



The Morgan Link

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The Magazine of the Pacific Morgan Owners Group

June 2022



From the Editor's Desk...

It is so great to have the car events happening again this year! From what I heard, the Vancouver ABFM at Van Dusen Gardens (by the way, this is the official name, not the Van Dusen ABFM), was an unqualified success. The weather was brilliant and we had as many or more cars on the field as in the pre-pandemic days. There were crowds of people who paid a handsome fee to enter the grounds to look at our cars. This month, the big Fraser Valley Classic Car Show was back on in Chilliwack. For those who made it, the show was great with a large crowd of spectators. Welcome back the summer!

While you are out driving your Morgans, please remember your editor! I can use many photos for several articles. I need photos of you on the road or parked somewhere scenic. I am sure you are tired of seeing photos of my Morgan Plus 8. I would be happy to put your car in the magazine so don't be shy. Snap a photo of two. If they are not the greatest quality, send them anyway. I can correct many things with Photoshop.

We have a great series starting this month with the escapades of Dennis Glavis. This month we will follow him on his adventure in the 1988 Carrera Panamericana as he drives his 1953 Morgan Plus 4 Flatrad with his friend and co-owner Jack Gordon.

Laurel Gurnsey has written about carriages and coach-built vehicles. Alistair Crooks has filled us in on the actor from last month's Morgans in the Movies. Chris Bright tells the story of the Italian company Magneti Marelli. Dave Doroghy shares his feelings about the ABFM. An article has been translated from Norwegian telling about the owners of GB Sternes' Morgan Plus 4 SS. Plus lots of other interesting stories!

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

June 2022

Editor – Steve Blake

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

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

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

Report from the Executive- June 2022

By Steve Blake, Chair

Vancouver ABFM at Van Dusen Gardens
results for PACMOG

courtesy of www.westerndriver.com

MORGAN

CLASS #24—Morgan 4/4

1. Brian Nixon: 1970 Morgan 4/4—Coquitlam
2. Les & June Burkholder: 1969 Morgan 4/4—Langley

CLASS #25—Morgan Plus 4

1. Larry Vail: 1963 Morgan Plus 4—California
2. Kit Raetsen & Joanne Cockshutt: 1994 Morgan Plus 4—Saanichton

CLASS #26—Morgan Plus 8

1. Steve & Susan Blake: 1991 Morgan Plus 8—Delta
2. Tom Morris: 1972 Morgan Plus 8—Sechelt

ENGLISH FORD

CLASS #54—English Ford

2. David Collis: 1965 Ford Anglia 124E—Pitt Meadows

NEATEST LITTLE CAR AWARD:

sponsored by Western Driver automotive website, division of Westco Marketing Ltd., owners Patrick & Joan Stewart.



Steve Blake's 1939 MG VA DHC Tickford: 2022
Vancouver ABFM Neatest Little Car.

The 'Neatest Little Car' is not too difficult to recognize, and this year, no surprise, the award goes to **CAR #20 from Delta, BC: Steve & Susan Blake, 1939 MG VA DHC Tickford.**

Judges' comments: Anyone seeing this classic will immediately recognize why it is deemed the 'Neatest Little Car' at this year's Vancouver ABFM.

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1968 Morgan 4/4

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Non-voting member attending
Board Meetings as Secretary

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Cover Photo Credit:

This month’s cover photo was taken by Steve Blake at the Vancouver ABFM at Van Dusen Gardens.

Contributors

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

Susan Blake, Dave Doroghy, Ken Miles, Andrew Smith, James Gilbert (MMC), Valentin Tanase, Jacques Gallien, Alistair Crooks, Gary Bell, Laurel Gurnsey, Roger Mulloy, Chris Bright, Dennis Glavis, Morten Uglum, Jane Cowan, Bob McDiarmid

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PACMOG Constitution:

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

On the Road!

