



# The Morgan Link

Vol 6 No 7

The Magazine of the Pacific Morgan Owners Group

July 2021



## From the Editor's Desk...

Late breaking news: Van Dusen ABFM has been canceled for 2021. It will return in May 2022. See Page 57.

Each morning when I open my email, I am ecstatic when I see a message from one of you with an article, photo, or an idea. So many of you have taken the effort to share your stories and experiences and I am very grateful. Thank you for taking the time to share with us. Our magazine is so much better when we have a variety of contributors to supplement our regular writers.

I try to keep most of the magazine dealing with Morgan stories but sometimes we need to shake it up! Articles on cars of interest, electric cars, new technologies and products or other stories of automotive interest will also fill a few of our pages. If you see something that you think may be of particular interest to our members, send it in and we will find room for it, although sometimes, we have to move things to a future edition if we have already filled our quota. I am trying to stick to 60 pages a month (64 this time).

Alistair Crooks has written an interesting article on Jaguar replicas and continuation cars. This has become an issue in the UK and I am sure it will have enthusiasts on both sides of the fence. How many people ask if our cars are MGs or kit cars? On our last drive a couple came up and asked if the three cars parked together were kit cars. How many times, once we have explained that they are Morgans, do people ask how long ago did they make them and are very surprised to hear that the Morgan Motor Company is still going strong and building cars similar to our own.

On a different note, it was great to see our new member, Doug Jinkerson, at the last drive in his 1962 Morgan Plus 4.

Happy reading and safe driving!

*Respectfully,  
Steve Blake*



### The Morgan Link

July 2021

Editor – Steve Blake

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

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

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

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



# Report from the Executive - July 2021

*By Steve Blake, Chair*

Based on a car issue a member was having, it was decided to have a Tech Session by a Zoom meeting. It was an interesting exchange of ideas and I think everyone learned something. Along with technical help, there were several historical stories shared and 1 1/2 hours went by quickly. We will do this again when members let us know there is a need or desire to exchange ideas.

One issue that came up was the low price of our membership and basically what a bargain it is. We now have people asking to join the club just because they want to either read the Morgan Link or take advantage of putting a free ad in the Morgan Link. There were a few emails back and forth between the directors on this issue and we still have not made a decision on how we should proceed.

If you have any thoughts on this, we would appreciate your input. Email me with your thoughts. These are some of the issues we could use feedback on.

1. How many free ads per year does a member get? Or does it matter? We note that ads are a benefit to the rest of the members.
2. How large an ad should a member get for free? Or should it be left to the discretion of the editor?
3. How many times do we repeat the same ad? If it is placed for more than two months, I assume we have all seen it and we are either not interested or it is not priced correctly.
4. Are we priced too low at a \$10 membership and if we were to raise the rate, what additional benefits would you like to receive? At present, we can run our club on \$10 so the need is not there to increase fees.

Let us know what you think on these and other issues. For example, what type of events would you like to see on our calendar? Basically, how can we make this a better or more relevant club for you?

Stay safe!

## New Members

No new members this month

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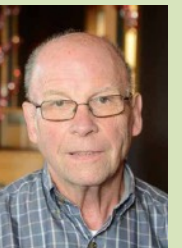
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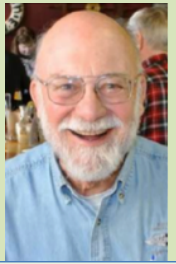


## Contents

- Page 2 – From the Editor’s Desk  
Page 3 – Chair Report  
Page 5 - On the Road  
Page 6 - Morgan Plus Four Race Cars Hit the Track  
Page 8 - June 27 Waffle Run  
Page 10 - Tech Session - July 7  
Page 11 - Mountaintops Drive  
Page 14 - Highway Earth  
Page 16 - Morgan West  
Page 17 - Never too Old!  
Page 18 - Dorg’s Morg  
Page 20 - Hoist - Round Two  
Page 21 - Andrew Smith - Part 5  
Page 26 - A Morgan Life  
Page 29 - Morgan Cars Mid-Atlantic  
Page 30 - Plug Wire Terminals - Cuthbert J. Twillie  
Page 32 - Morgans in the Movies  
Page 33 - Smoke and Mirrors  
Page 36 - Famous People with Morgans - Cumberland  
Page 39 - By Design: The Triumph of Style over Substance  
Page 41 - Morgan Art - Valentin Tanase  
Page 42 - Morgan Treasures from Jacques Gallien  
Page 42 - 1929 Stutz Restoration - Part 2  
Page 49 - Malvern Memories  
Page 50 - Morgan Fantasy Photos  
Page 51 - PACMOG Website  
Page 52 - Looking Back  
Page 53 - Events  
Page 58 - Car For Sale Last Month  
Page 59 - Marketplace  
Page 64 - Membership Application

Non-voting member attending  
Board Meetings as Secretary

Steve Hutchens  
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### Cover Photo Credit:

This month’s cover photo of a windmill was taken in Holland last month by Machiel Kalf. This one is used every Saturday (if there is enough wind) to grind corn.

### Contributors

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

Steve Blake, Dave Doroghy, Ken Miles, Pat Leask, Andrew Smith, Susan Blake, Pat Miles, Lorne Goldman, Tom Morris, Tom Everts, James Gilbert (MMC), Alistair Crooks, Frank Gruen, Valentin Tanase, Jacques Gallien, Machiel Kalf, Ron Akehurst, Chris Allen, Pam Mahoney, Dennis Glavis, Gary Bell, Robert Cumberland, Phil Johnson, Howard Jewell, Roger Mulloy

### PACMOG is affiliated with:

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

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Markham, ON L6G 1C3

### PACMOG Constitution:

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



## On the Road!

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



These photos, along with this month's cover photo, were taken by Machiel Kalf of the Morgan Historic Register. Machiel lives in Holland and is surrounded by some wonderful countryside. I asked him if he wouldn't mind taking a couple photos for us the next time he was out for a drive. Machiel kindly obliged and sent these photos of his Morgan along with some windmills. Machiel writes,

*This is a set of 3 windmills. Their function was pumping water. They used them to pump the water out of a lake. The name of the lake was "Schermmer". They always needed 3 mills. They operate on 3 different levels. Otherwise, they can't go deep enough to pump the water from the bottom of the lake. If you go to [www.museummolen.nl](http://www.museummolen.nl) you will find more photos, but no Morgans, ha, ha,...*

*Here you will find much more information about the project to make land from water. No worries, it's in English as well! The project was started in 1633.*

## Morgan Plus Four Race Cars Hit The Track

The Morgan Motor Company, the University of Wolverhampton's School of Engineering, and the University's racing team (UWR) continue their long-standing technical partnership with the creation of a motorsport-focused variant of the Morgan Plus Four. In line with Morgan's programme of continuous product development – which recently saw the release of the Model Year '22 package of updates for the Plus Four and Plus Six models – the project aims to collect data and feedback from the extreme conditions of a race environment which will directly shape the research and development of current and future models.

It marks the first competition use of a Morgan based on the bonded-aluminium CX-Generation platform, and sets out to validate the Plus Four's performance and durability credentials. This encompasses the aforementioned platform – which weighs just 97kg yet offers twice the structural rigidity of Morgan's previous aluminium platform – as well as the model's bespoke double-wishbone suspension and BMW-sourced powertrain.

The two cars, which have been designed to compete in a host of club-level sprint and endurance championships, such as the Morgan Challenge, will race in the remainder of the 2021 season and beyond. Having completed the racing modifications to both cars, the UWR team will provide trackside and workshop engineering support to the cars and drivers, honing students' vital skills and preparing them for a career in motorsport or automotive engineering.



(Morgan Motor Company photos)



In 1962, Morgan won its class at the 24 hours of Le Mans and, just as impressively, the car was driven back to Morgan's home in Malvern, Worcestershire, after the race. Following in this 'clubsport' ethos, the motorsport variant of the Morgan Plus Four remains fully road legal, able to be driven to and from the circuit if desired. Fitted with both manual and automatic transmissions, the vehicles demonstrate the versatility of the Plus Four and its breadth of capability. They will primarily be driven by professional racing drivers, to ensure consistency as part of the development programme, but drives will also be available to guests for selected events.

The project forms an important part of Morgan's CSR (corporate social responsibility) programme. Morgan and the University of Wolverhampton have worked in partnership for five years, supporting education and training with direct recruitment opportunities for graduates. Previous students of the university working on the Morgan race team have gone on to secure full-time roles with the company. Further plans, in collaboration with Morgan's nominated charity partner, Mission Motorsport, will be announced in due course.

Steve Morris, Chairman and CEO of Morgan Motor Company, said: "We are delighted to announce the launch of the motorsport variant of the Morgan Plus Four, which continues our long tradition of motorsport. A century ago, Morgan's three wheelers became famous for their exploits in trials, hill climbing and endurance racing, and this competitive spirit is alive and well here at our Pickersleigh Road factory to this day. The programme brings tangible benefit in terms of ongoing product development, and we are delighted to continue our partnership with the University of Wolverhampton to inspire the next generation of automotive talent."

Professor David Proverbs, the Dean of Faculty of Science and Engineering, added: "The partnership between the University of Wolverhampton's racing team and the Morgan Motor Company provides an incredible opportunity for our students to work with such an iconic car manufacturer. Converting these two stunning cars for racing, and then supporting the cars and drivers at racing circuits around the country will give the UWR students unique experience of the motorsport industry, as well as helping their drivers to win some races."  
- Morgan Motor Company





## June 27 Waffle Run

*By Chris Allen and Pam Mahoney*

Due to the EXTREME heat wave we had a limited number of participants in the run— Unfortunately, nine cars who had confirmed their attendance opted not to show up. Understandable in the heat, as most of the nine were not our club members but invited members of the Old English Car Club. A lot of the cars in this group were ones that would not have stood up to the temperatures of the day and we would probably have had overheating breakdowns. Our official temperature was 40 Celsius or 104 Fahrenheit.

The hardy, not the fool-hardy, who completed the drive were Steve and Susan Blake (1991 Plus 8), Ken and Pat Miles (1969 4/4), Bob and Judy McDiarmid (1995 Plus 8), Chris and Alayne Brunt-Tompsett (1965 Plus 4), Chris Allen and Pamela Mahony (1972 Plus 8), Tom Morris and Elaine Davie (SUV), Bill Hayter (Porsche 911), and joining us from the Old English Car Club were Warren and Kerri Shott (1965 Morris Minor), and Bill and JoAnn Nixon (1968 Jaguar 340).

We set off from the Tim Hortons located at 15255 #10 HWY at 10:05 am and travelled along King George Blvd to Crescent Road. We were treated to views of homes built using lots of stone and architectural designs that blew you away. We skipped through Ocean Park to Marine Drive saluting our admiring fans along White Rock's West and East Beaches. It was interesting to see how they made Marine Drive one-way so there was room for the restaurants to have outdoor seating.

It was eerily quiet as we drove toward the Canada-USA border before continuing along 0 Avenue to 248 Street. Normally, pre-Covid, there would be hundreds of cars lined up waiting to cross. We drove the historic Otter Trail, passing Kensington Alpacas, and lavender farms in bloom along the way. We arrived at Krause Berry Farms and Estate Winery, where parking had been reserved for our group. The lineup for waffles was short-- some people stayed for raspberry waffles ..(they were yummy) and the rest decided to head home to escape from the heat.

Editor's Note: Thank you to Chris and Pam for a great drive! Pam went to extra effort to have a blue folder of instructions for each of us.







(Steve Blake photos)



## Tech Session - July 7, 2021

*By Steve Blake*

A question about highway driving RPMs from David Beardsell generated the idea to have a tech session through a Zoom meeting. I notified everyone, although with short notice, that we would have a meeting two days hence on Wednesday to try to get some answers for David and to raise any other topics people wanted to discuss. We had 13 people sign on so the meeting was a success.

David's query was pertaining to the noise his Morgan made when travelling at 60 mph in 4th gear. He felt the 4000 RPM to attain 64 mph was too loud compared to his Jaguar that would produce the same speed for only 2200 RPM. An interesting discussion took place where the remedies of 5-speed and overdrives were debated along with changing the gear ratio of the differential. Each of the alternatives has a variety of solutions and differing opinions as to the best solution. Suppliers, costs, and modifications necessary were discussed. It really comes down to personal preference and it was pointed out that each car has its own characteristics and you need to accept it for what it is. If you have a flaw that needs addressing, it is a different matter and possible sources of additional sound were investigated. While David did not end up with a definitive answer, he at least picked up some useful ideas and suggestions on how to proceed.

