am relishing the opportunity to help transition Morgan Motor Company towards an electric future, at what is a hugely exciting point in the marque’s 112-year history. Morgan has a tradition of innovation and has remained true to its core values for generations, and I am confident that these values can be strengthened as we implement EV technology. As an engineer, it’s a fascinating challenge that carries a significant weight of responsibility, not least because of the significance of the Morgan brand.”

Steve Morris, Chairman and CEO, Morgan Motor Company, said: “We are delighted to welcome Matthew to the Morgan family, joining us as Chief Technical Officer. Matthew will lead our energized and passionate team of engineers and designers who are already hard at work developing future Morgan sports cars. Electrification is a vital milestone – and one that presents opportunity for Morgan. I firmly believe that an electric Morgan that remains hand crafted, bespoke and — most importantly — exciting to drive represents a compelling offer in our ever-changing industry and something that we look forward to embracing.”



(Morgan Motor Company photo)

Editor's Note: It will be interesting to see if Morgan sticks to the prototype they showed us at the Geneva Car Show in 2018 named the Morgan Plus E or if they have different plans. Wait and see what Matthew Hole brings to the table! Below is a reminder of the Morgan Plus E



THE NEW MORGAN PLUS E



Electric sports car with five speed manual transmission to be revealed by Morgan at the Geneva Autoshow. (Stand no: 6161)

An electric sports car with a five-speed manual gearbox has been designed by Morgan with the support of British technology specialists Zytec and Radshape. Shown as a concept to test market reaction, the radical new roadster could enter production if there is sufficient demand.

"We wanted to see how much fun you can have in an electric sports car, so we have built one to help us find out," explained Morgan operations director Steve Morris. "The Plus E combines Morgan's traditional look with high-technology construction and a powertrain that delivers substantial torque instantly at any speed. With the manual gearbox to increase both touring range and driver involvement, it will be a fantastic car to drive."

The Plus E is based on a tailored version of Morgan's lightweight aluminium platform chassis clothed in the revised 'traditional' body from the new BMW V8-powered Plus 8, also launched at Geneva. Power is delivered by a new derivative of Zytec's 70kW (94bhp) 300Nm electric engine, which is already proven with US vehicle manufacturers.

Mounted in the transmission tunnel, the Zytec unit drives the rear wheels through a conventional five-speed manual gearbox. The clutch is retained, but because the motor provides torque from zero speed the driver can choose to leave it engaged when coming to rest and pulling away, driving the car like a conventional automatic. "A multi-speed transmission allows the motor to spend more time operating in its sweet spot, where it uses energy more efficiently, particularly at high road speeds," explained Zytec Automotive managing director Neil Heslington. "It also allows us to provide lower gearing for rapid acceleration and will make the car more engaging for keen drivers."



THE ALL-NEW THREE-WHEELED MORGAN WILL BE UNVEILED ON 24 FEBRUARY

We are delighted to confirm that the all-new three-wheeled Morgan will be revealed on 24 February 2022, and you can be amongst the first to own it. The new car marks Morgan's first new design language and product ethos since the launch of the Aero range, which went on sale more than two decades ago.



Most details, including the name, will remain undisclosed until the global unveil. But we have previously confirmed the use of a Ford three-cylinder engine for the upcoming model, continuing the long-standing use of Ford powerplants in the company's line-up.

It will also be Morgan's most customisable vehicle to date. Several identities of the model will be shown at launch, showcasing the diverse and versatile options available. They will highlight some of the personalities that have inspired its design, from bold, individual, and eccentric colours to fit-for-purpose adventure and motorsport-inspired mid-century racers.

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

“The next chapter of Morgan’s three-wheeled story will begin on 24 February, and we couldn’t be more excited to finally show it to the world. The all-new model continues a 113 year legacy of three-wheeled Morgan cars, and – as has always been the case – the new model will be totally different to anything else.”

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

“The energy and imagination that the design and engineering teams have invested into creating the all-new three-wheeled model is incredible. I am confident that this will be apparent through the sheer quantity of options, quality, performance and attention to detail.”



Intrigued? You can be one of the first to own the all-new model. Our global dealers are taking deposits now for the first customer build slots. Visit the page below to contact a dealer and find out more.

1952 Morgan F Sport Restoration

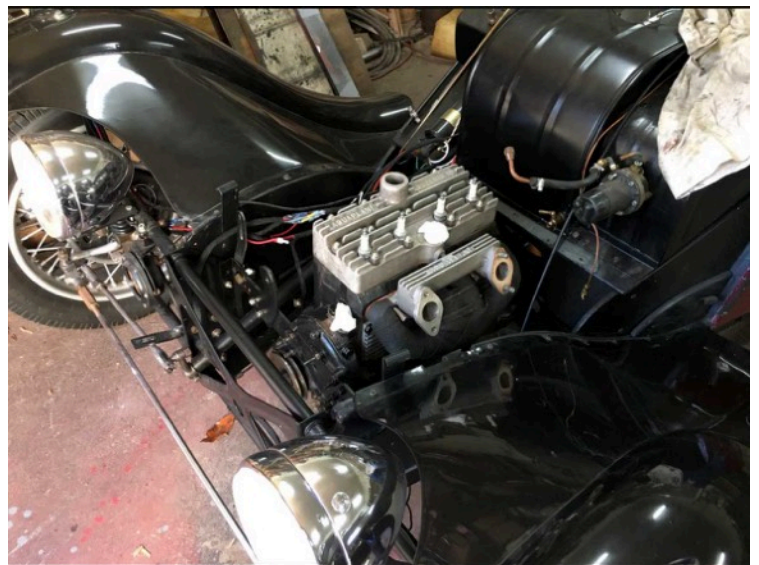
By Bert Levesque

I found a very interesting article following the restoration of a 1952 Morgan F Sport on [blogspot.com](https://52morganfsuper.blogspot.com). You can access the full blog here.

<https://52morganfsuper.blogspot.com/2021/>

Fred V. is a blogger and auto restorer from Pensacola, Florida, and he has almost completed the restoration. One of the interesting things he did was his own nickel plating. It is easier than you would think. Below are some photos from his blog and on the next page he talks about the nickel plating.

Fred tells us that this car was bought, some years ago, from Gullwing Motors in New York. It was an older restoration at that time, as far as I can ascertain. The car was found in a barn in North Florida ten or more years ago and went through two avid Morgan owners, being dismantled by the second one and then passed onto me. Much work had been done, including a new chassis, as well as quite a collection of new parts.

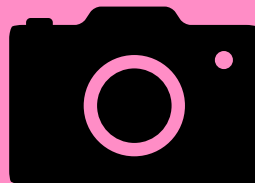


NICKEL PLATING

I wanted to nickel plate the steering wheel nut so I did some research and found it is dead simple. It requires white vinegar, salt, a 4 volt 1 amp power supply and some nickel strips available from:...you guessed it Amazon!! If interested go to youtube and have a look at "nickle plating".



The PACMOG 2022 Snapshot Contest is Over!



You now have to vote for your favourite.

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

SHOP TALK

Engine Out | The Allure of Weber Carburetors

By Chris Bright (Courtesy of Collector Part Exchange)

The allure of the Weber carburetor is palpable. Just utter “Webers” and it evokes excellence, power, quality, and a long history that intertwines with many of the greatest cars and brands. In most configurations, they sit front-and-center on top of the engine. In their best presentation, the row of trumpets look like some sort of insane musical instrument.

No other component even comes close in terms of name recognition and fandom, at least in European cars. I recently found myself getting sucked into the vortex (or should I say venturis?) of Webers, so I set out to discover for myself exactly what makes something as humble as a carburetor so desirable.

The Weber Origin Story

In spite of the German sounding name, Weber is a purely Italian story. It is named after its founder Edoardo Weber, whose father was Swiss German. Edoardo, born in 1889 in Torino, came from a family with a passion for mechanical things. Upon graduation from technical college, he joined FIAT in 1907 right as the automobile age was starting to hit its stride. He worked his way up the company ladder and in 1912, at age 23, was promoted to foreman of FIAT's Bologna office.



Following WWI, he returned to Bologna. In 1920, he founded *Fabbrica Italiana Carburatori Weber*, or Italian Factory Weber Carburetors. It's initial success stemmed from a conversion kit that enabled trucks to run on kerosene since gasoline prices had skyrocketed after the war.



Edoardo Weber (L) and Enzo Ferrari (R), 1933.

Weber Carburetors' breakthrough came in 1925 when they produced conversion kits for FIAT cars called the “Econo Supercharger” carburetor, it introduced Weber’s key innovation: the two-stage carburetor. (More on that later.) The benefit was that this set-up would provide good efficiency at lower speeds and better performance when needed.

From street cars, race cars quickly followed, as Edoardo had dabbled in racing himself. Race applications only required the larger sized barrels and were configured so that each cylinder had a dedicated barrel. Weber later developed dual float bowls to prevent fuel starvation during hard cornering. They became standard issue on the great Italian race engines of the day coming out of Alfa Romeo, with the team being run by the infamous Enzo Ferrari, as well as by Maserati.

Weber's notoriety grew, and their carburetors became standard issue on nearly all cars produced in Italy, including FIAT. The mass production required a large, modern factory, which was built on Via Timavo and opened in 1940. Weber Carburetor's factory was used to support the war effort in WWII. It was spared bombing by the allies. However, Edoardo was not so lucky. It just so happens he wasn't a little fascist, he was a lot. When the war concluded, the partisans had a reckoning. There is no official record of his death, but it is widely assumed that he was executed by partisans when he was on a daily walk in May 1945.

FIAT took control of the company in 1952. Weber carburetors' popularity grew beyond Italy, and eventually they were used in Aston-Martins, BMWs, Porsches, Renaults, and Volkswagens, with conversion kits available for many other marques because they improved performance and were easy to tune.

The Weber Carbs Difference

Two-stage. Carburetors had been around since the 1820s, but Weber's ingenuity lay in its unique two-stage, carburetors. Weber pioneered the use of two venturis, a smaller one for low-speed driving, and a larger one for high speeds. Up to that point, it was one-size-fits-all and you got what you got, but Webers let you "have your cake and eat it too."

When the Weber throttle is closed, a small jet (idle) feeds a minimal amount of fuel into the system to match the restricted airflow. From there, several other "circuits" open progressively while cruising up to "wide open throttle" at full acceleration (shown right).

One Barrel per Cylinder. Although not always configured in this way, Weber carburetors are designed to be "one carburetor per cylinder." It ensures the most direct way to get the fuel into the piston and maximized air flow. Generally, Webers are two-barrel units, and are designed to be connected sequentially, e.g. three carbs on a 6-cylinder engine or six on a 12-cylinder.

Dual floats. Developed for racing where high Gs in cornering can prevent fuel from entering the carburetor, Weber made this design to keep the fuel flowing regardless of the lateral Gs.