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



Dennis Glavis sent this photo of the ex-Bob Shaw Morgan DHC
Steve Blake's 1991 Morgan Plus 8 at Centennial Beach at the start of an OECC drive





Gurnsey's 1953 Morgan waiting at Earl's Cove for the ferry to Saltery Bay (Steve Blake photos)
Jacques Gallien in his 1980 Morgan 4/4 at the Chateau communal d'Ham sur Heure-Nalines



Out of Range!



MEET AT MORGAN ROAD AND TRACK

Featuring historic Morgan race cars and race cars from friends of Morgan

An illustration of three Morgan cars on a racetrack. In the foreground is a modern, sleek Morgan sports car. Behind it is a classic Morgan sports car, and further back is a vintage Morgan race car. The background shows a stylized landscape with mountains and a blue sky.

MEET AT MORGAN
MORGAN EXPERIENCE CENTRE, MALVERN
ROAD AND TRACK
SATURDAY 11 JUNE

Proud to support **MISSION MOTORSPORT**

This Saturday, 11th June, Morgan will host its next Meet at Morgan event at the Morgan Experience Centre in Malvern. The theme, Road and Track, celebrates cars and bikes born on the racetrack. From early Morgan race cars through to the latest track cars, everything is welcome. As ever, if you don't own a car within the theme, you're still more than welcome to come along!

Various Morgan race cars, including the 2013 Le Mans winning LMP2 car, 1962 Le Mans winning TOK 258 and the current race-spec Morgan Plus Four will be on display along with other race cars from our heritage fleet and a few race cars supplied to us by our friends.

The Armed Forces Covenant



Saturday's event will also witness Morgan signing the Armed Forces Covenant, as a formal pledge of its commitment to supporting the Armed Forces community.

Representatives of Morgan, the Armed Forces and Morgan's chosen charity, Mission Motorsport, will be present for the signing.

The signing of the covenant continues Morgan's work to support the Armed Forces, as a celebration of this a number of Mission Motorsport beneficiaries and the Morgan race car on hand controls will be present.

Father's Day at Beacon Hill Park

By Jane Cowan

After a 2 year hiatus (COVID) and months of uncertainty, the City of Victoria finally made the decision to allow the "37th ANNUAL FATHER'S DAY BRITISH CAR AND MOTORCYCLE PICNIC AT BEACON HILL PARK, VICTORIA, BC", to go ahead.

Because this permit was so late in coming, many of our members had made other plans for the weekend or were not able to arrange, at such short notice, accommodation in Victoria. Plans had not been made for the traditional Saturday BBQ and often a several day run the following week. As a result, we had far fewer cars than in the past. Bob and Judy McDiarmid and Win and Christine Muehling made the trip from the mainland to join the Island members - Jane Cowan, Ron Akehurst, Pat Leask, Ken & Marion Butler, Kit Raesten & Jo Cockshutt, and Lloyd & Treacy Reddington. Marv Coulthard really wanted to be there, but heavy rain on Salt Spring Island in the morning caused his trip to be cancelled. Anna Rochfort took a taxi there - a little too late - to say hello.

A huge surprise was Jim Walters being there with a Morgan - a never before event. He was giving Bob Wadden's car a test drive and actually arrived before me! (I was told to not be there before 9:30). Given the small number of Morgan cars expected, I had decided that trying for a rainbow lineup was not practical. I might say, I had a few spectators/visitors come by and ask why there wasn't a Morgan Rainbow. I will have to correct this next year. Let's hope that this event can continue in the future without the lengthy delays that happened this year. Happy Morganing to all. Summer should be on its way!





(Jane Cowan photos)



(Bob McDiarmid photos)

Nog 'n Natter at the Unsworth Winery

By Jane Cowan

On Thursday, June 16, some of the Island Pod were finally able to get together for a Nog 'n Natter at Unsworth Winery in Mill Bay. Attending were Jane Cowan, Norma and Pat Leask, Lloyd and Treacy Reddington, Ken and Marion Butler, Kit Raesten and Jo Cockshutt, Ron Akehurst and David and Pauline Stephens. The Reddingtons, Stephens and Kit and Jo met us there. The others drove up there together taking a winding route around Shawnigan Lake, north of Goldstream Park.