A question about sideways skipping on turns brought out discussion around vehicle weights and tire pressures. While some recalled from memory, others were scurrying off to pull out manuals. As with everything Morgan, there are a variety of answers. Weights can be either curb weight, weight including tool roll and driver, unladen weight, and weight including choice of accessories. The engine is the heaviest part of the car and depending on which one you have, will make a considerable difference in your overall weight. Weights ranged from 1600 pounds to 2100 pounds. Tire pressures were lower than modern heavier cars. The 4/4s and Plus 4s only need 16 to 18 psi. You can add another 6 psi if you are racing. The Plus 8s would command 22 psi. Again a top up for racing or highway driving is recommended.

Cooling issues are always a source of inquiry and many had solutions. These ranged from having a radiator shop add two inches to the bottom of your radiator to allow more cooling, to electric fans, fan shrouds, and to use products like "water wetter." A query about aluminum radiators was nixed as copper is a better metal to use for wicking away heat than aluminum. Aluminum is lighter thus a favourite for racers but for cooling, copper is superior. I think it was called the coefficient of heat dispersal or some scientific term similar. Ask our expert, Pat Miles, for a correct response!

During our discussions, several suppliers of parts and repair shops were noted. Several products were recommended by members. A lot, such as fuel, come down to personal preference and experience. However, it was noted that octane wasn't as important as being ethanol free. Chevron and Shell both have premium fuel without ethanol. Members had a preference for 20/50 oil but it must be noted that some oil made for older cars to replace zinc, will actually harm the catalytic converters of newer cars. Choose your oil wisely and read your manual for advice.

Chris Blackmore, HFS Morgan's grandson, told us a couple stories. He told us back in 1951, his grandfather built a Morgan with a Ford Pilot V8. This was the first V8-powered Morgan. It was very heavy on the front suspension. The family went camping and the car was stuck in the muddy grass. All the kids had to jump up and down on the back bumper as they pushed the car out. HFS said he would never put a car out with a V-8 again! When Chris was a lad and the family went camping, Uncle Peter (Morgan) would haul their caravan (trailer) to the site and then go off racing in the same car! Thanks to Chris for the interesting family history.

Thanks to David, Tom, Jon, Harry, Ken B., Ken and Pat, Bob, Ron, Pat, Brian, and Chris for joining me in this Tech session and providing insights and suggestions to those with questions. We will do this again!



# Mountaintops Drive

By Tom Morris

PacMOG's July run, "The Mountaintops Picnic", fell on the only day in over a month that was forecast to see any rain in the Lower Mainland. Oh dear, and here's us due to head up the North Shore mountains! With only 5 cars scheduled, a decision had been taken a few days earlier to abandon the picnic idea and do a pub lunch instead.

Meeting for the start at the Lougheed Mall were Ken and Pat Miles in their 1960 Plus 4 DHC, Steve and Susan Blake in their 1991 Plus 8, Bob McDiarmid in his 1995 Plus 8, and Elaine Davie and I in our 1973 Plus 8. As well, new member Doug Jinkerson in his 1962 Plus 4 would be joining us along the Dollarton Highway in North Vancouver.

To appease the rain gods, the Blakes and Elaine & I decided that we would erect our hoods and install our side curtains. And it worked! The only one to see any significant rain all day was Doug, and that was while he was waiting for a ferry coming from the Sunshine(??) Coast!

We set off right on time, wending our way through the Lake City Industrial Park before heading up Burnaby Mountain for a quick jaunt around SFU. This was the first of three mountains we would climb on the day. Leaving the university behind, we headed down Burnaby Mountain Parkway onto Hastings Street, then along the Cassiar Connector and over the Iron Workers Memorial Bridge. Exiting off the bridge, we swung right onto the Dollarton Highway and, before long, there was Doug's green Plus 4 pulled over waiting for us. We had become a bit separated in the



traffic along Hastings, so this was a good opportunity to regroup. That didn't take long, and we were soon off again along the North Shore of Burrard Inlet, then onto Seymour Mountain Parkway to the base of the mountain itself. It's always fun driving up Seymour, lots of twists and turns to challenge the sporting capabilities of our Morgans. Too soon, we arrived at the top and our designated rest stop/photo op. Sadly, no view to photograph today, as there was way too much cloud for that, but the rest stop was appreciated. Lots of other folks had found Mount Seymour an attractive destination for the day, most of them cyclists. The parking lots were jammed.





Before long it was time to head back down over those same twists and turns, but now testing the braking rather than the acceleration. At the bottom, we turned back onto Mount Seymour Parkway and west toward the Upper Levels Highway. Getting on to the Upper Levels is a bit confusing, with all the new construction but, ultimately everyone found their way and we carried on to our final mountain climb. The skies were starting to clear as we made our way up to Cypress Bowl and we were finally able to appreciate the views out over English Bay and UBC. Once again, there were lots of people and little parking, but we did manage to find room to put all five Morgans together for a parting photo shot before heading off to lunch.

Bob McDiarmid begged off at this point and the rest of us decided we'd try our luck finding parking in the congested confines of Horseshoe Bay. After a bit of a faff getting into the village, while avoiding the ferry terminal, we began



New Member - Doug Jinkerson with Tom Morris



cruising the side streets looking for those elusive parking spaces. Elaine and I were leading the group, so we nailed the first spot, right at the front door of the Olive & Anchor pub. While I tried to hook up with the others to arrange a rendezvous, Elaine thought she'd dash in to see if there was any chance of scoring a table right there. Bonus! She nailed a nice table for seven as easy as that. Soon enough Doug showed up, followed by Steve and Susan, and just as we got settled Ken and Pat came in the door. The PacMOG Popular Pick for lunch was the Korean BBQ Goggie Dog, with three of us opting for these tasty, but messy to eat, specialties. Others opted for more conventional fare but, at the end of the day, everyone seemed happy with their choices, of both their meal and their decision to come on the run, in spite of the dodgy weather forecast.





(Steve and Susan Blake photos)



# Highway Earth

By Dennis Glavis

The Annual Highway Earth car show was created by automotive journalist Evan Klein. The show was located in the Franklin Canyon Park, having cars park around the 3/4 mile road around the lake. This park is wholly contained in the 90210 Zip Code or Beverly Hills. The expected temperature for the day driving to the event was about 40 degrees celsius or 104 Fahrenheit. Fortunately, there is a lot of shade in the park.

The car show attracts a wide variety of cars which included this year, Jay Leno with his unfinished Dusenbergs, cars from the Petersen's museum, exotic Italians, and collectible cars from every era. The only issue was leaving the park at the end of the event. I left at 12 noon to beat the ridiculous line of 205 cars departing on a two way, one lane road, full of mile deep potholes, hikers, bicyclists, and dog walkers all using the Park's only entry/exit....with a 6 way stoplight at the top so leaving with everyone can take 2 hours to go the 1/2 mile, all steeply uphill when exiting. There is usually some great fights and screaming between "in a hurry, my vintage car is overheating so out of my way!" humans and bicyclists!



Arriving at the Highway Earth Car Show



Franklin Canyon Reservoir  
Beverly Hills, CA



Dennis Glavis cooling by his Morgan and 1967 Corvette (for sale for US\$185,000!)

The Morgan Link



Dennis's 2019 Morgan Roadster

(Dennis Glavis photos)





Left: Two AC Aces - forerunners to the Shelby Cobra  
Middle : Shelby Cobra 427 (from the Petersen Museum) and Shelby Daytona  
Right : Austin 7



Left: Nash Healey from the Petersen Museum and used by Clarke Kent in the Superman series  
Middle: 1952 Alvis TB21 - only 31 TB21s made, 30 RHD 2-seaters and this one LHD prototype 4-seater also from the Petersen Museum  
Right: Is it coming or going? 1958 Abarth 750 GT



2019 Morgan 3-wheeler  
(Dennis Glavis photos)





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

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

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

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

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

**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

**110 miles 2019 Morgan PLUS 4** Anniversary Blue, Tan Leather // *MODERN VERSION OF A '65 P4!*

**700 miles 2019 Morgan 3.7 V6 ROADSTER** Champagne Metallic, Sky Blue Yarwood leather // *MINT!*

**2003 Morgan PLUS 8** Morgan Navy Blue, Black leather // *ARRIVING SOON!*

**2002 Morgan PLUS 8** British Racing Green, Tan leather // *BEAUTIFUL EXAMPLE!*



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

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

**1963 Morgan 4/4** Green body Black wings, Black leather Wire wheels // *84K MILES*

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

**1963 Morgan PLUS 4 SUPERSPORT,** British Racing Green, Black leather // *HUGE PRICE REDUCTION-OPPORTUNITY OF A LIFETIME!!*



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

**OTHER MARQUES**

**NEW 2021 Allard J2X MkIII** Coming soon!

**2009 Aston Martin VIRAGE DROPHEAD** Stunning!

**1965 Sunbeam TIGER Mk1A** Race Rally Prepped!

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

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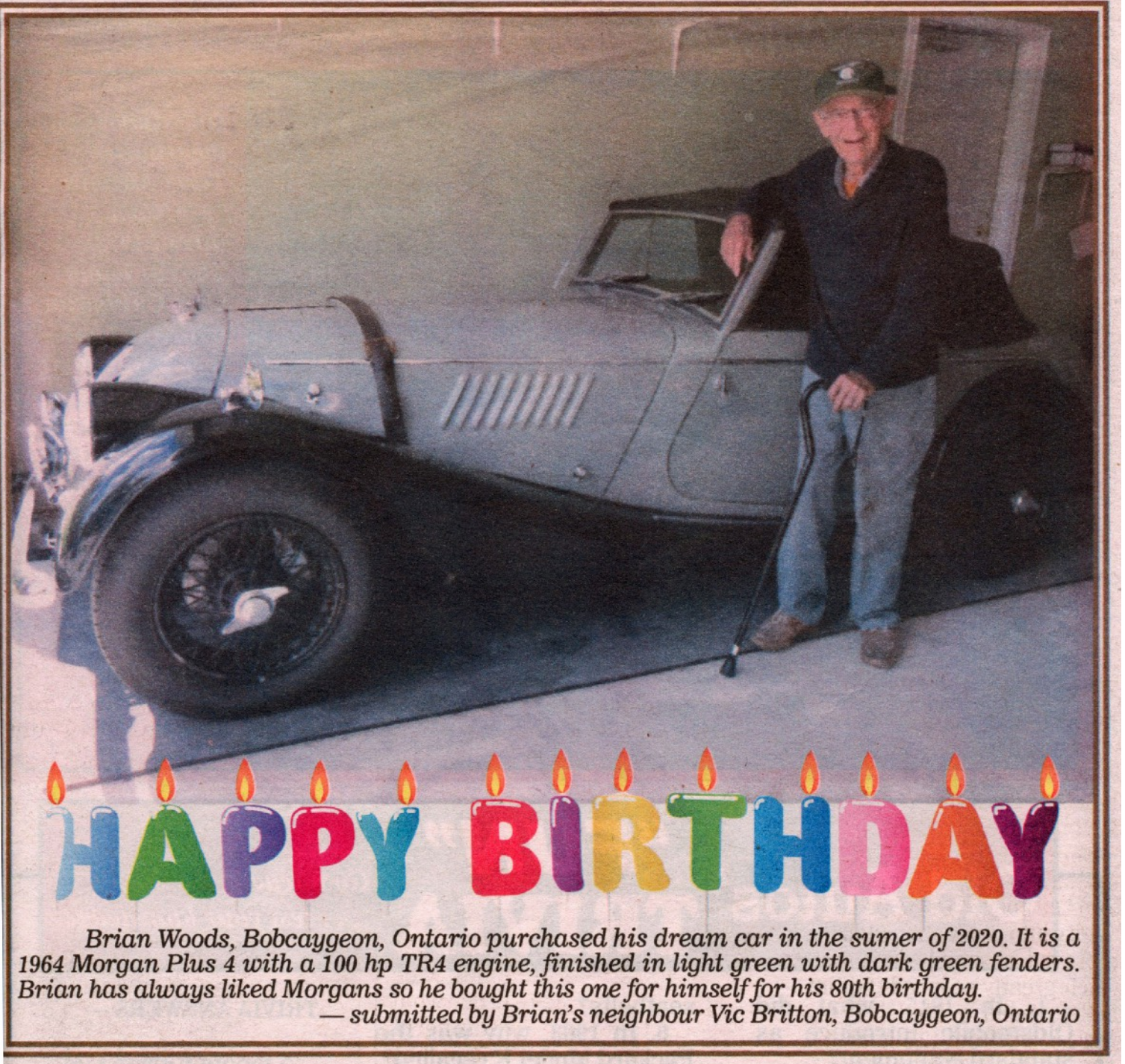
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## Never too old!