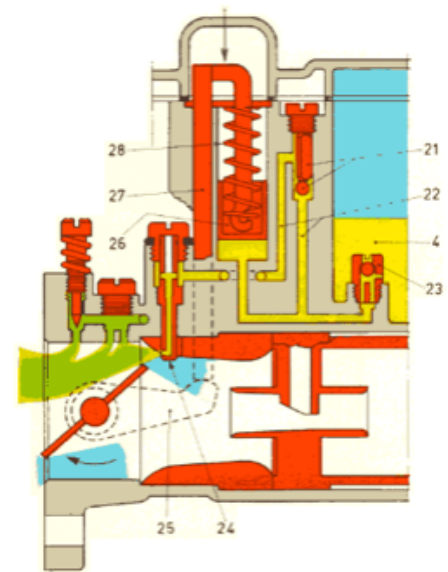
Straightforward Mechanics. A significant and driving factor in the popularity of Webers is their mechanical simplicity. Sure, there's some artistry to getting them optimized, but they can be installed and repaired by amateurs. The primary moving part is a spring-loaded butterfly valve that opens as the throttle is pressed, while the tuning comes from adjusting screws to get the proper calibration for fuel mixture.

Configurable, Lightweight Designs. Webers come in many different models but all are made of lightweight alloys that fit engines of nearly every size. There are downdraught and sidedraught models. They typically come in two-barrel models, although single-barrels are also available.

Weber Carburetors Today

They are as popular as ever, although fuel injection has now made them specialty items for classic car owners and performance tuners. New carburetors are being produced in Spain, but the original carburetors are highly valued. Since they are easily refurbished, they can be acquired from private owners or collector parts suppliers. Weber has changed ownership over the years. Under FIAT's ownership, it was brought under the umbrella of Magneti Marelli, a huge Italian conglomerate that provided many automotive components. In 2019, Magneti Marelli was split off and then merged with Japanese auto parts manufacturer Calsonic Kansei. The joint entity still bears the name Marelli.

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



DCOE Accelerator Circuit



The CM Booth Collection

By Chris Booth

The CM Booth collection is located at 63 - 67 High Street, Rolvenden, Cranbrook, Kent, TN17 4LP. Falstaffe Antiques sits at the front of the museum. The collection is not to be missed by Morgan enthusiasts when they are on a trip to the UK>

The collection was first opened in 1972 and has grown considerably since then. Most of the vehicles on display are in working order and several are used on the road each year.

Morgan 3 Wheelers are the main feature of the collection and a particular interest of Mr Booth. The first car was constructed by Malvern Link Garage owner H.F.S Morgan in 1909. The Design is remarkably simple with nothing surplus to requirements. The backbone of the chassis encloses the prop-shaft, the lower frame tubes on some models are used as exhaust pipes, the steering pins form part of the famed Morgan sliding pillar independent front suspension.

Various engines have been fitted J.A.P - M.A.G - Anzani - Blackburne - Matchless - Ford and Precision can be seen in the collection.

This is a museum not to be missed and is worth the journey or detour to Rolvenden.



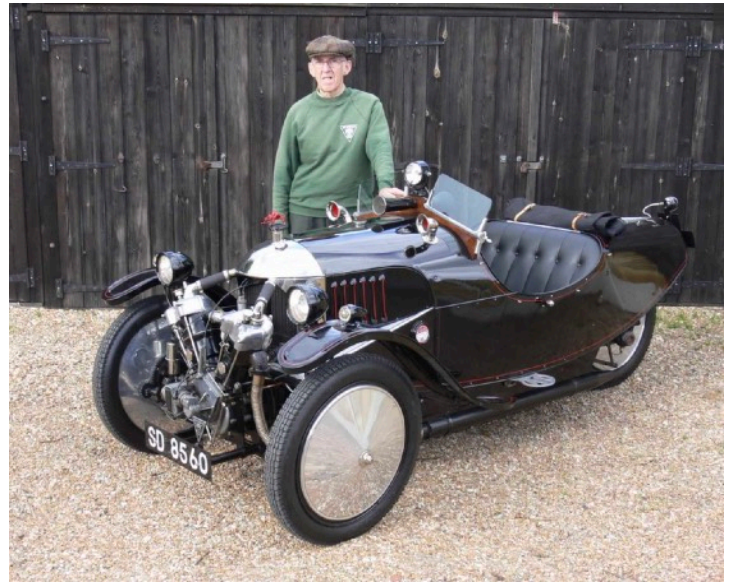
In last month's Morgan Link, we highlighted the first four wheeled Morgan from 1913. This month will show another project completed which is a reconstruction of the for first Morgan prototype, a 1909 3 wheeler. This car was bsuilt by Chris Booth, with the help of Peter Morgan and several members of the Morgan 3 wheeler club. Using the only 5 photographs that exist of this Morgan, as reference. The engine is an original Peugeot unit of the type fitted.



Watch the videos of this 1909 Morgan prototype at:

https://www.youtube.com/watch?v=xj5_hqU1J6k

<https://www.youtube.com/watch?v=z814S-2XoOU>



(Chris Booth photos - some of the cars in his collection)



(Lorne Goldman photos from the CM Booth Collection)



MORGAN THREE WHEELER

THREE WHEELERS



NEW 2021 Morgan

THREE WHEELER Maserati Pontevichio Bordeaux Matte Satin Finish - Special One of One // **HAIL BRITANNIA 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 //

GROUND UP RESTORATION

1930 Morgan AERO VAN

MX4 Vee twin engine, Pozzi Blue, Scarlet red leather //

FULLY RESTORED

ROADSTERS

NEW 2022 Morgan Plus Six the new era of performance and refinement //

ORDER YOUR EXAMPLE

NEW 2019 Morgan Plus 4

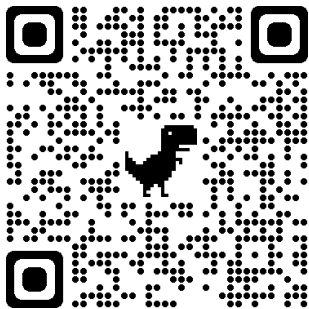
BMW Silver Glacier body, Morgan Sport Black wings, Scarlet with Royal Blue XT Leather trim, range of '110 edition' options

1k miles 2019 Morgan 3.7 V6

ROADSTER Titanium/Electric Blue Leather //

NEWLY ARRIVED

WWW.MORGANWEST.NET



ANNIVERSARY EDITIONS

2003 Morgan Plus 8 Ivory exterior, Black Yarwood Leather //

2003 Morgan Plus 8 Royal Ivory, Mulberry Leather //

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

2003 Morgan Plus 8 Black exterior, Tan Leather //

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

1963 Morgan Plus 4 SUPERSPORT. Dark Blue, Black leather, Black 72 spoke wire wheels //

LEGENDARY RACING RECORD — UNBEATABLE IN BOTH EAST AND WEST COAST VINTAGE RACE VENUES!



1956 Morgan Plus 4 **FOUR SEATER.** Dark Red body/Black wings, Black interior //

DRIVES LIKE A BRAND NEW MORGAN!

1949 Morgan Four/

FOUR SERIES 1 Tan body with chocolate wings, Chocolate leather //

OTHER MARQUES

NEW 2021 Allard J2X

MkIII Coming soon!

1965 Sunbeam TIGER Mk1A Race Rally Prepped!



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Is Battery Technology a Short Term Fix?

By Allstar Crocks

For those of us weaned on the internal combustion engine (ICE), we are assailed on a regular basis with the challenges of climate change and the emissions these power units play in a potential doomsday scenario. We are being urged to turn to electric powered transportation and depending where you live on the planet, this will become mandatory within the next 15/20 years. All very laudable but is it practical in the commercial world? Putting to one side the questions surrounding where the source of energy is to be gleaned to power the world wide grid, what efforts are being made to utilize the existing technology by sourcing an alternate greener fuel supply?

Believe it or not the modern ICE has been with us for the past 145 years when it was created by Nicholas Otto. In the intervening years it has been developed to the point that today the modern ICE is cranked out by the millions providing a reliable long lasting means of power, it's only sin being the use of fossil fuels. Finding a greener option to harness this existing and inexpensive technology could be the saviour of the ICE. Is that saviour to be hydrogen?

JCB is a British company that has been producing earth moving equipment for the past 75 years. It is named after the founder Joe Cyril Bamford and JCB has become the generic term in the UK for a back hoe loader. They are currently ranked in the top ten manufacturers holding 3% of a highly fragmented market. Their primary engine supplier was Perkins Diesels until the latter were taken over by Caterpillar in the late 90s. To retain their independence JCB developed their own diesel engine which went into production in 2004. They have since produced one million of these units.

Although they introduced a range of electric mini diggers and excavators in 2018, they recognized battery power in heavy duty equipment was totally impractical. For example a 20 ton excavator would require an 8 ton battery to produce the same performance as their diesel engine. This in its self doubles the cost not to mention the increased weight of the machine. More often than not machinery of this type has to operate in an environment where the ability to recharge is not available. Even if it were, the time it takes to recharge is not acceptable to the operators who have to bear the capital costs of expensive equipment.



In the industrial world engine usage is measured in hours. There are 8000 hours in a year and JCB are aware that in some instances their equipment is logging 5000 hours a year. A battery operated piece of equipment could not sustain this work load if it was subjected to lengthy recharging cycles. The problem of weight and recharging times renders the electrification of heavy duty equipment in transportation, agriculture and construction non viable and inflationary.

Enter stage left the debate on the use of hydrogen. Hydrogen cars are few and far between with Toyota, Honda and Hyundai dominating a minuscule market for these vehicles which are powered by hydrogen fuel cell technology. Initially JCB developed a fuel cell excavator but it doubled the production cost and proved difficult to operate in hostile environments. As a result they turned their attention to converting their existing diesel units to run on hydrogen in place of fossil fuel. By converting the cylinder head and the ignition system they claim to have achieved the same performance from this source of power as their diesel counterparts.

Furthermore the refuelling process is similar to that of diesel and as hydrogen has three times the energy density of conventional fossil fuel, equipment can run for extended periods too. On paper it appears to be a win win situation for hydrogen to supplant fossil fuel in the operation of heavy equipment and transportation whilst achieving zero emissions. JCB already have prototypes on trial so it will be interesting to see if this concept fulfills expectations. This in turn poses the question, if this technology could be adapted for use in road going vehicles, it will avoid the inflationary production costs associated with battery driven cars.



Hydrogen Fuel Cell cars: top - Hyundai, middle - Toyota, bottom - Honda

Recent developments in Denmark have seen wind farms being harnessed to produce hydrogen via the electrolysis process. This overcomes a major handicap for renewable energy sources as it allows their generating capabilities to be stored on a scale not possible with battery technology. In doing so this has enabled local taxi fleets to convert to hydrogen powered vehicles giving best of both worlds, green generation with zero emission for an ICE vehicle. Has the rehabilitation of the ICE begun?

To paraphrase Mark Twain in the automotive sense "News of the death of the ICE are greatly exaggerated!"



The Restoration of a 1972 TVR Vixen

Part 2- Roll Bar Installation

By Pat Leask

Can you say "Pinto"? We all know that the Pinto is/was famous for the gas tank blowing up if was hit from behind (I often wonder about our Morgans, or the MG TC/TD...). Well, I figure the Pinto is miles ahead of TVRs for the protection of the gas tank in a crash. The tubular chassis of my model TVR stops in front of the gas tank, the rest of the body overhangs it. Therefore the only thing between the front of a car hitting the gas tank from behind is about an 1/8" of fiberglass. Just a bit concerning, I'd say!