Unfortunately, the bookings made to seat us at two tables of 6 close together were not followed through by the Winery, nor the request to ensure that celiac concerns were met. Nevertheless, we at least were able to spend some time together with Morgan friends. Some of us encountered brief periods of rain on the return journey (tops down), but all arrived home reasonably dry. Let's hope more opportunities arise for get togethers in the coming months!



(Jane Cowan photos)



Run to Port Hardy

By Steve Blake

What do you do with your Morgan? I have been looking for articles from members covering their trips, drives, events, and shows attended which are not part of our PACMOG calendar of events. The Morgan Link gives you a chance to share your stories with other members and maybe spark some interest in the rest of us to do something different. This article shows how a couple of us spent the first week of June with some other driving enthusiasts.

The Tea and Crumpet Society is a group of about 35 people who own pre-war cars. We meet for brunch once a month and discuss how to fix our cars and plan drives. Twice a year we go on a "Jolly" which is a mainly British term meaning to go out to have fun. This Spring's Jolly had a group of 14 with seven cars meet at Horseshoe Bay on Monday, May 30th. We boarded the ferry to Langdale on the Sechart Peninsula, drove to Earl's Cove, took the ferry to Saltery Bay and stayed overnight in Powell River. From there, we took the ferry to Comox on Vancouver Island and drove north to Campbell River. After overnighing, we carried on to the north end of the Island, staying at Port Hardy. The next day we visited Telegraph Cove on the way back to Campbell River. On Friday, we drove to Nanaimo and returned by ferry either to Horseshoe Bay or to Tsawwassen. It was a trip of about 1000 km.

The cars on the drive included two Morgans, an MG TA, Rolls Royce, Bentley, Alvis, and a Talbot. While there were some interesting mechanical issues, nothing stopped any of the cars from proceeding. Everyone made it to their destination and home. The Morgans of the Gurnsey's and the Blake's were the only post-war cars on the trip but at least we could say the designs for our cars were pre-war.

The best breakfast was served at the Kwa'Lilas hotel in Port Hardy. Best fish and chips from Dick's in Campbell River (although Susan was disappointed they ran out of mushy peas). The best lunch was at the Crow's Gate Pub in Nanaimo. And the best dinner was at the Coast Discovery Hotel in Campbell River. The Kwa'Lilas Hotel had the best design with First Nation's decor throughout. Telegraph Cove was the best historical stop and worth the extra drive. We learned about the early settlers in this sawmill outpost and also observed, a little further up the road at Beaver Cove, what the new logging operations looks like. Fortunately, there were not too many logging trucks on the road. Only one bear and three deer were spotted. I think the rain kept them in their shelters.

It was a great Jolly and a trip worth repeating, maybe as a Morgan run for PACMOG.



Morgan meets blade from a wind turbine





(Steve and Susan Blake photos)

Fraser Valley Classic Car Show

By Steve Blake

The Fraser Valley British Motor Club sponsors this event as a fund raiser for the Chilliwack Hospital via the Fraser Valley Health Care Foundation. This show originated as the Minter Garden Concours, moved to the Chilliwack Threshermen's Museum, and now is at the park by lot 7 at the University of the Fraser Valley. Approximately, 200 cars were at the show. Cars were classified in groups by year; pre-1940, 1940s, 50s, 60s, 70s, 80s, 90s, Modified, Motorcycles, and the Premier class for past winners. The Blake's 1991 Morgan Plus 8 was the only Morgan represented and they won first place in the 1990s category much to the chagrin of the Mustangs, Camaros,



Knut Hallan - The Norwegian Owner of GB Sterne's Morgan Plus 4 SS

Courtesy of Aftenposten, Norway, Photos by Morten Uglum

(Translation from Norwegian by Steve Blake)

Knut Christian Hallan has his own car room with a sea view: - "Life is too short to drive a dull car."

It took more than three years to persuade the owner to sell the red dream. Since then, there has been a lifelong Morgan love for Knut Christian Hallan.