It is great to see or hear about new Morgan owners. We often lament that young people are not getting into the hobby because Morgans weren't part of their past, they don't have enough money to buy a Morgan, they don't have place for it, they don't know how to drive a stick shift, or a variety of reasons. Below Brian Woods shows that you only have to be young at heart and you can enjoy a wonderful experience. Congratulations Brian and hope you enjoy your 1964 Morgan Plus 4 Drophead Coupe! - *Steve Blake*

Monday, June 7, 2021 — Old Autos — 39



Thank you to Old Autos for the above article- see their ad on page 19





## The Beachcombers and a Morgan F-150

*By Dave Doroghy*

What does the 50-year-old CBC TV series the Beachcombers have to do with my 1966 Morgan Plus Four? Nothing. But when have irrelevant disconnected topics ever stopped me from creating a 500-word column?

Let's start this column reminiscing over everyone's favourite 1970's CBC TV star Bruno Gerussi, and his action-packed show about gathering and moving old washed-up logs on the beaches of the Sunshine Coast. He used a tug-boat, I used a Morgan.

In the amazing community of Metchosin, on Vancouver Island, we recently had a project that required gathering two pieces of driftwood. This of course is where an old "Relic" like me comes in. Convertibles, by design are great for hauling unusual and long objects. I can't tell you how many times I have transported massive potted plants with long branches in the front seat of my car. As an added bonus, the British racing green colour of my Plus Four really matches the leaves on the Areca palm trees I've moved over the years. It doesn't matter how long, awkwardly shaped, or heavy something is; with the convertible top down, the sky is the limit. Sure, I know I know, I really should be using a pick-up truck for jobs like that. But I don't have a pick-up truck. I already have three vehicles, and I need a fourth one about as much as the café in the Beachcombers show, Molly's Reach, needs more ceramic coffee mugs.



The Morgan Link



July 2021



At any rate, we turned a couple of heads at the Albert Head Lagoon when we went on our own mini beachcombing expedition with the Morgan. These two pictures of my car disguised as a logging truck are the crux of this story. They demonstrate the incredible versatility and utility these cars have. Instead of branding my car a Morgan Plus Four it really should be named a Morgan F-150. Now, for all you environmentalists, we only gathered two logs, one of which I returned because it was too big. For all you road safety adherents, we travelled less than 500-yards at about 2 mph to get the logs home. For all you do it your-selfer's, I've included a few shots of the project in progress and the finished beachwood gate we built.

And finally, for all you fans of the T.V. show the Beachcombers it has a storied and interesting past. It ran on CBC from October 1972 to December 1990. Altogether over 350 episodes were produced making it one of the longest running dramatic series in Canadian television. The show has been syndicated globally and millions of people around the world have partially formed their opinions on Canadians based on watching it. It really put the small town of Gibsons on the map!



The archway is now complete, the Morgan doesn't have a scratch on it, and I am headed back inside now to watch some old re-runs of the Beachcombers on Amazon Prime.

(Dave Doroghy photos)

(Molly's Reach photo - Susan Blake)



Bruno Gerussi 1928-1995



## Hoist - Round Two

*By Steve Blake*

As you read two months ago, I replaced my old Bradbury 4-post hoist that I had installed 24 years ago with a new one. Selling my hoist on Craig's List got me \$1000 which was only \$100 less than I paid for it all that time ago. Researching for a new hoist was problematic because they are such hot sellers that the dealers do not have any in stock. If they had one, it was ready to be delivered but definitely not installed for you to check out. I talked to friends with hoists to hear their experiences. Several different brands and basic contentment with all.

I originally purchased a hoist which was at the bottom end of the price list partly because I did not know how they were any different from the others. I could not find any bad reviews. Almost every hoist is built in China, even most of the "Made in USA" models import their components and just assemble in the USA. There are, however, one or two exceptions, but these hoists tend to be quite expensive.

I had my hoist installed and was not happy with it. The hoist would have been adequate if my garage floor was perfectly flat and not sloped to the outside. I found the posts had more play than acceptable to me. There were problems with leaking hydraulic fluid and fittings were not standard North American or metric. I also heard one fellow with an MGB on his hoist had it go up but not stop until it hit the ceiling. I became anxious and decided to bail. Fortunately, the company I purchased from is very reputable and they took the hoist back minus only \$300 for restocking.

I talked with my installers, West Coast Auto Lifts, and they recommended a hoist from the Lordco Heavy Equipment division. I phoned Michael Clark, the manager, and learned why their lifts were superior. I chose the EFP8, which has an 8000 pound lift capacity and fits easily in my garage. The lift, called a Forward Lift, was purchased and I only had to wait three weeks for stock to arrive. In the meantime, I still had use of the previous hoist. When delivery and installation day came, Derrick and his dad arrived and removed the existing hoist and installed the new one. I could see right away why it was a better hoist. It was sturdy, built with better components, and thicker more substantial steel. The runways were one inch taller, the ramps were longer so less slope, it included castor wheels so the hoist could be moved (we did this and it was dead easy), and the hydraulic line was plumbed in a better position. With the motor mounted on the side of the hoist, I gained extra width for parking my Austin-Healey in front of the lift. The motor and hydraulics were superior to the last one.

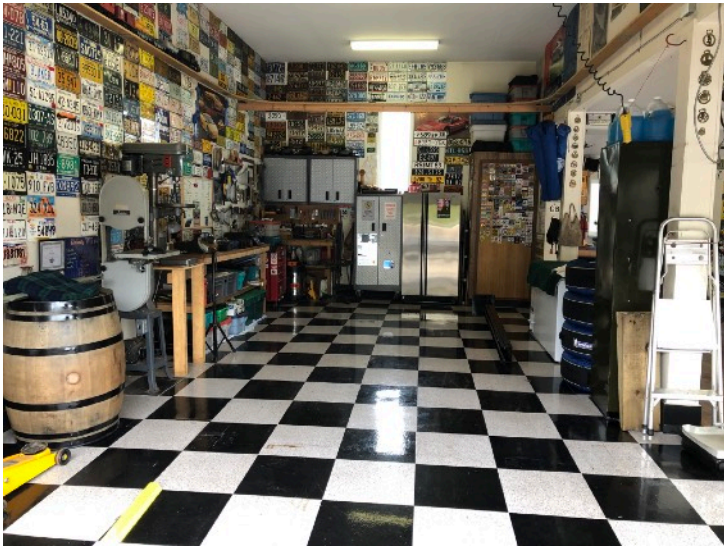
I am now a happy hoist guy and have considerably more knowledge than when I started this process last October.



Out with the old!

Stop the Presses! I noticed the left ramp has a slight bend in it. It is being replaced under warranty.





...and in with the new!

Thank you to Al at CAEL for taking back my old lift, Mike at Lordco for supplying a good new lift, and Derrick at West Coast Auto Lifts for two perfect installations and one removal.



The Morgan sitting happily in its new home



# Andrew Smith - A Morgan Metal Craftsman - Part 5

*By Steve Blake*

In this instalment, we take a look at a job Andrew did on Ron Akehurst's 1963 Morgan Plus 4. In Ron's words:

"In the last few seconds before the impact I heard people on the street shouting and an abrupt skidding of tires. I braced myself and started to lay my head back just before the impact shook us. The next sound was a gut-wrenching WHUMP! as the rear-mounted spare tire and wooden-framed body absorbed the brunt of the collision. My head jerked back and bounced off the top of the seat. I clamped down on the brake as the car hurtled forward from its stationary position. My cry of anguish as we then slammed into the car stopped in front of us at the traffic light was not for me, but for my car. I knew right away that neither Jeremy nor I had been seriously hurt.

As I got out of the car and saw the damage, I felt slightly sick to my stomach. I was afraid my classic sports car was a write-off.

I couldn't believe this was happening to my 1963 Morgan Plus 4, a car I had owned for over 20 years. Three months earlier, I had awakened the car from its eight year hibernation. Every day of the three months, I had kicked myself for not driving it during those eight years. Now I wished I'd left it alone."

The crash damage was repaired but never to Ron's satisfaction. Thus, began the beginning of his relationship with Andrew and Rick to resurrect his Morgan back to its former glory. This article will show the photos taken by Andrew detailing the work necessary.

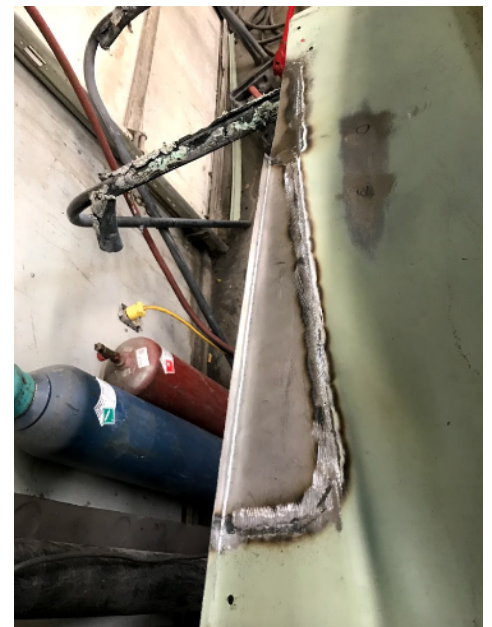
We will also have an article on how Ron got into Morgans and then each month, we will print an article following the process where we will follow Ron's journey and relationship with Andrew and Rick as they painstakingly make his car right.



The Morgan Link



22



July 2021



To begin, I asked Ron why he needed his car worked on after it had already been repaired from the crash years earlier. Ron replied,

“Following the 1989 accident that almost destroyed my car Steve Beer advised me that my front fenders were rusty along the bottom edges and they could not repair them. Chris Charles had replacement fenders that were not identical to mine nor even identical to each other but Steve said they were close enough and they could make them work. When all was said and done I was not fully satisfied because the leading edge of one of the replacement fenders was narrower than the other, the front of the hood was pushed over by about an inch causing the edge of the hood to interfere with the front carburetor. To get minimal clearance for the carb, I had to shave the insulation blocks on the manifold to half thickness, which may have been causing the throttles to stick when the engine was hot. Also over time, there were other asymmetrical differences that became more and more obvious and annoying (mainly to me ).”

I think we can all relate to work that is done that is “make-do” either because that was all we could afford, the limit of our (or other’s) skill set, or just rushed to completion. We made do, but were never totally satisfied. These jobs almost always are redone, usually at a greater expense than they would have been if they were done right at the time. Ron recognized that he wanted better for his Morgan and entrusted his car to Andrew to make it right again.



Andrew went over the car and documented the issues.

Once an agreement was struck, the work began. We will follow the story of the completion of that work in the series to begin next month. For context, and as the quick look at the process, Andrew has provided photos of the work which we have here.

Andrew said,

“Here are some pictures of Ron’s restoration which were taken 18 months or so ago.

I repaired his old wings that were replaced a few years ago after an accident and the new wings gave Ron clearance issues with his carbs.

When I fitted the old ones properly the issues were gone.”

Along with the wings, several other areas of concern were put to rest. Please, enjoy Ron’s journey as we follow the work in the next few issues of the Morgan Link.









Ron driving his renewed Morgan!



Andrew with Ron's finished car (Andrew Smith photos)



## A Morgan Life

By Ron Akehurst

It's easy to get attached to a car like a Morgan, especially, I think, when acquiring such a car at the age of not quite 18. In fact, I was almost desperately attached to mine before I even owned it.

It was the beginning of June 1969; my buddy Edgar Davey and I were shooting the breeze just before a grade 12 math class. "Did you see the Morgan advertised in the paper last night?" he asked.

"No, I didn't. I've heard of Morgans before, but I don't even know what they look like."

Edgar's expression changed to the rapturous look he always reserved for something that had his total approval. He said he had driven by it the night before, and tried to explain the shape of the car to me. I couldn't quite picture it, but typically, Edgar's description had piqued my interest.

After school, we drove over to Madison Heights and admired it from the street. Up to this time, the only cars I had been exposed to were our family's sparsely equipped, American-built family cars, some of my friends' more muscular American-built cars, and the ubiquitous Volkswagen Beetle, which had owned the foreign car market for many years. In my opinion, none of these could hold a candle to my motorcycle, a 650 Matchless, which I drove like a maniac and had no intention of giving up. When I saw the Morgan, however, in British Racing Green, with its louvred hood, long swooping fenders, and wire wheels, the appeal was overwhelming. I tried to imagine myself driving it, at the same time thinking I could never be so lucky.

I immediately started to plan how I could become the owner of this car, or more specifically, how I could convince my Dad to buy it for me. I had several things going for me: first, my parents had been hinting that I should get rid of the motorcycle in favour of a car for reasons of safety and convenience; second, they had suggested that a car would be much more useful for university a year from then, and finally, I recalled that the only reason I had even heard of Morgans was because Dad had told me about them a couple of years before with a facial expression similar to that exhibited by Edgar earlier that day. The problem I feared was the time factor, as I didn't think a car like this would be on the market long.