I spent many hours sitting in my shop cutting up lengths of those foam covers used for insulating copper hot water pipes for a house. For those who have read this article to this point and have not given up, the foam covers are eight feet long, and one and a half inches in diameter with a slit down their length. They are made out of foam and are very flexible, yet still rigid enough. I found that with a hot melt, glue gun they were perfect to mock up my roll bar system so I could sit back and ponder.

After hours spread out over a few nights, and talking to a few of my car friends, I came up with what I thought was a reasonable mock up of what I was after. I guess you could call what I did a true "cut and paste". Ha ha! There is a fellow in town who is well known for designing and building roll bars, full-on cages and such for hard core race cars, dragsters and of course street cars. He came over, we talked about it a bit, he made a few changes/suggestions and a few weeks later off the car went to his shop. Interesting side point here, what I got back was nothing to what I had mocked up....oh well, I had fun thinking about it.

I knew that I had to do everything possible to make my new project car as safe as I reasonably could, if for no other reason than my peace of mind should anything ever happen. I also knew this was not going to be a cheap path to go down, and of course I was right. When he was here, my friend started to talk about the cost, I asked him to stop, simply put, I did not want to know. As always, I have a set budget (what I got selling my last car) and that is it, I always keep my car and house budgets separate, which is why Norma and I are still married, I guess!

I knew myself well enough that if he gave me the estimated cost, I would second guess myself and either reduce the scope of work, or not do it at all. This way, when he gave me the bill, well, yeah, it hurt as I suspected it would. I shook my head for a few days, got over it and moved on, knowing now that I have a reasonably safe car for as long as I own it.

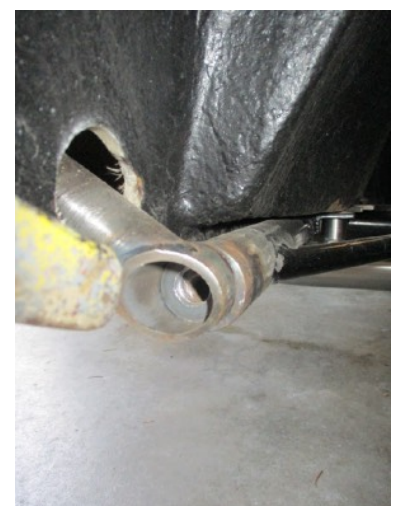
The chassis in these cars are rather challenging with respect to finding mounting points for the roll bar protection system. So he/we had to be fairly creative.



The Morgan Link



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January 2022



Of particular interest, I think, and that I've not seen done before, is some protection in the "B" post area, behind the door. The main roll bar hoop is just inside the door, pretty much in line with the side of your legs. Should a car hit you on the side there is of course no protection (except some fiberglass) in the car's "B" post, less than there is in other more "normal" cars. So, as you can see in the photo, I added some. It is tied into the main roll bar hoop vertical. My thought process here is, hopefully, it will offer some protection before the car's bumper gets to my legs.

Below is what the "naked" chassis looks like, on the left is with the roll bar installed. It was critical that I could unbolt the roll bar system so the body could be removed for any reason. You can see in the bottom photo what he used so the mounting end of the bar could stay, and the rest of it be removed. Simplistically cool! (Well, for me anyways!)



The photo on the next page is the firewall roll bar, that will hopefully protect my legs, if not, I'm sure the gearbox will! I have to do a little extra work here. I'm going to install some "stubs" welded to the upper chassis rail along with some gussets to stop the bar from simply folding over in the event of a hit on the side, at least that is the plan – I hope! The two bottom photos, on the next page, are, of course, the main hoop. I am not happy about the cross brace, visually, but my friend said it had to be there or the whole process of what we were trying to accomplish would be lost. Again, if this is what I have to accept for the car to be safe, well, so be it. I'm hoping the seats will hide most of it!



And now, I have saved the best for last if you have again, made it this far in my Thesis of a roll bar. The gas tank cage! There are six mounting points for the cage to the chassis! Not to mention it is tied in to the main roll bar hoop and cross brace. I'm also planning on installing a rollover shut-off switch to the electric fuel pump, just in case (I have one on my Morgan.)

Well, this is all I have to say on this subject, as work progresses, I'll update you, as I'm sure you are sitting on the edge of your seats waiting! If you enjoy articles such as this, let Steve and others know, as I'm sure there are many of you out there who have similar stories to share.

(Pat Leask photos)



LUGGAGE FOR THE CLASSIC CAR

By Laurel Gurnsey

When I was asked to write an article about luggage for the classic car (specifically cars between 1915 and 1948), I first checked for definitions of “luggage” and came across this from the Oxford English Dictionary:

“luggage- 16thC. from lug (v.) “to drag....what has to be lugged about”

Having been on vacations involving planes, trains and automobiles, Colin and I have lugged our own share of luggage and now travel with as little as possible. Too many bags make my chiropractor happy and me distressed.

“Do not take more hand-luggage in the carriage than you can carry. It is inconvenient and will cost you quite as much for porters at stations as the registrations.” (<http://www.retrorambling.com>)



Historically, luggage (baggage) has carried clothing, army battle supplies, food, medical needs for triage teams, treasures, souvenirs, umbrellas, bug spray, safari pith helmets, tropical holiday mosquito netting, etc. Early luggage, usually chests or trunks, was made of wood or leather. Beautifully embossed gilt and metal chests sit in many museum displays.

People carried their belongings West on the Oregon Trail in Conestoga wagons. Stagecoaches, camels, paddle wheelers and trains have carted people’s baggage. Saddlebags or duffle bags helped early explorers carry maps and hardtack and a change of clothes. During the

Great Depression, refugees from the Dust Bowl headed west, loading everything they owned on whatever vehicle they had. Those without cars at all would pack whatever they could in simple sacks attached to sticks slung over their shoulders.

The photo on the right comes from the University of California ‘Dust Bowl Migration’ study.

http://www.calisphere.universityofcalifornia.edu/themed_collections/subtopic4a.html



With the advent of cars and road trips of various lengths, the problem arose that many early cars didn’t have enclosed trunks, so manufacturers simply mounted luggage racks on the roof and the back of the cars.

Brian Park, of Carryology.com, has produced some interesting information and photography to show how car companies have created luggage that supplemented the ability of classic cars to transport our 'stuff'.

<http://www.carryology.com/2011/01/31/classic-vintage-automobile-luggage/>



Designers made luggage such as the touring trunk (on the Rolls Royce above left) that includes storage drawers that fit both clothing and cigars!

By the 1920's there were over 620,000 miles of surfaced roads. More people were touring by car. Luggage strapped on the back of the car was not convenient and when enclosed trunks became possible, designers then had to come up with complex fitted luggage to slide into the new spaces. Brian Park has some negative comments about fitted luggage, in that it isn't practical..."too many buckles and straps to undo and too big to haul into a hotel without three porters and several maids to help."



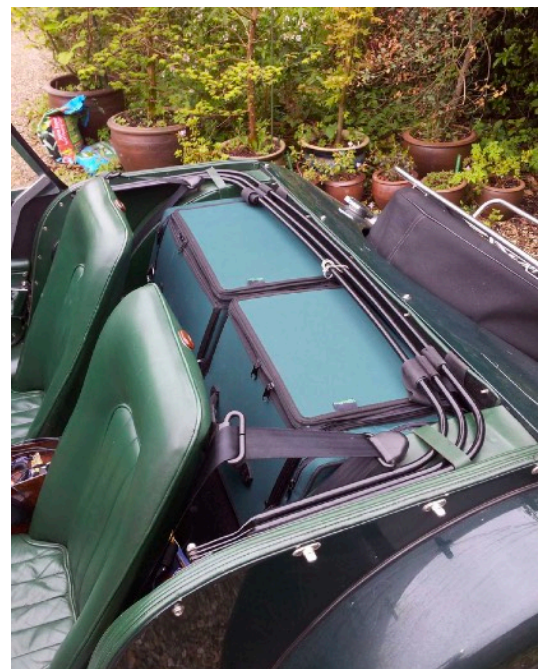
The 1935 Mercedes-Benz in the photo on the left has fitted luggage made to original specifications by Taris Charysyn, who caters to Concours d'Elegance show cars.

In the 1920's and 30's, custom-made luggage was wooden, covered in cowhide. Trims were hand stitched and the interior lined with silk. Suitcases would cost several

hundred dollars and be specific to what was packed in them. Hence, hatboxes, toiletry boxes, suit boxes, shoeboxes, etc. Luggage bought as part of a bridal trousseau would last a lifetime.

http://www.gonomad.com/womens/0406/how_to_refurbish_vintage_luggage.html

The luggage in the photo on the right is for a Morgan 4/4 and made by <http://www.classictravellingluggage.com>



In 1933, America Luggage Works opened up and for those car owners who wanted something a little less expensive than a custom made, fitted piece of luggage, they could buy two sizes of suitcases, one for two dollars and one for three. This company is still in business as American Tourister.

http://en.wikipedia.org/wiki/American_Tourister

Specific to cars like the Morgan, luggage again had to be adapted to fit in a smaller car and luggage racks were important. I found a great site called 'classictravellingluggage.com' that shows 'bespoke luggage cases tailored to fit behind the seats for Morgan 4/4s'. The photo I've used is courtesy of 'talkmorgan.com', which says that waterproof covers can be made to cover luggage out in the open on a rack.

Happy travelling for the next car event you undertake. And remember.....don't take what you can't 'lug.



This article was originally published in the "Bumper Guardian" magazine of the Classic Car Club of America.

Websites used in researching the article:

Google Images

www.conceptcarz.com

http://en.wikipedia.org/wiki/American_Tourister

http://www.gonomad.com/womens/0406/how_to_refurbish_vintage_luggage.html

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The Anatomy of a Morgan Breakdown – A Five-Part Series

By Dave Doroghy

Being a maladroit when it comes to anything remotely mechanical has made me an expert on one important aspect of Classic British car ownership – human nature. I'm interested in people a lot more than I am interested in engines. They both have their own unique foibles. I've had my 1966 Plus Four for 15 years now and it breaks down about three times a year. As the German expression so aptly puts it, it just goes "kaput". I love the sound of the word kaput – its harshness, and its abruptness. It's like the sound the last sputtering cylinder makes as my engine gives up the ghost. I always say my engine goes kaput for no reason, but that's because I don't have a mechanical mind; in my heart, I know there is always a reason.

But it's what happens after the sputtering kaput sound, that interests me more than what caused it! For the first time in my illustrious automotive journalism career, however, this series of articles will touch upon, in detail, just what *caused* my last kaput. More interesting for me though, I'll also focus on the adventure, the chance encounters and some new found relationships that followed my last Morgan mishap.