Red Company: Knut Hallan has run the IsRace, Auto slaloms, Hill climbs, and challenging historical rallies. In addition, there are countless family trips in the red British veteran Morgan Plus 4, "The Hellum racer". It is easily recognizable with only two aeroscreens or front screens. It gives less air resistance and pickup than a regular windshield.

Knut Christian Hallan (71) wipes dust off the hood of the Austin Healey in his specially built garage.

"Life is too short to drive a dull car," he says, and thinks it literally.

He planned the villa with his wife Gro in all its detail. It was completed eight years ago. Some areas are set aside for family life and Gro's clothes - and an almost equal part for life on four wheels.

CLASSIC CORNER: Knut Hallan drew his own British car room when he planned the house in Son with his wife Gro. Hallan has run the Monte Carlo Rally 16 times. 13 times with the black Austin Healey, three times in a Morgan. - A Morgan is too stiff for rally, says Hallan.

Not many people have their own car room with sea views. Here Hallan does just as he wants, but everything is placed with a neat sense of order. The living room is filled with well used, but shiny, English vintage cars of good quality, collections of model cars, pictures from rallies and Chesterfield furniture. Not a single oil drop is to be seen, but many petrol pumps with names of oil companies that no longer exist are placed around the room.

RALLY DRIVER: Four driving suits testify to countless rallies around the world. Hallan has no figures on how many millions of miles he has driven. Once his grandson tried to count the number of car races but went into a buzz as he passed 150!



The couple has always been keen to make room for both themselves and their vintage vehicles.

- I could never have done this if Gro had not agreed, says Hallan.

Always freshly washed: Gro and Knut Christian Hallan share the car interest, and have driven on an incredible number of trips together. Cultural experiences are always waiting along the way. They are the events that Gro has planned. For example, wood hotels and Morgan are a sure winner. All the trips have been named and documented by specially made metal signs.

It's all about good vintages and quirky features. Everything is carefully documented. Small signs and plans tell short facts. The long lines and all the details are nailed in Hallan's head.

Leather helmet: One year he drove his red Morgan to work every single day, in all kinds of weather. It amounted to 20,000 kilometres of pure joy, according to Hallan.

A drive helps with everything

- Driving in a vintage car is like medicine. Everyone should have a trip on a blue prescription, Hallan insists.

The cars are like family members, and of course they have their own names. Both Peter and Charles are found in the collection. Both are named after the Morgan family.



Hallan has traveled around the world to acquire Morgans over the years. He does not talk about buying and selling in the usual sense. Hallan became acquainted with the owners, connected to the cars, and looks at it all as an adoption. An old car does not go out on date that a new car can do. Veteran cars have almost eternal life, even if they are a little bit awkward.

278 new and used cars were sold via Roadster Square in those years Hallan had the agency for Morgan in Norway. When he began, there were 29 Morgan in the country. Most were not in drivable condition. Now the Morgan Park is counting 480 cars.

Five Morgan cars are still owned by Hallan and he has retained the personal relationship with the Morgan family. Currently, two of Hallan's cars are on loan to the Morgan Factory Museum, which has 30,000 visitors a year.



Hallan can mention many reasons to buy a Morgan. These three are the most important:

1. A Morgan has soul. You can talk and cuddle with it and you can get feedback: it buzzes, but it never shuts.
2. The older it is, the finer it is. This car never goes out on date.
3. There are (maybe) better cars, but a Morgan is worth more when you sell it than when you bought it.

He quickly adds that a Morgan is suitable for the whole family. We have always combined the trips with culture, says Hallan.



GB Sterne's old Morgan Plus 4 SS

The former car importer's absolute preferred Morgan is the Red Plus 4 flatrad from 1953. It is and was a winner under the nickname "Hellum racer", occasionally used for ice races on frozen lakes with two centimetres long spikes in the wheels.

- I came with a cut, clean shirt and pressure in my pants to buy a Singer off a guy in Telemark. There I saw the Morgan, but the owner considered that I had too little muck under my nails. Only when I had completely restored the Singer and registered it, was I considered the buyer for the red car, Hallan hums. He had to go to Telemark before the purchase was in the box.