That night at supper I asked Dad, "Did you know there's a Morgan for sale in town?"

His shoulders sagged slightly and he answered as if he'd been caught trying to keep a secret that could not be kept. With a brief glance at my mother, he replied, "Yeah, I saw it. It's been in the paper for three days." His restrained tone of voice was probably for my mother's benefit, but I took it as an encouraging sign. After all, he may have seen it by accident the first night, but I was quite sure he must have looked for it the next two nights.

It didn't take much convincing to make him agree to at least come and take a look at it. Again, for my mother's benefit, Dad agreed, "there couldn't be any harm in that." After we drove by it that Thursday night, Dad phoned the owner, a Mr. Reg Bailey, and arranged to view it on Saturday morning.

On Saturday morning I sat in the car for the first time. The convertible top was up and the side curtains were fitted. It was magic, so different from any other car. With its low seating position, I felt like a little kid who could barely see over the steering wheel. The interior of the car was cosy, and in my view, at least as



beautiful as the exterior. I was most impressed by the leather seats, long louvred hood, mahogany dashboard, and the array of no-nonsense instruments and toggle switches, including a two-way toggle switch for the signal lights. The bonding began immediately.

I looked behind the seat and lifted up the floorboard. Below it, I was amazed to see two six-volt batteries, the rear axle, and the gravel surface of the driveway!

The car had 73000 miles on it and idled smoothly but loudly at 1800 rpm. Dad informed me later that this fast idle could be hiding something, since it was about twice as fast as normal. One of the headlight rims was dented and the paint was chipped on the adjoining fender, the result Mr. Bailey said, of backing his Buick into it in the driveway.

On the way home, I sat in stunned silence, my mind racing with thoughts of what I had just seen and apprehension about what was coming next. I finally asked Dad what he thought, and was flabbergasted to hear he had offered \$1500 for the car! He must have made this offer while I was sitting in the Morgan and he had not said anything to me ahead of time. However, the asking price was \$1900, so the owner's response was that he would hold the offer in hand, but wait for a better one. While this was in one way very encouraging, I also knew that Dad was always a tough negotiator, and I felt sure someone would outbid us. After all, said my 18 year old brain, who wouldn't be willing to pay a little bit more for this fantastic car? In my opinion, the situation seemed to beg a \$1700 offer, and I suggested this to Dad right then and repeatedly during the next few days.

When we hadn't heard anything by the following Tuesday, I finally whined enough that Dad agreed to call and check on the status of the car. Mr. Bailey was obviously quite a horse trader in his own right, for he told Dad he had a "possible offer" of \$1700 and would wait a few more days. This made me panicky. Not having heard any counter-offer from Dad while he was on the phone, I suggested, "You should call him back and offer \$1800."

Dad patiently explained to me that, in his opinion, "There is no such thing as a "possible offer". It was either an offer, or it was not an offer." So he thought the guy was bluffing. In the next few days, I almost made myself sick with anxiety. I drove by the Morgan every day; I tried to get Dad to see reason at night. By Friday, I had all but given up.

On Friday night, Mr. Bailey called and said the car was ours for \$1500.

Not taking any chances, we were there bright and early the next morning to take possession of our prize. Since it was not licensed, we had to tow it the two miles to home. I sat in my Morgan and steered and worked the brake while Dad towed it behind his car with a rope. I was amazed at the stiffness of the ride, and on Auger Avenue, felt the first of countless spine-jolting flights over a set of railway tracks. I thought there must be something seriously wrong with the car and signalled Dad to pull over. After a brief inspection, it turned out there was no obvious fault.

Naturally, the first thing I did after getting the car home was go out and round up a few of my friends so I could show it off. An hour or so later, I brought home a car-load of potential admirers, only to find my Dad and my brother Geoff ripping the guts out of my new car. I had no idea how quickly the interior of a Morgan could be removed and the car reduced to a basket case. My friends assured me it was a nice car, but could I please take them back to the shopping centre?



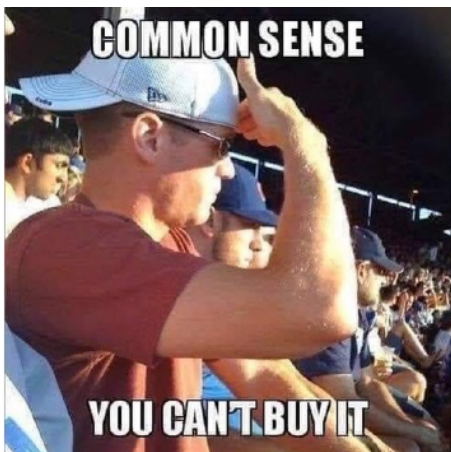
On Monday after school, I brought another car-load over, this time making sure the car was in one piece. This group included Lori Robinson, who I was particularly interested in impressing. For full effect, I drove up the neighbour's side of the driveway and parked right beside the Morgan. Everyone was quite excited at the sight of it, especially Lori, who flung her door open against the rear fender of the Morgan, chipping a half-inch square of paint off said fender. I don't think things were ever quite the same between us after that.

The next week, just before my eighteenth birthday, the Morgan made its debut, cleaned up, tuned up, and trimmed up with new carpeting, interior and under-hood paint, new fog lights, and a new eight track stereo mounted under the dashboard. The eight track was the ultimate final cool touch. The first two eight track cassettes I bought were Led Zeppelin 1 and Santana's first album. I could scarcely have prepared myself for the reception the Morgan got at school. I arrived late as usual, parked the car quickly and hurried in to class. Glancing over my shoulder, I could see the crowd starting to gather, and at noon hour and after school there were never less than 20 people poking around it. By the end of the day, my fresh wax job was totally covered with fingerprints. I doggedly wiped them all off that night. By the end of the next day, and the day after that, they were all back again. Girls I'd been hoping to get to know, some for years, but hadn't had the courage to approach, were now grabbing me by the arms in the hallways and demanding rides in the Morgan.

When I first drove the car down Durham Street, Sudbury's main downtown street, without exaggeration, I estimate that 80% of the people on the street stared at the Morgan, many of them stopping dead in their tracks and pointing as they stared. In the first week, I received four inquiries regarding buying the car, including offers ranging between \$400 and \$2500. When I laughed at the \$400 offer, the proponent informed me it was a cash offer! Nevertheless, I was glad none of these people had apparently seen the car advertised in the paper three weeks earlier. Many people were almost frantic in their attempts to either compliment the car, ask questions, ask for a ride, or buy the car. Looking back on this from today's perspective, it's hard to imagine this kind of reaction from the public to a car, but I'm not exaggerating. Sudbury had never seen a car like the Morgan before.







Thanks to Roger Mulloy!



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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*



### Plug Wire Terminals

*By Cuthbert J. Twillie*

A few days ago I was setting the timing on a Plus Four Mog. As I was moving a spark plug wire out of the way, I noticed the wire was coming out of the plastic end that pushes onto the plug. I tried to push it back on and then used a multi-meter to see if the wire would transmit "juice". It wouldn't, so I cut a quarter inch off the wire to get to "new" inside wire for a better connection. Still wouldn't transmit. Then I checked the plastic end. It was faulty and no electricity was passing through the end piece. I didn't want to stop the world while I went 34 miles to a parts house and back for a set of new end connectors.

Recently I saw a photograph of an old racing engine and one thing I noticed was the spark plug wires were bolted to the plugs. No push on connectors. I guess this was before they were in regular use or maybe because it was a racing engine they were bolted on so they wouldn't come off, making an embarrassing moment.

Push on spark connectors have been around at least fifty years. I've always felt they were a great pain in the axle 'cuz when you try to remove them after they've been on a hot plug awhile they're not that easy to remove. A lot of this is 'cuz the rubber covers get "cooked" onto the spark plug. And it's easy to disturb the electrical path while you're trying to wrestle them off, sometimes from a hot engine.

All this is going through my mind as I wonder where I'm going to find a way to start this engine today, that's when I think I'll try the bolt-on instead of the push-on procedure.

I have a bunch of the Thomas and Betts brand "Sta-Kon" electrical terminals. It's easy to strip the wire so there is a quarter inch of bare wire to crimp these great thick solid copper darlin's to the wire ends. These plugs have threads under the removable screwed on ends that take No. 8 X 32 nuts with a lockwasher. Then the plug wire with the crimped on "Sta-Kon" ends are bolted on to the spark plugs.

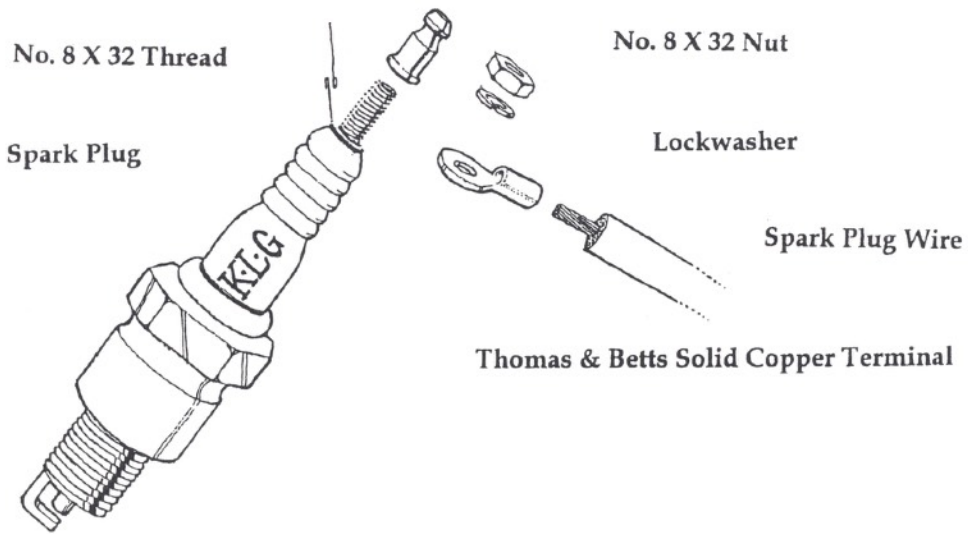
This method isn't going to work if you're using non solid wire. I believe this fake wire is also called "radio suppression" wire, and I have never liked or trusted this non-wire wire. How are you gonna repair that at night in a California gully-washer when there really isn't any wire there ?

Yes, Virginia, I know it'll be more work to change plugs. I do like the idea of that solid bolted connection even though I can't remember ever "losing" a plug wire in fifty years of driving. And if it's good enough for a racing car it's good enough for my darling Moggie.



A Better Method ?

Cap Screws Off



Cuthbert's Epistles to the Mognoscenti

The Collected Cuthbert, a Yank at Malvern MMI

# AR Auto Resurrection

*Andrew Smith*  
Auto Restoration



250-516-1684  
arautoresurrection@gmail.com



# Morgans in the Movies

*By Steve Blake*

## Derrick TV Series

*Starring Horst Tappert and Fritz Wepper*

**Derrick** is a German TV crime series produced between 1974 and 1998, starring Horst Tappert as Detective Chief Inspector Stephan Derrick, and Fritz Wepper as Detective Sergeant Harry Klein, his loyal assistant. They solve murder cases in Munich and surroundings (with three unsolved cases in total).

*Derrick* is considered to be one of the most successful television programmes in German television history; it was also a major international success, with the series sold in over 100 countries. On 2 May 2013, ZDF announced it would no longer carry reruns of the show, after Tappert was found to have been untruthful in discussing his service in the Waffen-SS in World War II.

The star of episode 206, "Isoldes tote Freunde", from December 20, 1991, is a 1977 Morgan Plus 8 that makes a cameo appearance.



(Photos courtesy of the Internet Movie Cars Database)



# Smoke and Mirrors

*By Allstar Crocks*

A frisson of concern rippled around the classic car community just prior to the pandemic when it was announced that Jaguar had taken legal action to prevent a Swedish company producing replica C type Jaguars. This was followed by news that Suffolk cars, a UK company that has produced replica Jaguars for the past 20 years, had gone into liquidation claiming they too had been threatened by legal action from Jaguar. It has not become clear yet if this was due to an infringement of the Jaguar trademark or if the Company has had a change of policy regarding the numerous companies replicating their classic models.

Research tells us that it is the C type, D type, XKSS, E type coupes and the XJ13 that have been replicated over the past 3 decades so why would Jaguar change their policy now, if that indeed it what this is all about? Could any of this be connected to Jaguar's decision to build continuation cars to the original specifications, a question many in the industry would like to know.