If my car breaks down say, three times a year over 15 years, you do the math. That's 45 stories. Or to put it another way, on 45 separate occasions, after my car has died, and while I've pensively and patiently sat in it, waiting for the BCAA flatbed truck to arrive, I've had time to deeply think about all things related to unreliable old engines and new reliable people. Despite the fact that my Morgan has no flashing four-way hazard lights, a breakdown is obvious. After all, I generally breakdown in busy intersections, where it's illegal, inconvenient, conspicuous, and just plain stupid and dangerous to be stationary. My car's lack of motion combined with an open hood with steam billowing out makes it crystal clear that things aren't going as planned. I need help and the sad expression on my face adds to what I think is a pretty compelling case to at least slow down and consider stopping. Just rolling down a window and shouting, "Are you OK?" would be nice. Of the approximately 45 times I've conked out, I'd say maybe ten times someone has offered assistance. Or to put it another way, a quarter of the time a good Samaritan emerges while I wait for the Automobile Club to arrive. Who wants to join that club, a club of losers like me, blocking the side of the road and pissing everyone off?



Steve tinkering on my car's engine. I took this through the windshield as I was snacking on potato chips.

My stranded down-time has allowed me to reflect on the countless drivers not offering help and ignoring me. I realize my careless breakdowns have annoyed thousands of motorists by snarling traffic and slowing their commute, but I prefer to ignore them as they have ignored me and to think about the ten or so kind motorists that have stopped since I got the car in 2007. I have drawn two important conclusions about them: goodness and generosity are rare but still exist, and a working knowledge of 1965 Triumph engine is even rarer. Recently I hit the jackpot in Victoria when I ran into a man that possessed both important qualities.

This five-part series, a War and Peace length version of Dorg's Morg is about him. It's about a mechanical breakdown on a beautiful cool crisp day last December in Victoria, on Sooke Road on the way to the ferry. It's a story that may restore your faith in human nature and people going out of their way to help others. Unlike my past articles, it will also offer advice on how a Triumph engine works. These will, of course, come from someone else, not me, and will be scattered throughout the series.

The fact that this particular breakdown happened just before Christmas made it more special. The mechanical Grinch that sabotaged my engine was no match for the knowledgeable white-bearded, good Samaritan that came to my rescue.

I'll set the table with some background information before jumping into the story. The spot on Sooke Road, near Metchosin Road, where my engine recently died struck even a stalwart veteran of breakdowns like me as odd and ironic. That's because I had broken down at almost the exact same spot a month earlier. Lightening does strike in the same place twice, or in my case spark plugs don't fire in the same place twice. At that time, I was NOT running late for a ferry, but running late for a fish and chips dinner at the Six Mile Pub down the road. Ferries don't wait, engine repairs can wait, but dinner, especially the delicious batter-soaked cod dinner they serve at the Six Mile Pub, should never wait! So, I simply pushed my car up onto the sidewalk out of traffic's way, then called my partner Jeannie to come pick me up and we drove together to halibut heaven. After dinner, we returned to where I left my Morgan, and get this, it miraculously started. It just fixed itself while we ate. Now that's my kind of breakdown!

But, the most recent breakdown that this story is about wasn't as user friendly. This time heading for the ferry, the engine sputtered and mis-fired. Three times it died, but after short rests on the side of the road, after each of those kaputs, it somehow started again. Those mini breakdowns were all within a three-kilometre drive. I knew when the engine died a fourth time, my chance of making the 3:00 pm ferry was slim to none; and Slim just left town!



Not long after Steve arrived, his friend Mike drove by and decided to help. Neither of them had any tools, though, and I, of course, also had none!

As described, I knew the area well where I broke down again, so I thought why not just repeat the same winning formula. I pushed the limping green goddess out of traffic's way onto the sidewalk and decided to get a bite to eat; that way the car could fix itself again. There was a Subway restaurant across the street, so I wandered over and bought a six-inch vegetarian sub on sour dough bread. I slowly enjoyed half of it before returning to my car. When the car still wouldn't start, I called BCAA; their number for roadside assistance is of course on my smart phone's *favorite* list. It was a nice day and I enjoyed eating the second half of the sub in my car with the top down watching all the busy motorists ignore me, waiting for the flatbed.

Then suddenly, this big fancy late model truck pulls up and stops beside me. A friendly looking guy gets out, smiles and asks me if I need help. I tell him, "Thanks but BCAA is on their way, I think I'll be okay." He then asks me if I minded if he had a look just the same. While I finish my sandwich, he pokes and prods under the hood, he asks me to turn the ignition key a few times, asks me to pump the accelerator pedal, and he wiggles some wires. Before I could wolf down the last jalapeno pepper in my sandwich, low and behold the car was running again. The engine was purring smoothly, not sputtering like before. I ask him his name, he says Steve. I thank him profusely and tell him I had to bolt, to make the 4:00 pm ferry now. He wisely waits in his truck as I speed dial BCAA canceling my order and then drive off. My Morgan only makes it 30 feet, though, when the engine flat out dies again! My new friend, Steve, and I laughed as we pushed it back out of harm's way. He then says to me, "If I had my tools, I could probably quickly fix whatever is wrong, these engines are not all that complicated." Then, another car pulls up and Steve's friend, Mike, gets out. Mike recognized Steve while driving by and offers to help, too; but he didn't have any tools either. Both these guys were very capable with authentic mechanical aptitude and a genuine interest in old cars. More importantly, they had good attitudes. I offered to help but the engine opening under the hood was small enough with two people poking away, let alone a third who doesn't know what he is doing. So, I just sat back in the comfy seat in my car. I forgot to mention that I ordered a bag of chips with my sub sandwich that I munched away on as we maintained a dialogue on their progress. Unfortunately, without tools and pressed for time, Steve, Mike and I agreed it was probably best to call BCAA back. I cancelled my cancelation, thanked them both, offered them each a potato chip from my crumpled bag and told them I'd be okay. Mike had an appointment he had to leave for, but Steve insisted on waiting for the flatbed. I knew the drill beyond that, my deluxe BCAA membership would have me towed free of charge to a nearby repair shop, but not to my mechanic on the Mainland, which was beyond the mileage limit. I asked them if they knew of a good shop that would be able to fix my car in Victoria. They recommended either Star Automotive or Parkway Automotive.



After cancelling my call to BCAA, I had to rebook them. Finally, Adam, the driver, showed up with a flatbed truck.

I called Jeannie, anticipating that she would have to meet me at either of those mystery locations to drive me to the ferry. We agreed it would be easiest if she just came to where I was at and we would figure it out from there. By the time I had eaten my last Salt and Vinegar chip, Jeannie showed up. Then Adam, the friendly good looking BCAA tow truck driver arrived. Mike was just leaving as Adam came out of his truck, and it was then that it struck me, these four people were all there because of my incompetency. Well at least Adam was getting paid, and Jeannie was used it to it.

Speaking of Jeannie, she leaves her keys locked in her van occasionally and Adam recognized her from that and a few tows she has had. As Adam was preparing to get my car up onto the flatbed, I asked him if he had any ideas as to where I should be towed. He concurred with the recommendations from the other two. It was my call, but how should I decide? As it turned out I didn't have to. It was then that Steve piped up saying, "Why don't we just tow it back to my house and I can maybe fix it for you there, Dave, and get you on your way to the ferry." The plot thickens, and here is where I will leave you in suspense.

In part-two of this five-part series you will learn of Steve's background and what made him so uniquely qualified to work on my car, we will meet his lovely wife Connie, learn about his friend Brad, and I'll share with you Steve's initial technical written assessment of what was wrong with my car.



Just as Adam was about to hoist me onto the flatbed, we abruptly changed plans.

(Dave Doroghy photos)

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(Thanks to Roger Mulloy)

The Morgan Link



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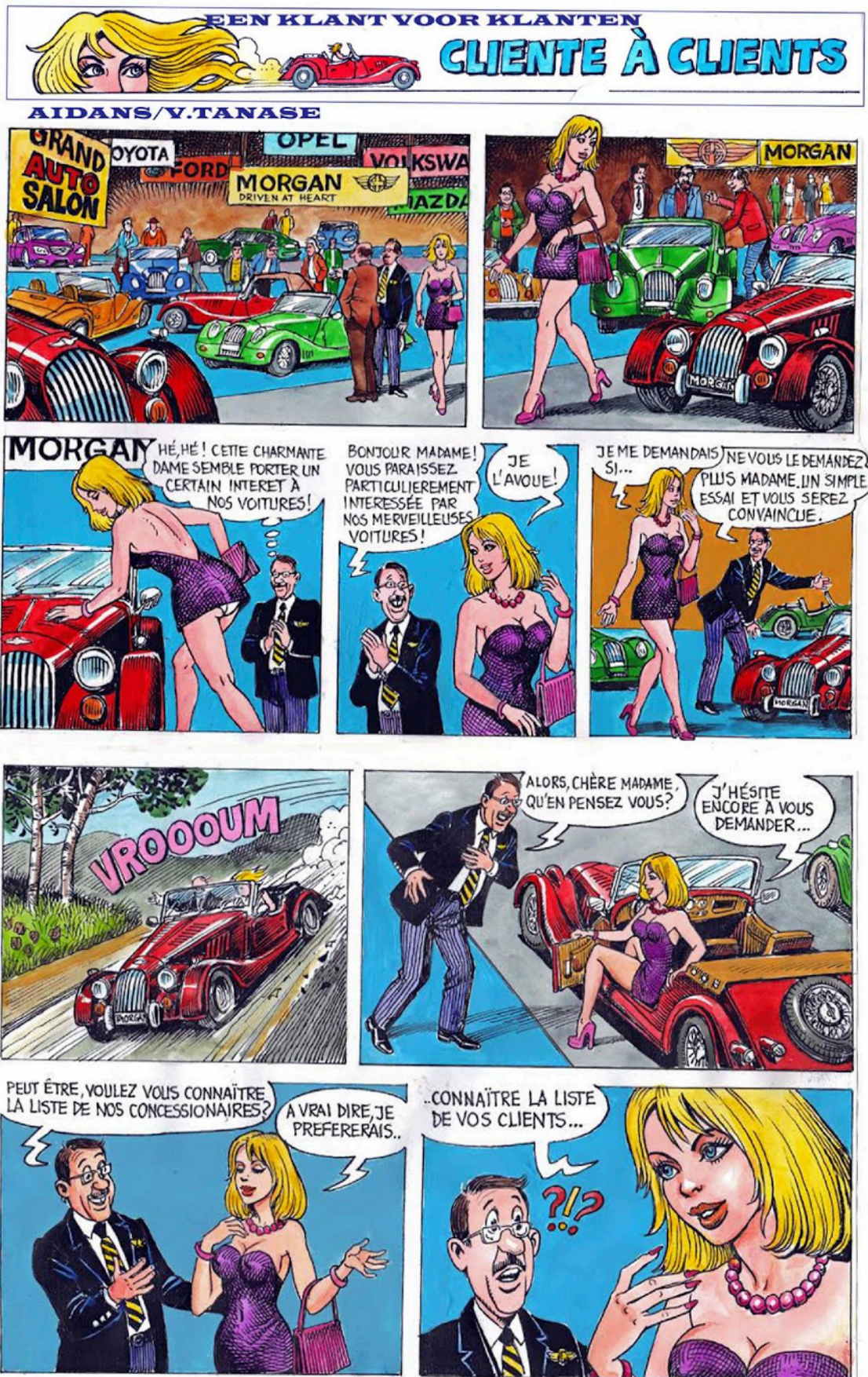