Later, Hallan was almost commuting to Florida and California to find worthy objects to import into Roadster Square. He likes to follow the sales. Once it went so far that he and Gro checked the garage conditions to see how the donation they were going to sell was going to be looked after by the buyer.

There is no doubt that the red Morgan is awakening for winter. And Knut Christian Hallan is happy to greet everyone he meets. The car is from 1953, has a four-cylinder Triumph engine and 115 horsepower. This is a rally winner with light weight and a low centre of gravity.

Wet on the legs

Of course, a car was also the reason why Gro and Knut Christian Hallan became a couple at all.

- We lived three houses from each other at Ekeberg. It was raining very much after an exam, and I decided to wait for Knut. At that time he also drove an open car, a Renault Dauphine, but it was more open underneath, says Gro Hallan and laughs.

She was pretty wet on her legs when she got home. But the next day, Knut suggested that they celebrate that the exam was over. And since then it has been the two.

Beautiful: Is it possible to fall in love with a car? Knut Hallan has done it many times. Rust is not the main problem for a Morgan since the bodywork is made with ash. But you should keep track of insect attacks!

Self-taught Hallan has always been fond of English cars. He dreamt of an MG TC as a teenager. It cost NOK 3000. It was more than he could afford, so he started with an old mini.

Since then he has never stopped picking things apart. He was very concerned with original details, brushes and rags so everything shines. So far he has owned 37 minis.

Good style

Hallan sets the "heart of a child" free and rolls out of the garage. Then he gives it gas and motors into the narrow streets in the centre of Son. He passes elegant hallander, where the collection of old signs, boxes and goods barely has space in the couple's private museum.

He stylishly corrects the leather helmet and driving glasses, smiles and greets everyone he meets in the neighbourhood at minus 16 degrees. But on the inside, he is a little more uneasy than usual.

His father passed away of kidney failure at just 74 years old. Now Knut has received the same diagnosis. The day Aftenposten comes to visit, Gro has been to the hospital to take a blood test. Maybe her kidney can fit into the body of her life companion?

- We have worked together for years. It is not suitable for Knut to become dependent on daily dialysis and be bound to this house. I hope we can still get many good trips. It is on the trips we really live, says Gro Hallan.

The red beauty with a flat radiator in front has already been transferred to his son Christian, for the neat sum of a penny and six farm eggs - he will never sell it, but in time transfer it to the grandson Bo Alexander.



The Garage

By Steve Blake

Drive up or down any neighbourhood street and you will see double garage doors facing the street with two cars parked in front of them. This is on the outside of the garage! If the door is left open you will see an array of bicycles, lawn mowers, hockey nets, recycle materials, boxes, plastic tubs, yard ornaments, garden furniture, cans of paint, wood, old appliances and a chewed up recliner or easy chair. What is the purpose of the garage? Note that when realtors list properties for sale, they rarely show photos of the garage!

What is the second most expensive item purchased by families? Yes, the house is number one and the car is number two. On your drive up and down that street note the average value of those cars sitting outside, unprotected. On average, they have a value of \$30,000 to \$70,000. What is the value of the “stuff” filling your garage? Maybe \$1000 to \$5000? But it is locked up and safe while the car is being broken into for your wallet, small change, or the laptop carelessly left behind. Maybe thieves are just happy cutting off the catalytic converter for the precious metals.

Roger Mulloy sent me the following funny garage clean up video. Click the link below.

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



(Thanks to LOL Comedy Network)



MORGAN THREE WHEELER



THREE WHEELERS

NEW 2023 Morgan SUPER3 THREE WHEELER

– Order yours today as US vehicles soon to begin production

3k miles 2017 Morgan THREE WHEELER – Black, loaded // ONE OWNER – SOLD BY US NEW

218 miles 2014 Morgan THREE WHEELER – Silver // SUPER DRY

218 miles 2013 Morgan THREE WHEELER – One of three // GULF EDITION

2013 Morgan THREE WHEELER – BRG/Tan Leather // FRESH ENGINE

1934 Morgan MX4 SUPER – Matchless water-cooled engine, modified with foot pedal gas feed, dash mounted choke and spark advance // SIGNIFICANT PRICE REDUCTION