In 2014/15 Jaguar announced it was going to produce its first continuation cars, 6 lightweight E type Coupes. The original production run had planned to build 18 but only 12 were produced. The new cars were to be built to the original specification utilizing the 6 unused chassis numbers. Needless to say they were very expensive and sold out overnight. In 2017/18 the Company continued the trend producing 9 XKSS cars that had been destroyed in a fire at the factory in 1957. Once again they were allocated the original chassis numbers and built to the original specifications.

Jaguar obviously had a taste for this business model when it revealed 25 continuation D types were to be produced in 2018, so it hardly came as a surprise when it was announced that in 2021 8 C type continuation cars are planned. Furthermore they will be eligible for Historic Racing series which will put organizers in a tough spot. Although originals, they will effectively be new cars. Playing the devil's advocate, it can be claimed that most of the originals will be rebuilt more than once since they made their debut 60 years ago due to their participation in motor sport. However, Lord March of Goodwood Revival fame, has categorically stated these cars are replicas and will not be allowed to enter any of his classic competition events.



Here are a couple of photos I took of a friend's Suffolk C type with and without bodywork. Twin brothers built it between them in the English Lake District and they went to great expense to get everything right which included stiffening up the Suffolk chassis. In the process they have done a really good job. Not sure what the donor car was but the engine was out of a Mk II saloon.



Considering that Jaguar's continuation cars are expensive, rumoured to range from \$1.7 to \$3.5 million each and therefore highly advantageous to both the bottom line and the heritage of the marque, it's very probable the replica manufacturers will be left in peace providing they don't infringe on Jaguar's registered trademark. This trend has been emulated by Aston Martin who have produced a series of their DB4/5 cars from the 60s and Bentley who plans to produce their fabled Blower Bentley from the 1920s.

The term continuation has been around for some time, possibly created by the disjointed history of the most replicated car on the planet, the AC Cobra. When Carroll Shelby decided to stop importing the Cobra from England in 1967, he sold the name Cobra to Ford. As a consequence, AC had to market their cars as the AC 289. AC was dissolved in 1986 and Brian Angliss of Autokraft who had a Cobra restoration business, acquired the assets of AC's car division. A deal was struck with Ford to supply engines together with the name Cobra and Autokraft produced the Cobra MkIV. None of this played well with Shelby but as he had sold the name to Ford and Autokraft owned the rights to AC's intellectual property, he no longer had any skin in the game.

With prices of original Cobras skyrocketing Shelby commissioned 45 Cobra chassis' from a California company and illegally applied genuine AC chassis numbers to these vehicles. This was revealed in a *Los Angeles Times* article published in 1993 which suggested this scheme was in effect selling counterfeit cars. It was around this time that replica cars were often referred to as continuation vehicles. Today continuation cars are regarded as those put back into production by the original manufacturers. All others are replicas and unless a Cobra has a genuine AC chassis number, it cannot claim to be an original.



Photo taken by Steve Blake on the way back from the Shelsley Walsh Hillclimb



Morgan owners have over the years been accustomed to members of the public asking if their vehicle is a replica or a kit, followed by that familiar conversation about wooden frames. However, from time to time a car comes along that echoes the lines of Malvern's finest. While attending a centenary event in England I spotted amongst a gaggle of Morgan 3-wheelers about to set off for their spiritual home, a Lomax 3-wheeler which at a glance was a doppelganger 3-wheeler Moggie. All was revealed at the front where a Citroen 2 CV engine resided, all 602cc of it!

Nearer to home a replica +8 exists in BC. It is a great credit to whoever created it as they have taken the tub, running gear and suspension from a Honda S2000 and grafted on the body panels of a Morgan 4/4 to great effect. For all the world it could be mistaken for a Pickersleigh Road product except the track is a good 6" too wide. By all accounts the engine was moved 5" back to create the likeness and one does wonder what it handles like with a weight transfer of this magnitude. This begs the question is it a Horgan or a Monda!

Imitation is the sincerest form of flattery so replicas and continuation cars will always be with us unless the legal beagles intervene and ruin the debate.



Lomax 223 3-wheelers (from the Internet)



# Famous People with Morgans

*By Steve Blake*

## Robert Wayne Cumberford - Designer, Journalist

Robert Wayne Cumberford (born August 4, 1935) is a former automotive designer for General Motors, author and design critic – widely known as Automotive Design Editor and outspoken columnist for Automobile magazine. Robert wrote the “By Design” article in Automobile and we are including one in today’s edition. He has been known for a “take no prisoners” attitude. He tells it like he sees it and that will definitely rankle a few feathers. One article written on Morgans cuts very deep at the Aero 8. I may print that article later.

Why do we say Cumberford is famous as opposed to other journalists? Besides his sometimes harsh reviews, he has given credit to those very good designs. He is admired by readers for being honest in his opinions rather than many writers who just write to please sponsors advertising with the magazine. But, most importantly, Robert and his brother, James, tried to buy the Morgan Motor Company when they fell on hard times. Read the following story!

Cumberford is known as a brilliant designer. This gives him credibility for what he writes. Cumberford was on the design team for the first Chevrolet Corvettes. He also has a Vancouver connection because he designed the Intermecanica Italia. The company that moved from Italy to California and finally to Vancouver. They are known for their Porsche 356 replicas and the SOLO 3-wheeler EV.



Wikipedia has this to say about Robert Cumberford.

“Cumberford grew up in Southern California, the son of a Texas-born housewife and a Scotsman from Chile who worked for L.A.'s streetcar company, the Los Angeles Railway. He began sketching cars at age 15 and developed a strong interest in aircraft design as child, later saying that he preferred aircraft design to automobile design.

He had wanted to study aeronautical engineering on scholarship at Caltech but attended instead the Art Center of Pasadena, then known as the Art Center School, working in a grocery store and cleaning the classroom floors to help pay tuition.



1967 Intermecanica Italia

Cumberford eventually dropped out of school, but inadvertently started a writing career when a rendering of a pogo stick he'd designed in the style of a Jaguar was shown to John Bond, editor of Road & Track – and Cumberford was invited to write a review to go with the rendering. He had already designed two automobiles, the Parkinson Jaguar Special and the Ken Miles Flying Shingle. In 1954 at age eighteen, his race report on the 12 Hours of Sebring was published.



At age 19, Cumberland sent 118 renderings personally to GM's Harley J. Earl, who hired him as a professional car designer. At GM, he worked on six models of the Chevrolet Corvette including the 1956-57 four-headlamp facelift model as well as the 1955 Cadillac Eldorado Brougham and 1957 Buick Special. At GM Cumberland also worked the company's layout standards for instruments and controls. And at GM he purchased his first car, a Volkswagen Beetle, moving soon to a Porsche 356.

Leaving GM, Cumberland studied philosophy for one year at UCLA, drove across Mexico and then the United States in a VW Microbus, subsequently moving to Mexico and working as a freelance design consultant to various industries.

In 1959, he was design assistant to noted automotive and industrial designer Albrecht Goertz. In 1962 and 63, Cumberland was chief designer with the racing team Holman Moody. In the early 1960s, Cumberland would also have a series of satirical renderings along with a fictional story published in Motor Trend featuring his and childhood friend Stand Mott's work – forecasting possible designs for the much discussed forthcoming "small Chevrolet," what would become the Corvair.

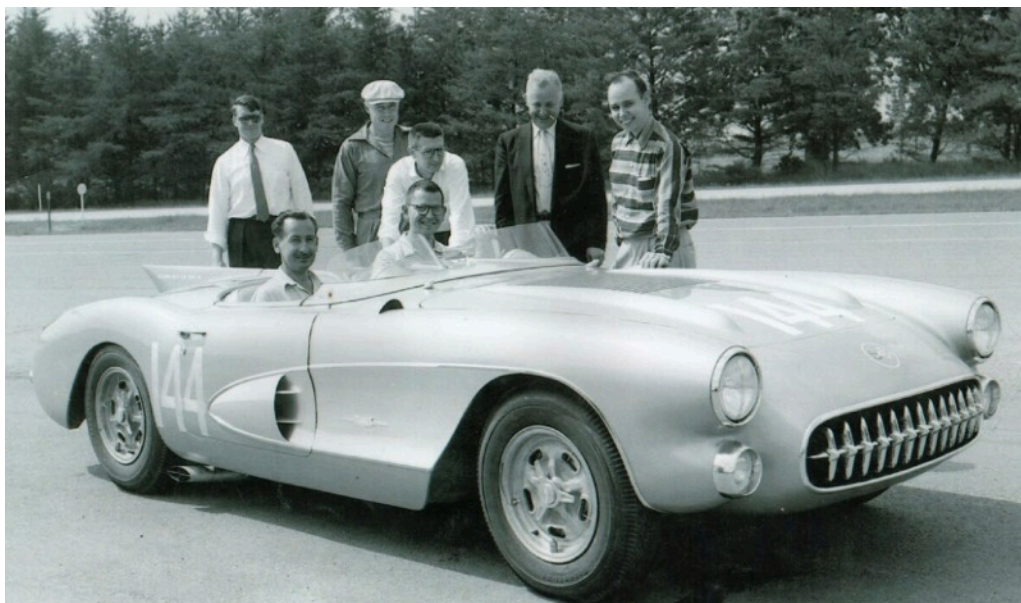
He has lived in France, Mexico, and Switzerland – and has designed automobiles (including the Saab 850 and Renault Arquitectonico) race cars, trucks, aircraft, boats, and hovercraft with his companies Cumberland Design International (with offices in New York, Mexico City and Northampton England) and Cumberland Creative – working in the suburbs of Paris from 1996 to 1999 on projects for Renault and Citroën.

In 1986 Cumberland began contributing to the then new Automobile magazine at the request of editor David E. Davis, joining the magazine in its sixth issue with his column "By Design", which was expanded to two full pages in 2006. He was the European Editor for "Air Progress" magazine, continues to contribute to "Automobile and Design" magazine, and is a noted author – participating in a wide spectrum of forums, design competitions and events related to the automotive, aeronautical and design industries.

Cumberland authored the 2006 book Auto Legends: Classics of Style And Design; the 2001 book Chris Bangle: BMW Global Design and the 2008 book Cars, the latter printed in Italian. He contributed to the 2013 book Automotive Jewelry, Volume One: Mascots, Badges.

Cumberland was keynote speaker at "The Italian Avantgarde in Car Design" as part of the September 2002 exposition on Italian design in New York, and moderated the 2007 Classic Car Forum at the Pebble Beach Concours with Moray Callum, Andrea Zagato, Shiro Nakamura, Ed Welburn, and Ian Callum. He contributed to the catalogue for the North Carolina Museum of Art 2013 show "Porsche by Design: Seducing Speed."

As a judge, Cumberland participated in the 1988 Automobile Quarterly Car Design Contest; the second annual (2003) World Automotive Design Competition and Design Forum hosted by the Canadian International AutoShow (CIAS); the Best Design School 2003; the 2005 Canadian International AutoShow; and the fourth annual (2005) World Automotive Design Competition.





In 1982, with backing from a computer company, Cumberford designed a flamboyant front-engine, rear-drive two-seater of which two examples were crafted as development prototypes – with body of cast and sheet aluminum; African Mahogany fenders; a 3.2-liter, in-line, BMW-sourced, six-cylinder engine; as well as steering and suspension components from a Citroën CX. Two prototypes were constructed in Stamford, Connecticut, with one displayed in a San Diego museum for a period and another kept in Cumberford's garage in France. With the two-seater appearing on the cover of "Car and Driver" magazine in April 1982, the intention had been to market as many as 300 of the cars (as the – to Cumberford Martinique) but only the prototypes were manufactured – with an overall investment of approximately \$3.5 million. Funding dried up after John DeLorean was indicted in a completely unrelated automotive scandal. Cumberford later drove one of the Martiniques from Austin, Texas to Pebble Beach, California in 1985, and both still exist today."

From 1966, Robert Cumberford and his brother, James, tried to buy Morgan Motor Company. This roadster could have formed the basis of a new Morgan if that deal had gone through. Read the next article "By Design: The Triumph of Style over Substance," to learn more about Cumberford's association with Morgan.



The Cumberford Martinique

Photos are from Web



## From the Goldman Archives

Several articles have been written on Morgan over the years. Lorne Goldman has collected many of these articles and has kindly shared his archive with us. Be aware that most are from earlier times so details may not be up to date as to the current situation. Enjoy reading what others have written, in the past, on Morgan automobiles.

### By Design: The Triumph of Style over Substance

*By Robert Cumberford*

Paris - I've always had a soft spot for Morgans, from the first time that I saw one on the San Fernando Road while heading toward the Art Center School in Ron Hill's ratty old '35 Ford in 1952. We used to see the same car quite often, and it had an authentic visual charm quite lacking in the MG TD then current. I thought I might get a Morgan four wheeler someday. After all, it had come into the world the same year I did, and I consider that a more-than-respectable vintage.