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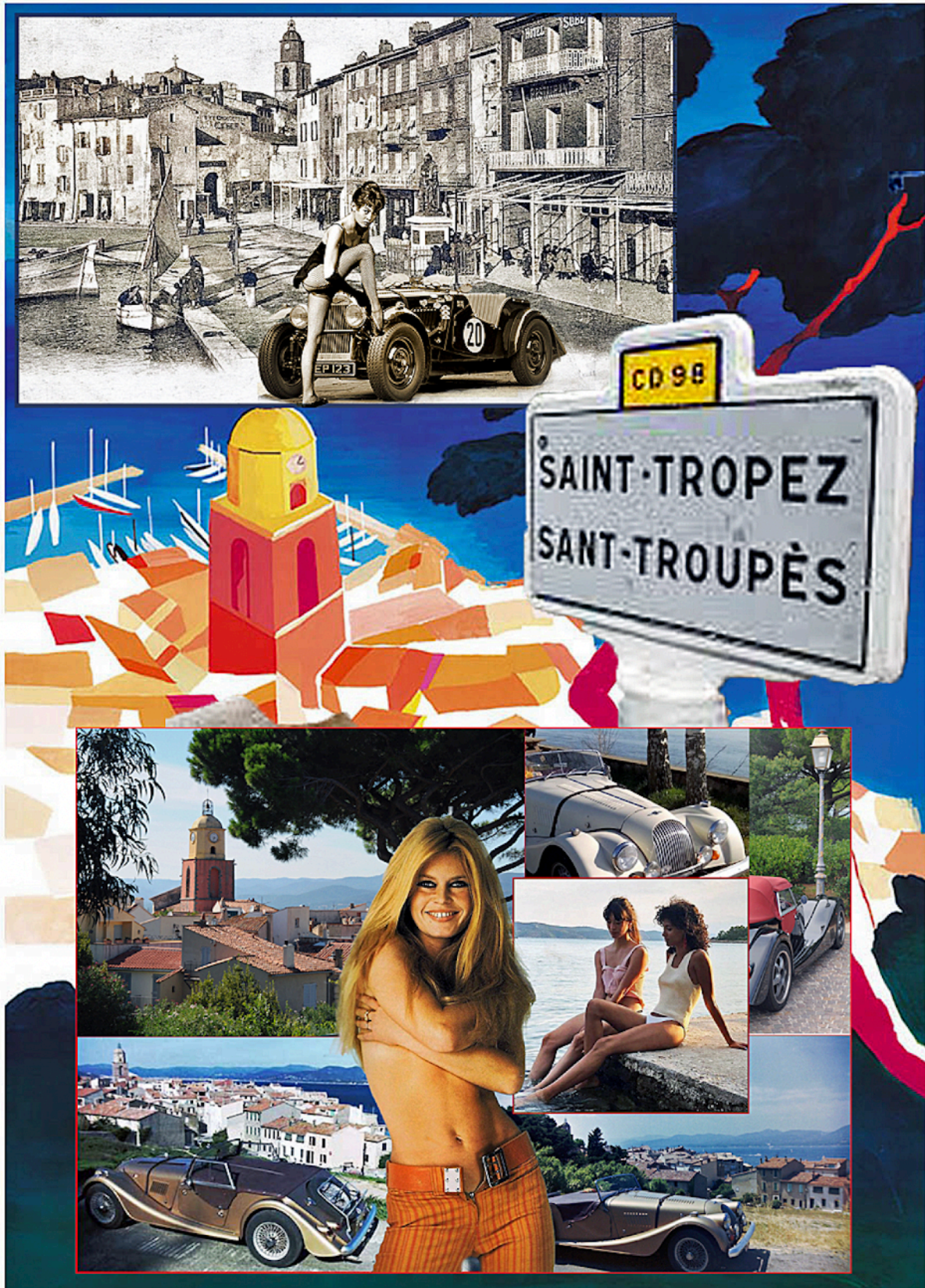
Morgan Art by Valentin Tanase

Thank you to Valentin Tanase for letting us use his artwork in the Morgan Link.



Morgan Treasures from the Jacques Gallien Collection

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



Famous People with Morgans

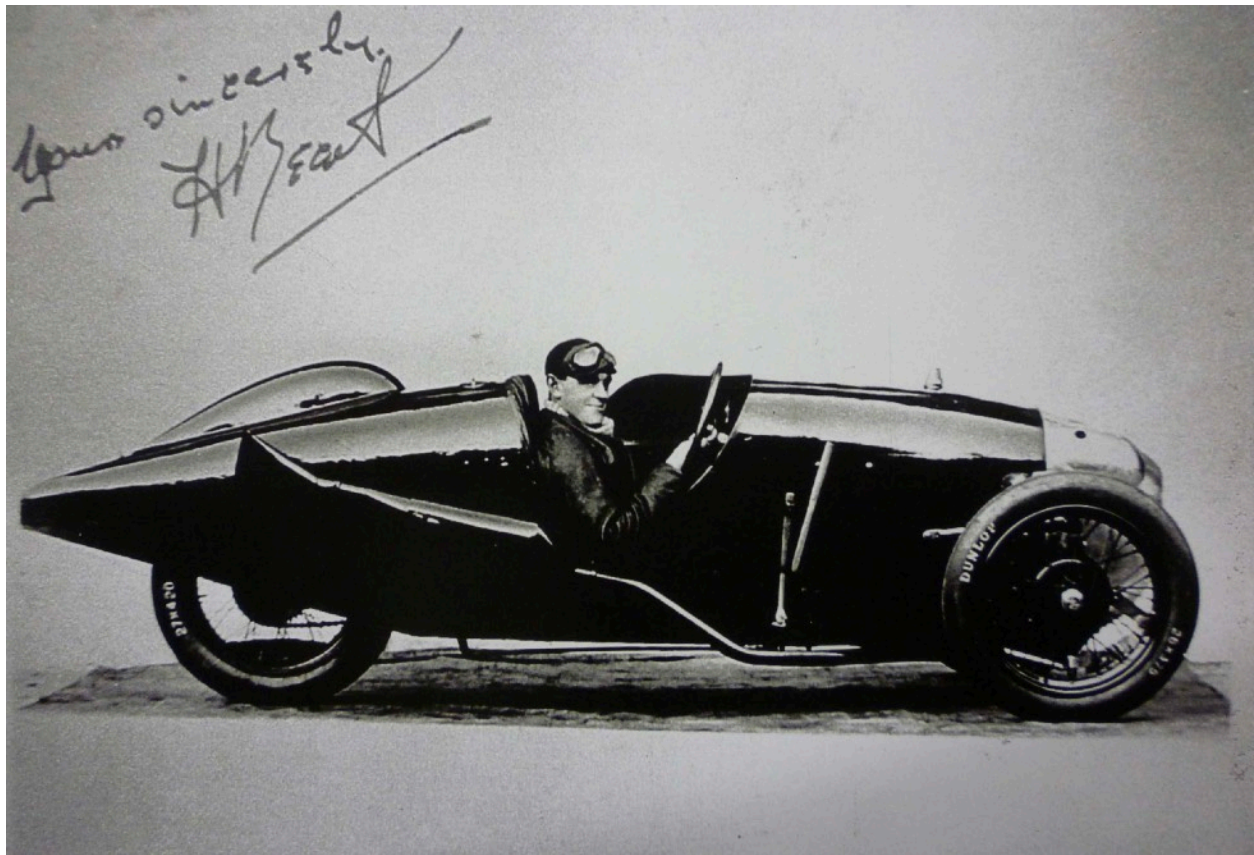
By Steve Blake

Harold Beart

January 1, 1900 - December 3, 1981

Harold Beart was born at 8:50 AM on January 1, 1900, in Downham Market, Norfolk, to ring in the New Year and the New Century! (Yes, we know that the new century started in 1901 but most regard the start being in 1900.) He was baptized on February 4, 1900 at the Holy Trinity Church in Stow Bardolph, Norfolk. The Reverend James William Adams, who was the first clergyman to win the Victoria Cross, performed the ceremony. Beart later lived in Hindolveston, Norfolk.

Harold Beart was a distinguished Morgan racer and the Morgan distributor in Croydon, outside London. He would often be seen racing at Brooklands and is best known for his car built to attack the speed records at Brooklands. Currently, Chris Booth at the Morgan 3 Wheeler Museum in Rolvenden is restoring the 1925 Harold



Beart Morgan. Chris has finished the mechanical side and has built a new wood frame for the body. He has sent it off for paneling because he says, "Too many double curves for me!" Below is a photo supplied by Chris of Harold in his Morgan.

The Harold Beart record car is the first Morgan to exceed 100 MPH, which it did at Brooklands that year powered by a Blackburne engine and sporting this specially designed streamlined body.

This very special water-cooled 1096cc Blackburne v-twin engine car with a 3.33 to 1 top gear and a streamlined body weighing only 43lb, covered 91.48 miles in one hour at Brooklands and which was able to exceed 100 mph. Whereas in 1912, Harry Morgan had not exceeded 60 MPH.

The following article is courtesy of Motor Sport Magazine

Meanwhile, Harold Beart had evolved a very special racing Morgan at his Croydon works. The frame was strengthened and each rear spring had seven graduated leaves, a single Hartford shock-absorber being mounted over the rear wheel on a bracket above the bevel box and a stirrup secured to the fork-ends. At the front east-steel sliding axles replaced the normal bronze ones, so that forward-projecting brackets could take Hartford shock-absorbers anchored at the bottom to steel brackets, and swivelling with the wheels. The axles slid on hardened and ground Ubas-steel pins screwed-in and grease-gun lubricated. Springloaded ball-joints on the track-rod, and a Ford epicyclic reduction gear on the top of the steering column, further improved control. A 4-to-1 ratio was achieved, with a forged-steel drop-arm slightly longer than standard.

The rear wheel was brakeless, the foot-brake having been dispensed with, and was shod with a 27 x 4.20 Dunlop. The front tyres were 26 x 3.75 Dunlops, on wellbase rims.

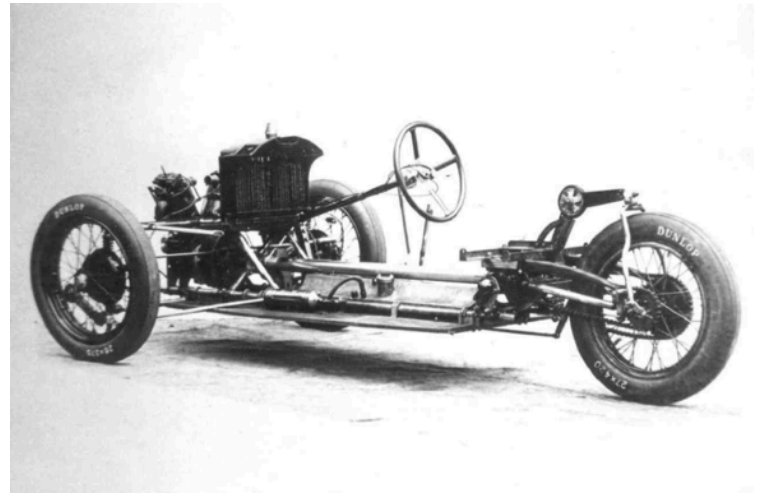
This Beart Morgan had ratios of 5.95 and 3.33 to 1, a magneto button on the top of the external gear-lever facilitating gearchanging without the need to slip the clutch or ease the throttle. A spring-loaded selector mechanism prevented the dogs coming out of mesh. Chains and bevels were oiled, via a drip-feed and copper pipes, from a pressure-fed tank. The engine was a 1924 w/c. o.h.v. 85 x 96.8 mm. (1,096 c.c.)