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

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



ROADSTERS

NEW 2023 Morgan Plus Six – the new era of performance and refinement // ORDER YOUR EXAMPLE



NEW 2023 Morgan Plus Four – automatic, eight speed paddle shifter or six speed manual transmission

2019 Morgan Plus Four – Polished aluminum with BRG wings // 0.85K MILES!

ANNIVERSARY EDITIONS

2003 Morgan Plus 8 – Ivory exterior, Black Yarwood Leather // 10.8K MILES!

2003 Morgan Plus 8 – Royal Ivory, Mulberry Leather // 18K MILES!

1984 Morgan Plus 8 Isis TURBO CONVERSION – Special Corsa Red/ Cinnamon leather, Propane-powered car // HUGE PRICE REDUCTION

1963 Morgan Plus 4 SUPERSPORT – Dark Blue, Black leather, Black 72 spoke wire wheels // LEGENDARY RACING RECORD!

1958 Morgan Plus 4 – Two tone Blue, Black interior // 100% COMPLETE + RELATIVELY RUST FREE

1954 Morgan Plus 4 – Yellow, Black interior, interim-cowl example // RIGHT-HAND-DRIVE

1949 Morgan FOUR/FOUR SERIES 1 – Tan body with chocolate wings, Chocolate leather // PRICE DROP!



OTHER MARQUES

NEW 2021 Allard J2X MkIII – Coming soon!

1974 Lotus EUROPA – Twin Cam 5-speed!

1965 Sunbeam TIGER Mk1A – Race Rally Prepped!

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

1949 MG TC SUPERCHARGED 973 miles since restoration!



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June 2022

Carriages and Coach-Built Cars

By Laurel Gurnsey

When Colin and his '36 Lagonda introduced me to Classic Cars, I had never heard the term 'Coach-built' car. Carriages and coaches belonged in period movies or as stagecoaches in westerns. 'Horseless carriages' had crossed my radar, but I had never before made the connection between carriages and car body design.

Colin thoughtfully piled coach-building books on my desk, but I was first curious about carriage origins. Colin and I had been to horse carriage collections, including London's Royal Mews and my brother and I had visited Versailles' Carriage Museum. I remember being surprised at how high the Louis 15th and 16th carriages were! We were told it kept assassins out (steps helped nobility get in.)



The Merriam-Webster dictionary says a carriage is a 'wheeled vehicle, especially a four-wheeled horse-drawn passenger vehicle.' Romans and Egyptians used chariots, as did Ancient China and 3000 BC Mesopotamia. Cart remains in ancient Celtic graves showed 'construction techniques that survived until the motorcar age.' Medieval carriages ranged from farm wagons to carriages used by nobility.

Beau Brummel, an elegant figure in London (1778-1840) used coaches equally elegant, with silk upholstery, padded seats and specially trained carriage horses bred from Arabian and English studs. 1500s Hungary produced a faster, lighter carriage and the town of 'Koc' gave it a new name... 'coach'. In the 17th and 18th centuries, huge axle improvements made carriages easier to pull and turn and less likely to flip over during a directional change or on road ruts.

According to 'Cars and Coachbuilding' (George Oliver), the 1800s brought changes spelling the end of horse-drawn carriages. Railways competed for long distance travel. Mail and stagecoaches disappeared from the roads. Medium distance railways replaced gigs and phaetons. Private carriages like broughams remained, but skilled coachbuilders switching to the automobile, offered style and elegance based on familiar carriage designs and an industry based on the horse began to disappear. 'The sight and sound of splendidly harnessed horses' became reserved for events like Royal Weddings, PBS movies and special occasions.'