In 1966 my brother James and I tried to buy Morgan - the company, not just the car. Sole owner P.H.G. Morgan - Peter - was vacillating about staying with the enterprise begun by his father, the dynamic H.F.S. - Harry - who started making spindly three-wheeled cyclecars in 1910. Impending U.S. legislation could well have meant an end to exports to the United States, then Morgan's biggest market. Peter was not quite sure about what he would do, and he remained not quite sure for years, always hoping that his TV cameraman son - Charles - would finally come into the firm. We came to realize that until Charles pronounced a definitive yea or nay Peter would never commit, despite the fact that from time to time he provided all sorts of information about the company, including financial data that had us salivating. That was and is confidential, but it is fair to say that the little company in Malvern Link was what the Wall Street types like to call a "money pump", so long as it is left alone to be itself, uninterested in growth. Not for nothing did Harry drive a Roll-Royce and Peter indulge himself with Ferrari V-12s.

All this led to a very pleasant sporadic relationship, with occasional Cumberford visits to Malvern. The last time my brother and I were together with Peter was in 1987, and since at that moment we had in hand an exclusive option to buy Aston Martin (with other people's money, of course) we didn't talk about a Morgan acquisition. That must have really put Peter at ease, as for the first time in twenty-two years he picked up the lunch tab.

Bear in mind that through all these years it was my conceit that I wanted to buy the company never having been in a Morgan, so that I would come to the task of necessary redesign with a clear mind. In the early Nineties I did ride in one, obliged by the fact that the owner of a car I was writing about used a Morgan for daily transportation. When I learned that my wife has wanted a Morgan for some forty years, having seen one in her little French country village when she was a little girl and fallen in love with it, I decided we'd better check out the possibility of buying one. I had promised her a new Citroen 2CV. When its production stopped I had the chance to buy one of the last twenty made, so I borrowed a press car for a couple of days, after which she declared that the idea was nice, but she'd been there and driven that, and no thank you. So, at great expense (a thousand bucks for forty-eight hours and 250 miles), I rented a Morgan 4/4 with 1.8 liter Ford Zetec power.

Resplendent in cream paint, its "bonnet" top perforated with fifty-six louvers (I counted them) artfully misaligned so you know that expensive handwork was involved, the car was a splendid sight. From a distance. Up close with a critical eye, you could see where the hand-painted undercoating lapped around to the outside, making the wheel openings appear to have been hacked out with a hammer and chisel, when in fact they are tooling-formed from superplastic light alloy.

When she was an independent businesswoman, my wife had been discouraged herself from buying a Morgan by friends who insisted that the harsh ride would be too much for her. It is firm, but there are many worse riding cars



available today, and of course half of America is trundling along in clunky 4x4s that make the Morgan seem like a Mercedes limo. Running along a smooth, curving road on the banks of the Loire with the top down on a cool May morning was a pure kinesthetic pleasure, a pleasure enhanced by the signs of approval from other drivers and people in the towns we traversed.

With Morgan, there's no point in talking about cowl shake and driveline snatch or ergonomics and practicality. There's plenty of the first two, little of the second pair of attributes. You don't analyze a myth. Morgans are folklore and legend, a definitive statement of the triumph of style over substance. Harry had an eye for line, but he allowed it to be tempered by the need for really, really cheap construction, and it is the inherent honesty and simplicity of his design solutions that makes the Morgan attractive to people who have absolutely no knowledge about or interest in automobiles.

In the sixty-four years the the four-wheel Morgans have been made, engines from the Coventry Climax, Standard-Triumph, Ford, Rover and Fiat have been used. (I was the instigator of the last, when Ford refused to adapt the east-west Escort engine to Morgan's needs. Telling Peter he could get the Lampredi-designed Fiat 124 twin-cam engine and its five speed box for less than he was paying Ford for a pushrod engine with a four-speed did the job. Once Ford higher-ups heard about the Fiat encroachment, they instructed the people who refused to help Peter when the Escort went to front-wheel drive to provide him with what he wanted immediately.) But it doesn't matter what is under the hood. What defines a Morgan is that wonderful authentic shape. It's not retro, it's not an interpretation, an evocation..it's the real thing. True, when bullet headlamps went out of production in England it was necessary to fair in the seven-inch lamps, and it was expedient to change the flat radiator grille to a curved one as a means for allowing the valance between the fender and the hood to support the headlight.

The leading edge of the fender was dropped, with consequent improvement in aerodynamic efficiency. I have designed dozens of Morgans over the years, but I have never wanted to change the look of the cars. I have sketches and specification sheets for different chassis, proposals for a number of different engines - many of them American - and plans for cockpits with more room (gained by eliminating the gearbox cover, not by making the car wider) and I would not disdain power steering, air conditioning or any of a number of advances, but I would never want to restyle the car. One, it doesn't need it. Two, it can't be done while retaining the factor that makes a Morgan a Morgan. You can re-proportion to your heart's content - as Morgan showed in the Sixties when they lopped a substantial amount out of the height of the body sides or when they created the Plus Eight - but you can't change the flat-topped fenders, the single-curvature deck lid surface, or the flat rear body sides. You can't really change much of anything. Charles Morgan's new racing V-8 (Big Blue) is too much modified in shape and approaches the grotesque, with all the grace gone.

On the other hand, Charles' racer has an all-alloy chassis developed with the help of Jim Randall, former chief engineer of Jaguar and one of the best automotive engineers alive today. I am in no way privy to Morgan Motor Company plans, but I would not be at all surprised to see the racer's chassis in production. Now that Charles has committed to his family company, I would no longer be interested in owning it. There is something quite delightful about having this eccentric English concern go on into the third generation, and I hope that there will be a fourth generation to follow, perhaps even a daughter.

Will the present Cumberford generation buy a Morgan? Françoise says that she regrets not going against all advice and buying one thirty years ago. With its tin tube and sheet of fabric top that must be assembled over a quarter-hour or so, the Morgan is not really very practical for mature people in Europe. So, suggests my beloved, "Wouldn't it be nice to live in California again so we could have a Morgan?". Now that's a powerful design.

(Article courtesy of Automobile Magazine from August 1999)



## Morgan Art by Valentin Tanase

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





## Morgan Treasures from the Jacques Gallien Collection

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





## 1929 Stutz Restoration - Part 2

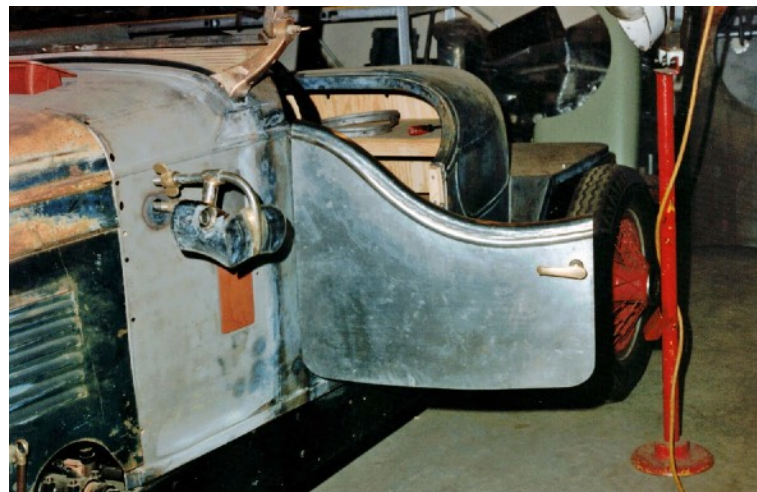
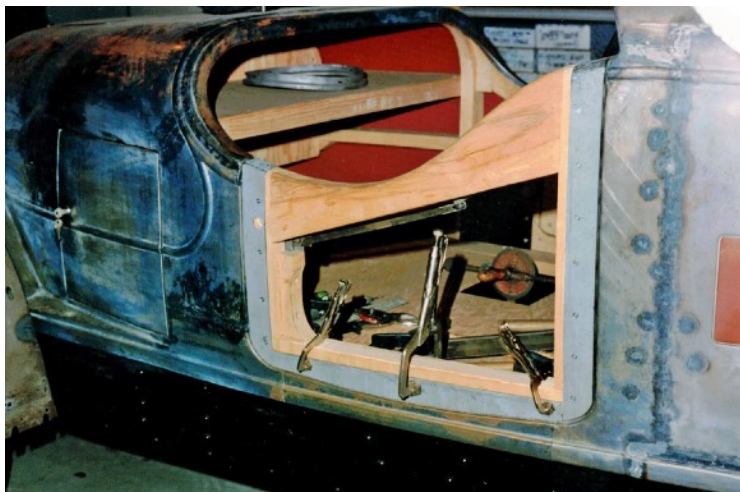
By Phil Johnson

*Editor's Note: When not restoring his 1958 Morgan Plus 4, Phil is working on many other projects. Phil shared this one with us because it is up for sale on Hemmings Auctions.*

After getting established in the new shop, it was time to get "rolling"; new body panels that is!! I formed the new body panels in sections on the English wheel and after welding them together, the welded areas were blended smoothly into the rest of the panel. This process was continued until the entire boattail part of the body was completed including the triangular trunk lid and the right side door for the golf club compartment. It took a lot of hunting to come up with the original type hinges and latches for these doors and lids. Fortunately, most custom built cars from this time period used hinge and latch hardware that was made by outside suppliers, so the same hinges, for instance, might be used on various makes of cars. This made the search for these parts slightly easier!



Once the rear body section was done, next was to make up the door frames. The wood frames were made from ash and the 16 gauge metal strips screwed on to retain the door skins. You may have noticed that Morgan doors are built in exactly the same way. Once the door frames were done, then the door skins were formed on the wheel and the belt line bead was formed using a bead roller. The door skins were then attached to the door frames, and the doors installed on the car. This more or less completed the build of the body.





Next was to make a pair of rear fenders. They were hand formed in four pieces on the wheel, then welded together as a whole. Same method as Morgan fenders before the days of Superform. The fronts came with the car and needed a minor amount of work to repair the wheel wells for the side mount spare wheels. Fortunately, all six Buffalo wire wheels also came with the car! I also made running boards with stainless steel trim and mounted them.



Phil shaping the panels



A fender nearing completion



Last pictures show the car with the body completed before it went to a friend's shop in Calgary for paint. More of the chrome work still needed to be done and this was done while the body was off for paint. Last pic is of the completed car just after it went to the new owner in Southern Alberta. Still missing the front bumper which was still at the chrome shop.

The new owner completed the detail items, wiring and upholstery.



I had a lot of enjoyment rebuilding this car (or as Bill Greer, of the Stutz Club put it "a resurrection!"), as it was a great challenge before the days of the internet. What took thirty years to do could probably be done in five or so now, although the sources for original bits have probably dried up by now.

One last pic! I got the chassis up and running while the body was in the paint shop and I drove it like this for a few weeks. I lived right on the Highway at the time so I would make a few runs to see how it would go!



(Phil Johnson photos)



## Rare, Sporting Machine from the Classic Era: 1929 Stutz Model M Torpedo Speedster

One of the grandest names in American automotive history and a performance car from Indianapolis to boot, Stutz was aimed squarely at the most demanding drivers of its day, the company having earned the moniker "the car that made good in a day" after its first car proved competitive in the very first Indianapolis 500. Many of those drivers also demanded exclusivity, which means that the 2,320 cars Stutz produced in 1929 were offered in no less than 27 different body styles, including the two-passenger Torpedo Speedster, variously known as a boattail or taper-tail.

Built on the long 134.5-inch wheelbase, this 1929 Stutz Model M Torpedo Speedster has reportedly covered only 99 miles in the two years since completion of its restoration, a body-off process involving two owners that's said to have begun in the early 1970s and only completed in 2018. The selling dealer says the Stutz has never been shown. This car bears chassis number 30620 and engine number 31376. Its two-place bodywork, while resembling other Stutz torpedoes bodied by LeBaron, lacks a manufacturer's tag, so its actual origins cannot be positively discerned. It's said to be one of two such known cars with full fenders and running boards, as opposed to cycle fenders and a single step plate. Like most every production Stutz, it's designated a Full Classic by the Classic Car Club of America.