Blackburne with racing cams, c.r. increased by machining the heads, a B. & B. "mousetrap" carburetter controlled by a foot accelerator, and M.L. magneto. A bowl behind the air intake, fed by two projecting pipes, maintained atmosphere pressure to the carburetter irrespective of speed. Fuel was carried in a tank under the frame, supplemented when required by a tank in the body, giving a combined capacity of approx. 14-gallons. The large oil tank fed two drip-feeds, adjustable by the riding mechanic, and the radiator was special. No attempt was made to reduce weight but the body, which cowled-in the engine, weighed only 43 lb.

This fascinating Morgan could do over 60 m.p.h. in low speed, and 100 m.p.h. in top at about 4,300 r.p.m. on the tachometer, which was driven from the bevel-box countershaft. Yet in a season's Track work, it averaged 24 to 25 m.p.g. Beart brought it out in July at Brooklands and set Class H2 records for 5 miles and two miles and the equivalent kilometre records, the 5-kilometre record being at fractionally over 100 m.p.h., the first time a 3-wheeler had been timed at this speed, officially or unofficially. A one-way kilometre was clocked at 104.63 m.p.h. and the f.s. 5-mile record fell at 99.67 m.p.h. In August Beart took the f.s. kilometre and mile records at 103.37 and 102.65 m.p.h., respectively, and the following month captured the 50-kilometre, 100-kilometre and one-hour records, his speed for the hour being 91.48 m.p.h. In October Robin Jackson filled in, as it were, with the s.s. kilometre and mile records in his Morgan-Blackburne, at 64.04 and 71.03 m.p.h., respectively. Beart also raced Horton for the B.M.C.R.C. Cyclecar

Championship, starting slowly but winning by six yards, at 83 m.p.h.

(Photo of the Beart racer chassis courtesy of the Morgan Three Wheeler Club)



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From the Morgan Oasis Garage

By Cuthbert J. Twillie, Proprietor

Box 1010 - North 51, Terrace

Hoodsport, WA 98548

(360) 877-5160



Air Cleaner

By Cuthbert J. Twillie

Friends

I always envied a factory air cleaner. Mostly you don't see air cleaners on Plus 4 Mogs, you do see the dirt on the S.U. pistons. That dirt is what didn't get into the engine. The Triumph engine is surely one of the most robust lumps ever to cross the pond. But dirt will shorten it's career more than somewhat.

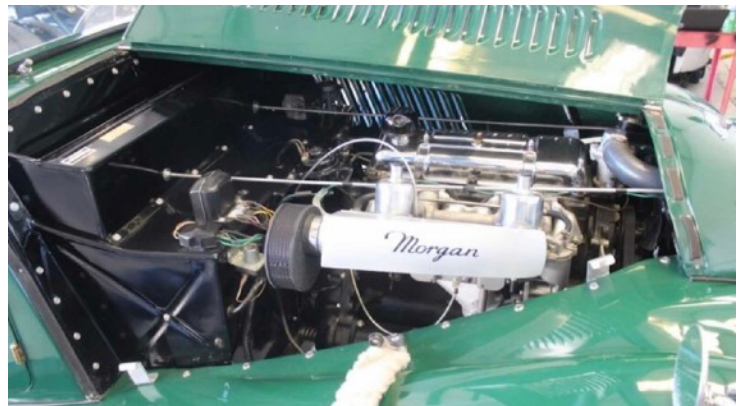
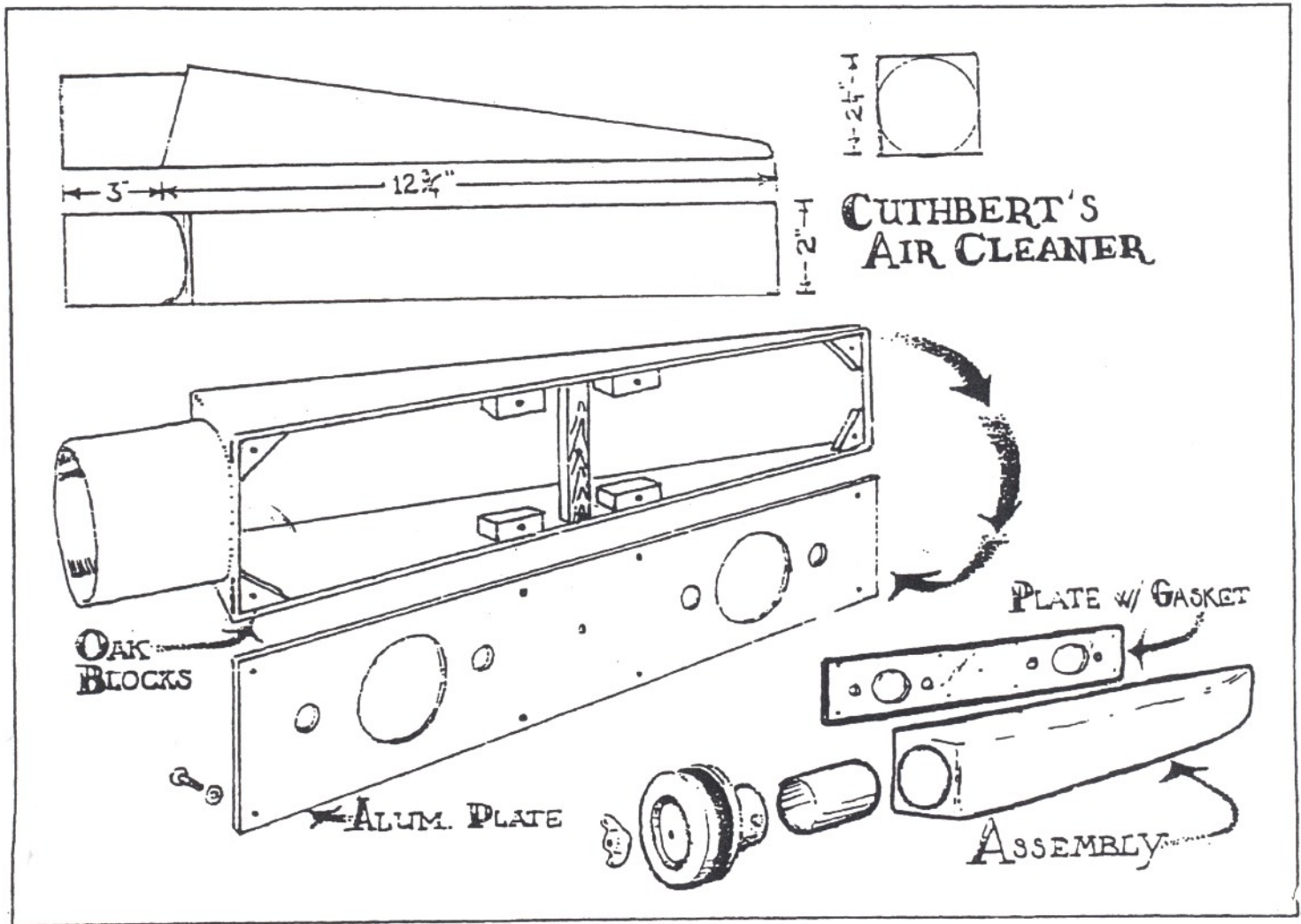
I measured a factory air cleaner and made one out of aluminum. When I hung it on my engine it looked like it might "kiss" the bonnet. Ron Theroux made his air cleaner himself and it's obviously smaller than the Malvern bit. So I glued up a wooden plug nearer to Ron's air cleaner's size. From the plug I made a female mold out of fibreglas. From the female mold I got a fibreglas shell. Next I wrapped a two inch aluminum tube with fibreglas tape which gave me a 'glas tube to 'glas to the shell. The tube would then accept a store bought chrome filter. Lastly I made an aluminum plate that fastens to the carbs and the shell is fastened to this plate.

All of the above takes scads of time and while I'm doing all this I'm thinking "there's gotta be a simpler way to achieve this".

The air cleaner from the factory and Ron's are steel. Alan Geiger had some made of aluminum. Cuthbert's is fibreglas. Other materials that come to mind are copper, brass, and of course wood. Wood? Wood brings to mind some lovely possibilities, dovetails and some wizard winged inlays. Or just simple clean work varnished to perfection. Another material is a foam block carved to size and then fibreglassed on the outside and finished to a suitable standard. After curing it is turned over and the foam is dug out leaving a shell. To this shell the aluminum plate is fastened with small screws to hardwood blocks epoxied to the shell.

When finished and painted it goes a long way towards civilizing the engine room 'cuz the bare carb openings just look nasty.

Ron Theroux has finished his cleaner using the Morgan script usually found on the rear deck. To me this is as good as it gets. Not wanting to just steal Ron's idea I went through some other choices; tie pin size wings emblem is too small, cowl badge is too big. I don't know how long a decal will last in the heat of an engine room. The factory's latest horn button looks great but it was too big as well. So I did steal Ron's idea, but only after much agonizing. If one IS going to steal ideas, however Ron's car is a veritable treasure trove of one neat notion after another. Who's won more firsts? When you're that good, Ron, you can expect the sincerest form of flattery.



(Air Cleaner photos courtesy of
 Concept Carz, Classic Park Cars, British Sports Cars, Classic Car Garage and Catawiki websites)

Morgans in the Movies

By Steve Blake

Suburban Girl

Starring Sarah Michelle Gellar, Alec Baldwin, Maggie Grace, James McNaughton

Suburban Girl is a 2007 romantic comedy directed by Marc Klein and starring Sarah Michelle Gellar and Alec Baldwin. For us the star is a 1993 Morgan Plus 8 driven by Archie Knox while courting Brett Eisenberg.

The plot as described by Wikipedia:

Brett Eisenberg is an ambitious yet unconfident New York City assistant book editor living in the literary hotbed of Manhattan's Upper East Side. Struggling to become a full-fledged editor, a task made harder after her mentor and boss is fired and replaced by Faye Falkner, Brett meets the notorious and much older publishing playboy Archie Knox. After spending time with him she realises how unhappy she is with her immature boyfriend Jed and breaks off their relationship in order to pursue one with Archie.

Archie is revealed to have several issues such as being an alcoholic, although he is almost three years sober; suffering from diabetes; and having an estranged daughter. The age gap between Brett and him is made clear through their different lifestyles, such as his lack of understanding how to use a Blackberry and Brett taking him to a candy shop. Although this does not affect their relationship in the beginning—Brett appreciates the advice and confidence he gives her to stand up to her boss—she soon begins to resent his patronizing attitude. He eventually begins drinking again and sleeps with another woman in order to break off their relationship.