## POWERTRAIN

This Stutz was produced during the final year that the esteemed engineer Frederick Moskovics was the company's chief executive. The Model M's engine, created under Moskovics' tutelage but drafted by Charles "Pop" Greuter, is the famed Vertical Eight, its eight cylinders in a single proud rank, the valvetrain actuated by a speedway-bred single overhead camshaft. Displacing 322 cubic inches, the Vertical Eight received its fuel mixture from a single downdraft Stromberg UUR-2 carburetor and was rated by the manufacturer at 113 horsepower. According to the seller, the engine in this Model M is original to the car, and has only covered 99 miles since undergoing a full mechanical rebuild between 2012 and 2014. Upgrades include an electrical distribution block mounted to the firewall and a battery-disconnect switch on the floor behind the seat. The exhaust system has a muffler bypass. Very unusual for an American car of this vintage, the Stutz has a four-speed transmission, which is said to shift smoothly, and whose "Noback" hill-holder system is nonfunctional. The engine bay appears to be spotless, with polished, brass and machined components.



## EXTERIOR

The seller says that this Stutz's bodywork was painted in acrylic enamel, color sanded and polished in 2006, with the car's frame being powder coated and its side rails painted in 2011. The seller reports no blemishes, and says the body is free of scratches, dents or chips. The seller says the restoration involved a total reconstruction of the body's wood and sheet metal, adding that no rust is present on the vehicle. Luggage stowage in the tapered tail can be reached via either the "golf bag" door on the passenger's side or via a top hatch. The car's frontal plating, including the radiator shell, Trippe driving lamps and fog lamps, looks to be in excellent condition. Cooling is aided by operable, thermostatically controlled shutter doors. Dual sidemount spares are fitted. The underside of the Stutz also appears to be spotless, with no hints of surface corrosion. The folding windshield is reported to be in excellent condition and crack-free. All the exterior lighting is reported functional.



## INTERIOR

The seller says the seat and the side interior panels were re-covered in 2017 in high-quality leather that simulates ostrich skin. The facings present as new, with no visible signs of wear or rips. The carpeting was new as of the same time and looks to be in excellent condition. The burled-wood dashboard presents beautifully, with a very high level of sheen, mounting instruments that look to be in excellent restored condition. Most of them, unusually, are grouped in front of the passenger, including a Jaeger clock that is said to operate, while the driver has a drum speedometer. A period-correct Philco Transitone AM radio head in the dash lights up when switched on, but has no speaker and does not project sound.





## CHASSIS

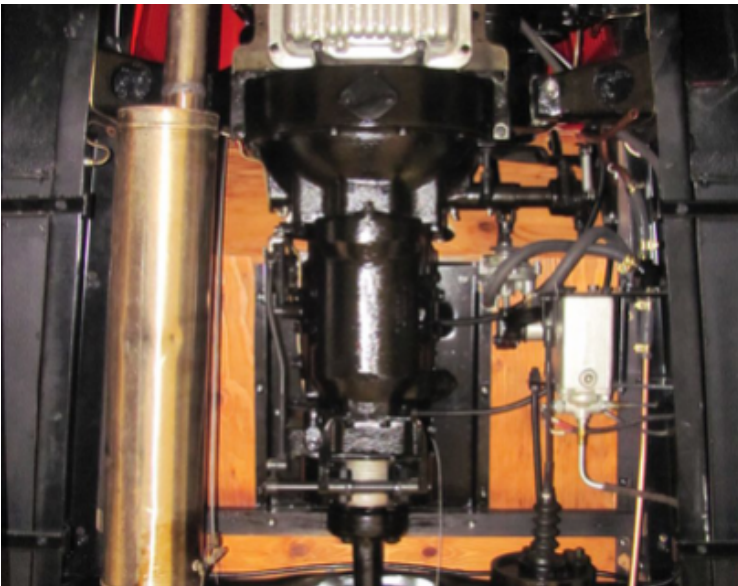
This Stutz has four-wheel hydraulic brakes fitted with a B-K vacuum booster and a dash-mounted balance knob; the system is said to be in excellent condition. The Gemmer worm-and-roller steering is said to be free of play, with new components. The suspension, including the Lovejoy double-acting shock absorbers, was rebuilt 99 miles ago and is said to be in excellent shape, as well. 'As with other high end cars of the day it is equipped with a Bijur chassis lubrication system. The tires' age is unknown but they are said to have full tread remaining.

## DOCUMENTATION

This vehicles will be sold with the appropriate transferrable Alberta registration documents in the owner's name as provided by the consigning dealer. A photo album of the restoration process will also be included. This 1929 Stutz Model M Torpedo Speedster, a Jazz Age hot rod if ever there was one, from one of the most esteemed nameplates in automotive history, is clearly finished to an exceptional degree and ready for showing or the spirited touring it promises.

**PRICE** - US\$142,000

Article courtesy of Hemmings Auctions





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



Photos by Howard Jewell from his June 1993 tour of the factory.



## Morgan Fantasy Photos

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







## Website Report

*By Tom Morris*

[www.pacmog.com](http://www.pacmog.com)

### Fourth Annual MORGAN MOMENTS SNAPSHOT CONTEST Entries are now OPEN

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

### Contest Rules

All photos must:

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

### Judging Criteria

Entries will be judged by PacMOG members.

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

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

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

### **\*\* UPDATE \*\***

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

Entries close at Midnight Thursday December 31, 2021

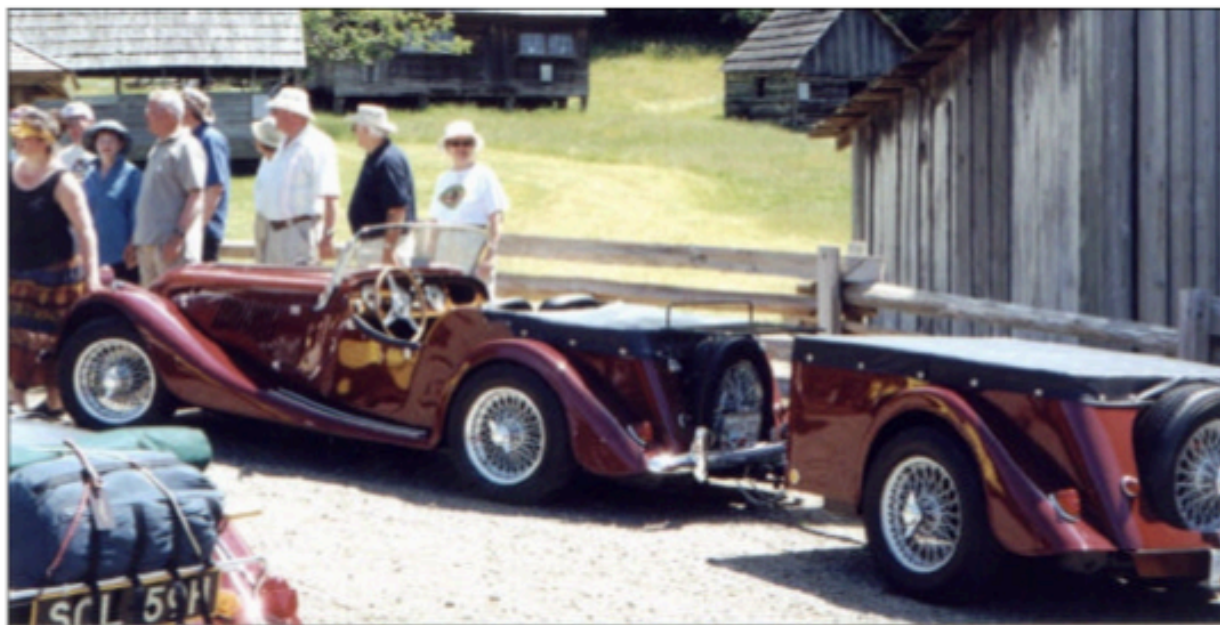


## “Looking Back”

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

Vol. 20 No. 7

July 2000



a Plus 4 Plus 2? a One and a Half? a 4-seater 2-sleeper? a 1958 Twin Spare?



Who are these Saltspring clowns, anyway?

Thanks to MOGNW and the NW Magazine for these photos and memories from July 2000.



Upcoming PACMOG Events  
*By Ken Miles*



Watch your emails for news of the next drives  
(Susan Blake's photo from the navigator's seat on the Waffle Run)

Save the Date!

Thursday, August 19, 2021 for our next drive





The WWABFM Planning Committee would like to thank BritSport of Seattle and Moss Motors for their vision and support of the Western Washington All British Field Meet. We urge you to support them with your patronage.

Updated June 18, 2021

## *Registration is open!*

The WWABFM weekend will kick off with the traditional Friday evening packet pick-up, dinner, and auction at the park.

On Saturday, you will enjoy seeing beautiful British cars in over 50 classes, not to mention that the swap meet will be back along with the for sale lot.

In addition to People's Choice and Sponsor's Choice winners, class winners will be awarded one of the signature and uniquely special class trophies to cherish and display. Don't forget to order your regalia and Friday night social tickets along with a Food Lifeline donation when registering.

We look forward to seeing you at the WWABFM this coming August 21st.

Best Regards,

The Planning Committee

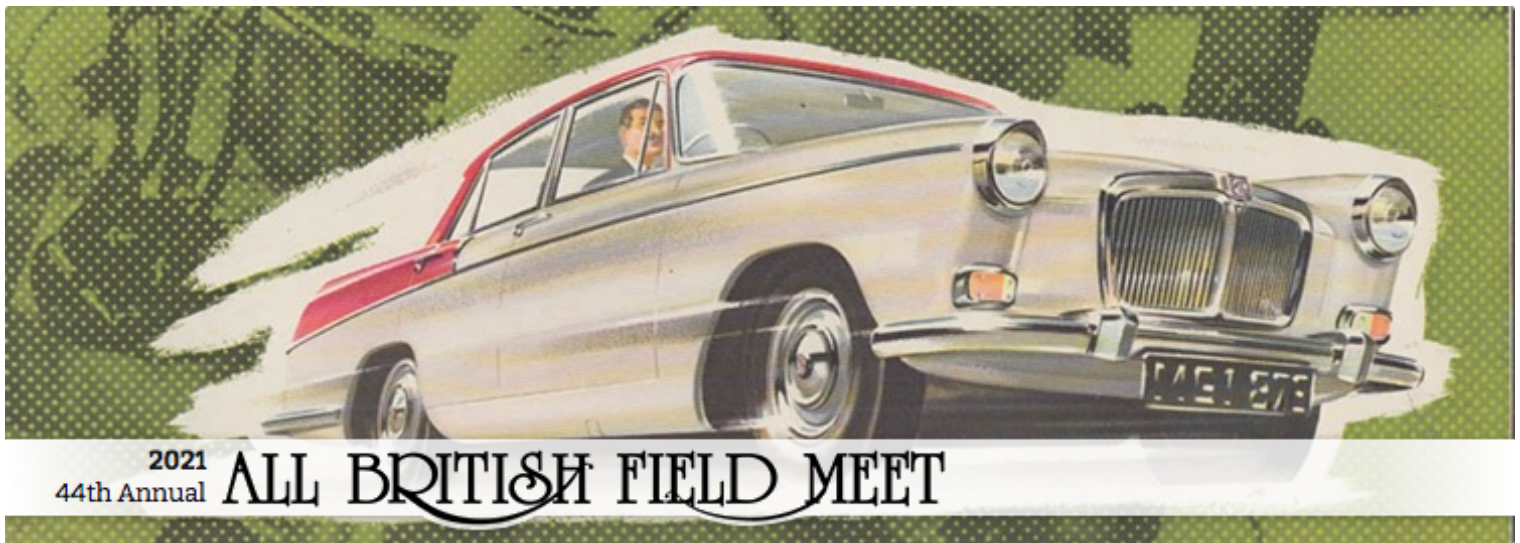
<http://wwabfm.com>

August 21, 2021



ABFM - Western  
Washington All  
British Field Meet





**2021 Portland All British Field Meet Celebrating 44 Years**  
**This event is the largest, three-day, all-British car event in the Americas**  
*Celebrating MG September 3rd, 4th & 5th 2021*

John Twist's visit and saluting MG will take place at the 2021 event.

The 2021 Board of the Portland ABFM is working tirelessly to provide much-needed entertainment for the British automobile enthusiast. We look forward to visiting with you at the 2021 Portland ABFM taking place Labor Day Weekend at Portland International Raceway.

Bring Your British cars and motorcycles. Join OVER 800 other British vehicle owners and share your interests with other enthusiasts. Replica cars made in England with British components (e.g. Panther) and specialty cars with British chassis and running gear (e.g. Arkley) are welcome, as are British bodied cars with American engines, including conversions.

The **SOVREN Columbia River Classic** will make its annual late-summer return to the All British Field Meet Event. This popular Historics event includes an excellent collection of racing cars from as far back as the 1950s. This year will feature a special "All MG Race" to salute our featured marque.