At the same time, Brett is shown to be incredibly close to her father; she is seen constantly explaining her situation and asking for his advice. While visiting her family home she is shocked to discover that he has cancer and that she was the last to know behind her brother Ethan, because her father felt she could not handle the news. Feeling depressed and unwell, Brett makes an awful impression on a celebrity client until Archie appears and rescues the situation. They decide to give their relationship another try and Brett introduces him to her family, who are uneasy with the age difference; her father especially after learning that Archie is an alcoholic when he is admitted to hospital. Brett's father tells her that she shouldn't have to spend her life taking care of Archie.

Later, it is revealed that her father has died and Brett realizes she must finally deal with her problems without his support. Following this, Archie proposes using the Blackberry Brett bought him but she turns him down, telling him that they see each other as teacher and student and not as equals. She says she needs time to be happy and grow up on her own.

The end of the film finds Brett finally confident in herself as she finally wears a pair of leather pants she was previously too scared to wear, and editing her work in a decisive way by using a pen instead of a pencil, as is seen throughout the film.



(IMCDB photo)

A Morgan Life - Part 6

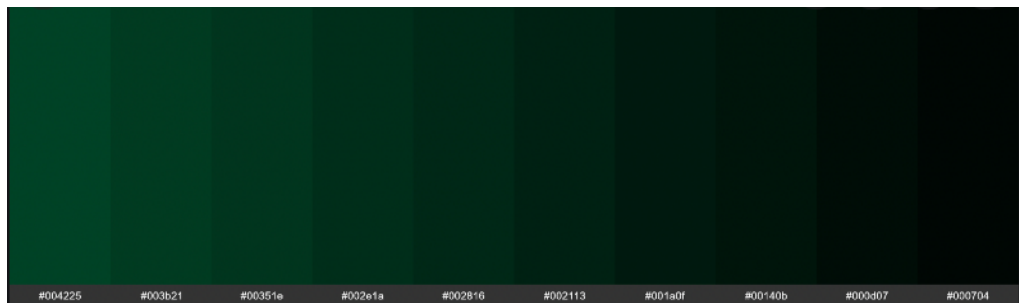
By Ron Akehurst

On Day 29, I was to view the colour panel that Rick had prepared. At the same time, it occurred to me that I had never been totally satisfied with the appearance of the trim pieces on either side of the rear panel, as installed by CMC after the accident. These pieces were fabricated by CMC from polished aluminum and mounted using eight stainless steel screws on each side. CMC advocated this method to eliminate the problem of paint cracking along the joints between the trim pieces and the rear deck. They had made a very neat job of them, but my problem was that these pieces on almost all other Morgans, including mine originally, were painted the same colour as the rest of the body. I also wasn't fond of the aesthetics of brightwork along these lines of the body. So Rick and I agreed the trim pieces would be smoothed around the mounting holes, primed and painted before mounting. The stainless steel screw heads would remain unpainted.

The colour panel Rick had prepared from a spectrometer analysis of a cell phone photo was close, but too light and olive tinted compared to my existing paint. Rick was still working on smoothing the fenders and admitted they were a challenge. I recalled reading that the factory workers considered the job of smoothing these fenders the most critical to the finishing of the body, claiming they had to be hand-sanded to be successful.

We decided to take the fender to the paint supplier on Monday (Day 30) to have it analyzed directly by the spectrometer. This little gadget spat out a paint catalogue number and associated colour chip number which we then compared to the fender. The indicated colour chip appeared lighter in colour than my fender. Two chips to the left on the catalogue page was the colour that we all agreed matched my fender perfectly. The supplier made up a sampler for us, and back at his shop Rick made up another colour panel for me.

The next day we compared the new colour panel to my fender and were somewhat dismayed to see it was also noticeably lighter. We went back to the paint mixer and asked for the next darker sample on the colour chart. He checked his computer and advised that the requested formula was no longer available. Rick told me



this often happened since the industry switched from oil-based to water-based a few years before. Many of the old paint formulae are no longer available. So we went two shades darker for our sample, even though the colour chip looked considerably darker than my fender, in recognition of the fact that the water-based paints often do not match the old colour charts. Rick said if this one didn't match, he would ask his friends to customize the mix formula to suit.

I had no idea that colour matching was such a complicated process. I don't know why the paint manufacturers haven't made up new colour charts to match the water-based paints they actually offer today.

The next day we verified that the latest sample also did not match my fender and was in fact much darker. Rick said it would be necessary to pursue the customized mix option and the only person he trusted to do this at the company we had been dealing with was out of town until the following Monday. So, work ground to a halt for another few days. I left one of my old fenders with Rick to use in the colour matching process, and agreed to come to the shop the following Tuesday (Day 36) to view another colour panel.

On the bright side, Rick had painted the bulkhead, including the new repair section, in gloss black and it looked great. He planned to paint the tool tray as well to match.

On Day 34 I re-examined the old paint code card that CMC had given me in 1990 to try again to decipher the faded and obscured numbers. My best guess is that it said the following:

RM Miracryl
BMC GN29 #6506
British Racing Green

The first two digits in the four-digit number were not clear. Nevertheless, I phoned Rick with this information, which he had said could be useful as a starting point for developing the custom mix. Rick informed me that he was currently in self-isolation at home because of a brief fever and cough that he thought could be COVID-19, which had recently reared its ugly head on Vancouver Island. He also said that his friend who he wanted to do the mixing had gone to his Comox shop again this week, so he didn't know when he could get together with him.

Since I was getting the gears from my wife and daughter for having hung around with someone who subsequently isolated himself due to COVID-19 precautions, and I was a bit concerned myself, I phoned Rick again a couple of days later to see how he was doing. He was quite sure by then that he only had a cold since it hadn't gotten any worse over the five days since it started and the fever was only on the first day. However, he mentioned that he and Andrew had decided to close their shop for two or three weeks as a precaution against COVID-19.

Having said that, Rick also noted that Andrew would be working solo in the shop at least part-time over that period. Also Rick said if he felt better the following Monday (Day 40), he planned to take my old fender to a different company to see if he could get a match. The proprietor of that company, an old friend of Rick's, was also working solo after temporarily laying off his staff. Rick then confirmed that he hoped to finish my car as soon as possible. I assured him I had no problem with waiting as long as necessary for him to become healthy before returning to work.



AR Auto Resurrection
Andrew Smith
Auto Restoration

250-516-1684
arautoresurrection@gmail.com

Bertha Benz: The Journey That Changed Everything

By Steve Blake

This film is a four minute commercial made by Mercedes-Benz that was passed on to me by Pat Leask. It shows a recreation of the first ever long distance drive in the first automobile. MB says, *“In a time when “car” was not even a word yet, and people relied on horses to pull their wagons, one woman challenged the status quo. To prove to the world that her husband’s invention was the future of mobility, Bertha Benz went on the first long-distance journey with an automobile, facing all kinds of challenges but stopping at nothing. The rest, as they say, is history.”*

Carl Benz said the car was not ready to show the public but Bertha knew her unassuming husband was just dragging it out. While he was asleep, she took her two children and the auto and set off for a 106 km drive from their home in Manheim to her parents house in Pforzheim. On the way she had to stop for fuel. She obtained ligroin, which is a mixture of hydrocarbons called petroleum ether or benzine. It is a highly volatile, flammable liquid and use for motor fuel, dissolving fats, and as a solvent for cleaning. The pharmacy where she purchased the ligroin is considered the first ever fueling station.

While this is not a Morgan movie, the first auto used was a three wheeler so that gives us reason to smile! It should be noted that Morgan put the single wheel on the back where Benz placed it on the front.

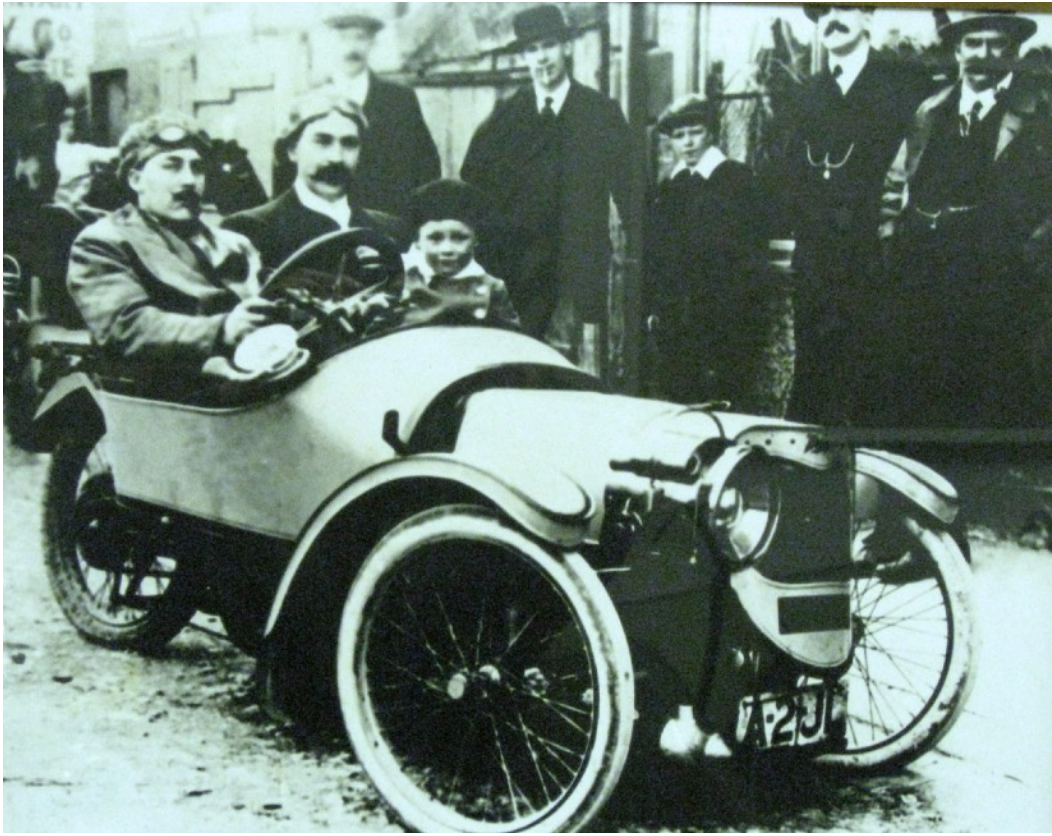
Watch the full commercial by clicking on the following link.