The weekend kicks off with the Friday Night Welcome Party, followed by the Saturday Car Show, Guided Walking Tours, Giant Slalom competition, People's Choice balloting, LIVE Musical Performances, Arts Display Contest, Scavenger Hunt for the Kiddos, Best in Show designation and Land Rover Adventure Rides. Saturday's Events Culminate with an Awards Presentation and Banquet with a TBD Guest Speaker. Sunday's activities include a HUGE swap meet, Rallye to Tour Portland Area Landmarks and more Vintage Racing and British Cars competing in the Giant Slalom.

People's Choice ballots are cast for more than 80 classes of British cars, which are owned and driven by club members from more than 30 British car clubs across the U.S. and Canada--a truly international event! Attendees can leave with not only good memories but also unique mementos and memorabilia as well, after a stop in the Regalia Tent.

We anticipate a good showing of Rolls-Royce and Bentley Automobiles. This year the event salutes MG. All 'British' cars are welcome to join the fun. With over 800 registered cars we are the largest All British Field Meer in the United States and the largest 3-day event in the Americas!



# Sea to Sky All British Rally 2021

[www.seatoskyallbritishrally.com](http://www.seatoskyallbritishrally.com)

Sea to Sky All British Rally - Vancouver to Whistler  
Saturday, September 25<sup>th</sup>, 2021

This is your official invitation for the 9th annual Sea to Sky All British Rally, come and showcase your beautiful British cars!



You are invited to join one of the last British car runs before we put our beloved treasures away for the winter. We will be limiting the number of cars to 50. We hope one of them will be yours!

The rally will consist of a scenic drive from North Vancouver, along the Sea to Sky Highway, to the final destination of Whistler, BC. While taking your time to enjoy the views along the way, you and your co-pilot can also participate in some Covid friendly games.

We will start the morning with coffee and donuts at 8:30am at Silk Cat Automotive, 1053 Churchill Crescent in North Vancouver. We will begin making our way through West Vancouver and up onto the Sea to Sky Highway 99. The first cars to embark on the scenic 120km drive will be at 9:00 am with the last car departing North Vancouver by 10:00am. Upon arriving, rally participants will be greeted by a welcome committee who will assist with parking all the British beauties. We will be displaying our vehicles in the Olympic Plaza for the day so that you can take a look at the other cars, enjoy some lunch, or even take a leisurely stroll around the village.

There are many hotels available for those who would like to stay a night or two and enjoy a great meal with old and new friends in one of the many great restaurants Whistler Village has to offer.

Be sure to register early and fill in the quick entry form at

<http://www.seatoskyallbritishrally.com>





## **ABFM 2021 Vancouver cancels 2021 event, announces new date Saturday May 21, 2022**

It is with a heavy heart that the event officials of *The Greatest Show on British Wheels*, ABFM Vancouver presented by HAGERTY, announce that the 35th anniversary event, originally rescheduled for Sept 11, 2021, has now been officially cancelled.

The 2022 ABFM will take place Saturday May 21, 2022, followed by a Run on Sunday May 22, 2022.

“As mentioned in our last announcement, we have been working hard with our sponsors, vendors and suppliers to ensure the integrity of the show, given the restrictive guidelines and costs put in place by local Government bodies, but the risks involved are simply too great to ensure the success of the event,” said event co-chair Patrick Stewart.

### **Celebration**

The 2022 Show will celebrate the 35th event (delayed two years due to the pandemic) and the 34th year that it will be staged at the VanDusen Botanical Garden, Vancouver. Featured marques have been carried forward and will celebrate Jaguar EType 60th, Triumph Stag 50th and include English Fords first produced in 1911.

A special look at the future with an Electra Classic display is planned to showcase the trend of classic looks with modern drive.

### **Car clubs and young enthusiasts**

The important work of car clubs will also be recognized with a Best Club Award and young enthusiasts will be supported by a NASCARZ / HAGERTY educational program for Youth Judging. The show is staged with 61 Class Awards and 14 judged Sponsors Awards, making it the largest classic car show of its kind in Western Canada and the second largest in the Pacific Northwest.

This world-class classic car event is a family day to remember, which showcases a capacity gathering of almost 500 British-built classics, exhibitors, vendors and the general public all complemented by the beauty of the magnificent VanDusen Botanical Garden.

### **Welcome back**

“Given these past two pandemic years of cancelled events and isolation, we are extremely disappointed with the cancellation of the 2021 event, but are looking forward to opening the gates at VanDusen on the Victoria Day Weekend date of Saturday May 21, 2022, seeing the classics roll in and welcoming everyone back safely and in grand style to our much cherished garden party for all classic car enthusiasts,” said Joan Stewart event co-chair. Mark your calendars and plan forward to Saturday May 21, 2022 for the return of *The Greatest Show on British Wheels*. Registration details will be announced in early fall.

**Joan & Patrick Stewart**



# 1956 Supercharged Morgan Plus 4 Sold Last Month

By Bring-a-Trailer

Sold for US\$33,500  
on June 19, 2021

This 1974 Morgan Plus 8 is a right-hand-drive example that is finished in green over tan upholstery and is powered by a replacement 3.5-liter Rover V8 mated to a T5 five-speed manual transmission. It was reportedly refurbished in 2005 and acquired by the seller earlier in 2021. Equipment includes an Edelbrock carburetor, an Offenhauser intake manifold, an aluminum radiator, front disc brakes, a black soft top, a luggage rack, Lucas driving lamps, air conditioning, and a Pioneer stereo. This Plus 8 is now offered as a running project with a black tonneau cover, spare parts, and Alabama registration in the seller's name. Originally finished in red, repainted in 2005. The passenger-side front fender was damaged under current ownership. Work performed in 2005 included replacement of the leaf springs and shocks. The brakes are not operable and require service.

## BaT Essentials

Lot #49913

Seller: **djmarlow81**

Location: **Cullman, Alabama 35055**

Chassis: R7717

67k Miles Shown, TMU

3.5-Liter Rover V8

Five-Speed Manual Transmission

British Racing Green

Tan Leather Upholstery

Edelbrock Carburetor

Front Disc Brakes

Luggage Rack

Black Soft Top

15" Alloy Wheels

Lucas Driving Lamps

Air Conditioning

Pioneer Stereo

Private Party Or Dealer: Private Party





## 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 me at [sblake@telus.net](mailto:sblake@telus.net).

### Recent Sales and Auctions



This 1966 Morgan Plus 4 sold on BaT for US\$47,000 on July 6, 2021.



This 1960 Morgan Plus 4 sold on BaT for US\$35,000 on July 13, 2021



This 2005 Morgan Aero 8 was bid to US\$90,000 on BaT but did not meet the reserve on July 15, 2021.



This 2005 Morgan Aero 8 was bid to US\$80,000 on Bat but did not meet the reserve on July 23, 2021.



Left: This 1930 Morgan 3-wheeler re-bodied as an Aero sold at H&H's Buxton auction for US\$18,630 on July 7, 2021.

Right: This 1947 Morgan 4/4 Series 1 sold at H&H's Buxton auction for US\$31,050 on July 7, 2021







## Hello Summer

With the holidays finally here, we wanted to help equip you with all you might need to make the most of any stay-cations, days out, or any adventures you might be planning.

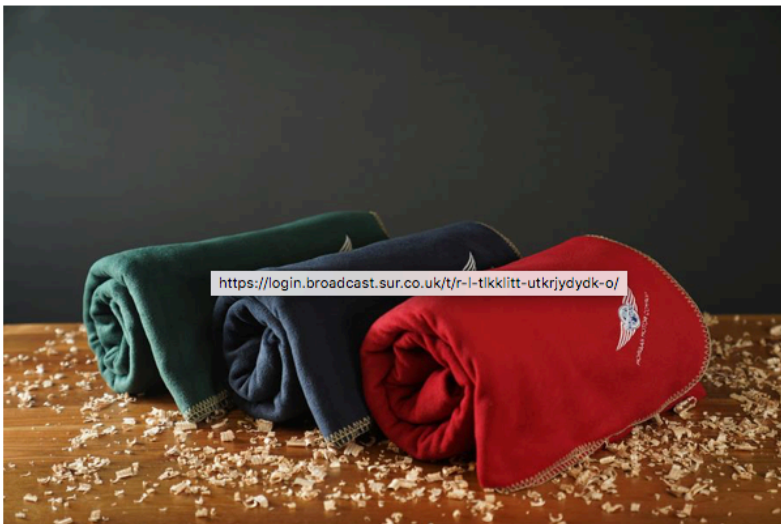
As well as some great summer essentials, we have a variety of experiences waiting for you and your family.



Perfect for keeping you hydrated, our brand new thermal bottle is designed to keep drinks hot or cold for up to six hours. With a capacity of 600ml, you not only get to look after yourselves, but you are helping to keep our oceans clean. Morgan branded with a new, laser etched wordmark, we've designed this bottle to be uniquely stylish.



Every good weekend away requires a good weekend bag, and you can be rest assured our beautiful collection of luggage is great for whatever you need. These are designed with your Morgan in mind, so rest assured you can fit these in your car. The matching washbags are perfect for holding your toiletries, most importantly, lots of sun cream!



A successful picnic calls for a blanket or rug, and we have these ready and waiting for you. In a selection of colours, these fleece blankets are so soft, and they are big enough to ensure you and your picnic can have a comfortable place to sit.





This cap is great for any top-down adventures. It has a vintage feel and the colour way is designed to look good on everybody. In a classic, racing car green & tan suede, its perfect for keeping you cool in both senses of the word.

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

Head to our website to find out what else Morgan Motor Company can do for you this summer.



<https://www.morgan-motor.com/morgan-experience-centre/>



## Wanted Morgan Plus 4 Motor

I am still hoping to locate the original engine for my 1967 Morgan Plus 4. According to Morgan Factory records, the car left there with a late model TR4 engine number CT74227 installed. The factory doesn't specify, but I would assume that it would be followed by the suffix ME, thus making it CT74227ME

If there is anyone out there who owns that engine (even if you don't want to sell it), or if you know the whereabouts of it, could you please contact me?

The car was sold new through Sterne Motors and during its early years, was raced at Westwood. For whatever reason the engine was changed out at that time. The car is pale yellow and black, has a Conference Racing sticker, and shows the driver as Gary Peterson. The name "GOOFY III" is written on the nose cowl.

Once again, if anyone has any information about the car or its history during those Westwood days, I would love to hear from you. Any help or even scraps of information would be great.

I am also hoping to locate a Morgan owner (a casual acquaintance from many years ago.) He lived locally and owned a small engine and tool shop near Brentwood Mall named "Sharpey's". He had re-powered his Morgan Plus 4 with a Miata engine and drivetrain. If anyone knows this fellow could you please put me in touch?

Any information at all is appreciated.

Thanks.

Bill Hayter      604 987-5921 or [bhayter@telus.net](mailto:bhayter@telus.net)





## PACMOG Regalia

Contact Brian Nixon for any regalia requests [nixon.b@outlook.com](mailto: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](http://www.regbeercoachbuilder.ca)

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

**Martin Beer & Stephen Beer**

933093 Airport Road  
Mono, ON L9W 6C7  
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905-857-3210



**Steve Sillett**

Delta Location:  
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Delta, BC V4K 4E2

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

604-530-1433 [www.panelcraft.ca](http://www.panelcraft.ca)



**Terry Firestein**

604 910 0857

[www.autobauer.ca](http://www.autobauer.ca)  
[autobauercanada@gmail.com](mailto:autobauercanada@gmail.com)

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



# Pacific Morgan Owners Group

## 2021 Membership Application

(Please print in block letters)

### 2021 Membership:

Membership is only \$10

Make out cheques to "PACMOG"

Send dues and completed form to:

Pat Miles, PACMOG Treasurer

15410 Kildare Drive

Surrey, BC V3S 6B9

Date \_\_\_\_\_ New \_\_\_\_\_ Renewal \_\_\_\_\_

Last Name \_\_\_\_\_ First Name \_\_\_\_\_

Spouse/Partner Last Name \_\_\_\_\_ First Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Province/State \_\_\_\_\_ Postal / Zip \_\_\_\_\_

Home Phone \_\_\_\_\_ Cell \_\_\_\_\_ Other \_\_\_\_\_

Email Address \_\_\_\_\_

Spouse/Partner Email \_\_\_\_\_

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

1. Year \_\_\_\_\_ Model \_\_\_\_\_ 2-seater \_\_\_ 4-seater \_\_\_ Colour \_\_\_\_\_

Engine \_\_\_\_\_ Chassis Number \_\_\_\_\_

Unique or notable characteristics \_\_\_\_\_

2. Year \_\_\_\_\_ Model \_\_\_\_\_ 2-seater \_\_\_ 4-seater \_\_\_ Colour \_\_\_\_\_

Engine \_\_\_\_\_ Chassis Number \_\_\_\_\_

Unique or notable characteristics \_\_\_\_\_

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