<https://www.youtube.com/watch?v=vsGrFYD5Nfs>



Malvern Memories

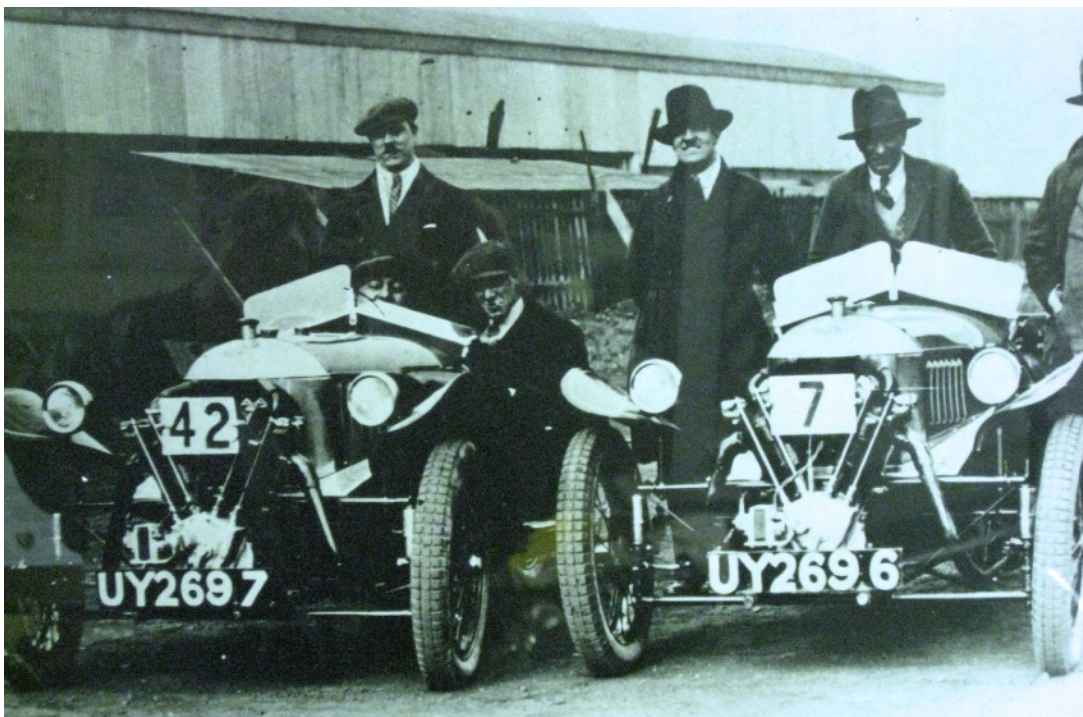
Photos of Malvern and the Morgan Factory from Years Gone By



Photos from the CM Booth Collection

Top: New 1912 Morgan - owned by Mr. James of Sheffield

Bottom: 1928 ACU Stock Machine Trial - #42 G. Goodall, #7 F. James
(Submitted by Lorne Goldman)



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.



(Photos from MMC's Timeline Series)



“Looking Back”

In this feature, we look back at articles printed in our past. This includes ones from MOGNW's Mogazine as many of our members started their before we formed our own club. This month we look at an article written by Alistair Crooks in December 1972 for the Miscellany Magazine. Mike Pullen discovered this article while going through the MSCC's archives. Enjoy!

SOME 4/4 COMPARISONS

by Alistair Crooks.

Having just replaced a trusty Morgan 4/4 with an identical, but new version of this popular model, I thought perhaps some of your readers would be interested to learn of the newer innovations introduced in the past couple of years from an owners point of view. Amid an almost constant barrage of publicity, the international motor car manufacturers have been assailed with many new safety requirements, not all of which make sense, during the past two or three years. It is these various regulations which have caused the Morgan Motor Co. to make changes, albeit small ones, to both the 4/4 and +8.

The only apparent external alteration I am pleased to report, has been to the rear indicators and brake/tail light assemblies. Mounted as before with the indicators inboard on the body panel and the brake/tail light on the wings, both units no longer lie flush with the line of the car but are on independent round nacelles. This has been done in order to give following traffic a 'full frontal' view, (apologies to Lord Longford) of the rearward facing lens, i.e. at 90° to the road not 70° as before. The reflectors are mounted on their own smaller rectangular nacelles immediately beneath the brake/tail light. An inoffensive concession to modern legislation which many people say has improved the appearance of the car.

It is in the cockpit where one sees the greatest changes. The attractive +8 dashboard panel is now used on all 4/4's too. The panel is dominated in the centre by two rows of tumbler switches, which in the dark can be difficult to locate and it helps if you play piano! Flanking this centre panel are two large dials, one to tell the passenger how far and how fast he has travelled and the other to tell the driver more important things, like, has the engine got any oil pressure, is it cool enough, has it got sufficient fuel and is the battery holding its own. A quarter of this dial is given to each one of these subjects to tell its own story. Strategically placed in front of the driver is the all important tachometer with the red line starting at 6000 rpm and onwards. Incorporated in the speedo is a trip recorder, main beam light and ignition light. Equipment operated by the fumbler, sorry, tumbler switches are two speed wipers, electric windscreen wash, side and headlights and last but by no means least a two speed heater switch. On my first +4 this latter switch was placed on the opposite side of the dash . . . now it is on the driver's side. Are Morgan owners showing signs of cracking up? A hazard warning light which operates all the indicators at the same time is provided for parking behind broken down MGBs on busy roads! An indicator light and would you believe a hand brake warning light completes the dash along with two spare tumbler switches which have been thoughtfully provided. All this is surmounted by a handsome Astrali leather (I think) rimmed steering wheel with 3 drilled spokes. Personally I prefer this smaller diameter wheel which is attractive as well as functional. Entry and exit is helped considerably with this wheel. On the steering column immediately below the wheel is a multi-purpose stalk for indicators, main beam and flasher unit. The ignition switch is also on the steering column just below the aforementioned stalk.

The scuttle which tops the dash is now sheathed in crash padding and this whole fascia, unless specified otherwise, is finished in black. If one orders bucket seats, which are certainly worth the extra cash, there is provision for headrests (restrainers) to be fitted if need be. All appears to be unchanged underneath with the dreaded one shot still lurking in the bowels of the interior out of harms way. A proper handbrake is still retained whilst the mandatory seat-belts which seem to have become an obsession in some quarters, cannot be avoided. Unless a roll bar is fitted I can see little point in wearing seat belts in a soft top car where the risk of being held in place whilst one's head is crushed is not appealing. No doubt roll cages will feature in some future legislation. The door handles have been considerably beefed up with large handles to facilitate hasty exit.

Under the bonnet, hood to our American cousins, little has been changed. A collapsible steering column is now fitted with two small universal joints placed on the column in such a manner as to ensure that you are not 'lanced' in a head on collision. The throttle cable may have been re-routed but it could be by my imagination. The combined brake and clutch master cylinder reservoir is no longer a tin pot but a plastic sexy see through affair. This is marked with a Max and Min line and allows one to check the level visually without sticking the finger in if you don't trust your eyes! With a mere 800 miles on the clock, this piece of Girling apparatus started to weep between the cylinder and the reservoir, but thanks to the prompt and efficient attention of Bowman & Acock, this fault was rectified in a couple of hours. The hood, I am not sure what the North Americans call that, but its the canvas type material which one erects in inclement weather in order to keep drier, appears to be of softer PVC material and not such a good fit. The interior flap which fits against the windscreen's trailing edge is about an inch short at each end, consequently water is channeled towards these gaps. The flap itself does not seem to be such a tight fit either, making the hood very porous at speeds above 70 mph, whereas my old 4/4 was watertight in all but the heaviest of downpours. Sad to relate that the tonneau cover is no longer tailored to accept the steering wheel. The smaller diameter wheel enables the tonneau to be a stretch fit. It should be mentioned in passing that the interior of the hood, assuming one has a black one that is, is now lined in white which brightens the inside of the car considerably.

It is too early to make performance comparisons, but the difference to date is negligible. In my old 1600 Ford engined 4/4, the gearbox I believe was off the Cortina 1600E. As this model has now gone out of production, I can only assume that the present gearbox is off the latest Mk 3 Cortina GT. The layout is the same as on this latest Cortina and the gear lever is located on the 4/4 about an inch further forward than on my last car. This nearly caused my wife to have kittens as she followed me through Worcester in our 'tin can'. Due to the gear lever being that inch or so further forward, I 'lost my way' in the box and missed a gear whilst accelerating away from a traffic island, which almost resulted in our 'tin can' disappearing up Mog's tail pipe!

It should be stressed that these comparisons are based on personal preferences, but in the end a Morgan is a Morgan and who am I to pass comment.

To those of us who cannot aspire to a +8, the 4/4 is still the best compromise. Whilst running in, restricting the car to 3000 rpm, a ridiculous mpg was obtained, would you believe 35+? For a car which goes, stops and handles but most of all looks like a sports car in the true sense, this sort of economy is just an extra bonus. Long may they prosper.

Upcoming PACMOG Events

By Ken Miles

Watch your emails for news of the next drives

(Steve Blake's photo of Chris Allen with his new back cover)



Save the Dates!

February 13, 2022 - Hearts and Tarts Run

March 13, 2022 - Ides of March Run

2022 Auto Show Update



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

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

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

Stay tuned for further details.

1962 Morgan Plus 4, 4-seater Sold Last Month

By *Bring-a-Trailer*

Sold for US\$43,000
On December 9, 2021



BaT Essentials

Lot #61143

Seller: **TravlrDouglas**

Location: **Long Beach, California 90802**

Chassis: 4949

4k Miles Shown, TMU

2,138cc Inline-Four

Four-Speed Manual Transmission

Two-Tone Ivory & Gray

Red Leather Upholstery

Black Soft Top

15" Dayton Wire Wheels

Disc Brakes

Brooklands Steering Wheel

Dual SU Carburetors

Tonneau Cover & Side Curtains

Purchase Documents

Private Party Or Dealer: Private Party

This 1962 Morgan Plus 4 is a left-hand-drive four-seat model that was first delivered to Fergus Imported Cars of New York, New York, and was refurbished in Pennsylvania before the seller purchased and relocated it to California in August 2011. The car is finished in two-tone ivory and gray over red leather and powered by a 2,138cc inline-four mated to a four-speed manual transmission. Equipment includes a black soft top, fender-mounted mirrors, Dayton knock-off wire wheels, a mahogany dashboard, and a Brooklands steering wheel. This Plus 4 is now offered with a CD-ROM documenting the refurbishment, manufacturer's literature, a framed bill of sale, spare parts, a tonneau cover and side curtains, and a clean California title in the seller's name.



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 1965 Morgan Plus 4 Drophead Coupe sold on BaT for US\$37,000 on January 12, 2022.



This 1948 Morgan F-4 3-wheeler bid to US\$15,250 and did not sell on Hemmings. After auction offers went to



This 1952 Morgan Plus 4 was bid to US\$36,500 on BaT on January 19, 2022 but the reserve was not met.



This 1999 Morgan Plus 4 (V8 Conversion) was sold by Bonhams for 23,500 GBP on January 24, 2022.

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, all others please inquire



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

\$2 CDN* (plus postage)

Patch measures 3 inches in diameter

*Club members only, all others please inquire



www.regbeercoachbuilder.ca

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

Martin Beer & Stephen Beer

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Mono, ON L9W 6C7
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Pacific Morgan Owners Group

2022 Membership Application

(Please print in block letters)

2022 Membership

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

Date _____ New _____ Renewal _____

Last Name _____ First Name _____

Spouse/Partner Last Name _____ First Name _____

Address _____

City _____ Province/State _____ Postal/Zip Code _____

Email address _____

Spouse email address _____

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

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

Engine type _____ VIN or Chassis number _____

Comments? _____

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

Engine type _____ VIN or Chassis number _____

Comments? _____

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