FOUR HORSE-DRAWN CARRIAGE STYLES AND CAR BODY DESIGN

1. **PHAETON:** lightly sprung, sporty open carriages; often dangerous; pulled by a single horse or pair. The carriage had a folding half-top. Queen Elizabeth uses Queen Victoria's 1842 phaeton. A Phaeton car has an open body, without wind-up windows. Side curtains and a removable top can be added in bad weather. From Bernard Cornwell's novel 'Fallen Angels':

"The bays were her joy, harnessed to a carriage she had chosen for herself, a carriage...her father considered flighty, dangerous, and welcome evidence that his beautiful daughter was not entirely a sensible, practical and dutiful girl. She had bought herself a phaeton."



Phaeton Buggy



Bonin's 1933 Packard Phaeton

2. **LANDAU:** light, 4-wheeled, 4-passenger (2 facing 2), convertible carriages suspended on springs for comfort. Drawn by 4 horses. In the car world, a landau has forward-facing seats and a top that opens over the rear seats but not the driver. In the 20s and 30s a top was fixed in place. Landau irons gave the car a convertible look. Society of Automobile Engineers definition: 'a landaulet is a closed car with folding top, seats for three or more and driver's seat outside.'



1902 State Landau - Royal Wedding



Bill Holt'Liz Haan's Lagonda with Landau Irons

3. **BROUGHAM:** light, four-wheeled, horse-drawn carriages seating two people. Broughams often became hackney carriages, or cabs. A brougham car had a non-collapsible roof over the passenger area. A brougham-landaulet had a collapsible roof. The brougham is also known as a Town car.

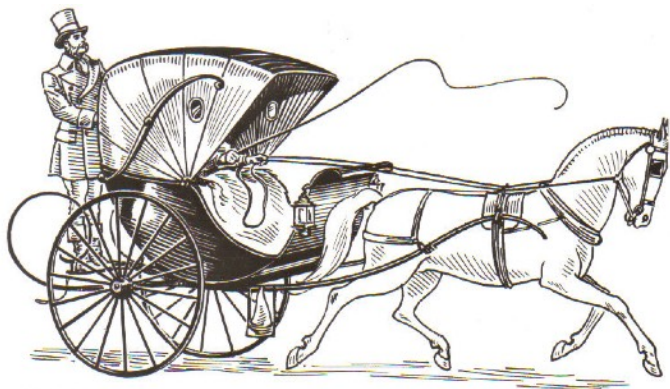


Brougham Carriage



Detroit Electric Brougham

4. **CABRIOLET:** two wheels and a single horse; often used as cabs. Folding soft tops covered the passengers. In cars, the cabriolet can be an open two-seater or roadster; a soft-top convertible or hard-top convertible (coupe cabriolet). A Drophead Coupe, in England, is a two-door, four-seat sports car with a folding soft-top and roll-up windows.



Cabriolet Carriage



Jaguar XK120 open top roadster

SIX COACHBUILDERS

In the 1880s, coachbuilders, using traditional skills and experience, began making 'bespoke' bodies for the 'nobles and wealthy who wanted the distinction of choosing a style of body to suit their personal tastes.' ('The A-Z of British Coachbuilders')

RIPPON:

Walter Rippon made a State Coach for Queen Elizabeth 1 in 1563. They started car coachwork in 1905, working with Rolls-Royce, Bentley, Daimler & Delage.

VANDEN PLAS:

Originated in 1800s Belgium, ...well-respected for horse-drawn carriages. Vanden Plas began car design on Bentleys, then Alvis, Lagonda, Talbot and others.

HJ MULLINER:

HJ's relatives set up business in 1760, building mail coaches. HJ worked on Rolls, Bentley, Lagonda, Humbers and Daimler, fashioning drophead coupes, limousine-landaulets and sedancas.

HOOPER:

Respected for elegance and workmanship. Founded in 1805 to build high-class carriages, it was coachbuilder to Queen Victoria and King Edward V11. It built airplanes in World War 1 (Sopwith Camel) and turned out limousines, landaulets, broughams and sedancas on mostly Rolls-Royce/Bentley/Daimler.

JAMES YOUNG:

Goes back to 1863. Known for Bromley Brougham carriages. It began car bodies in 1908, working on Hispano-Suiza, Bentley, Bugatti and others. Best-known design was the drophead coupe. The company survived a direct hit with a V1 bomb in the blitz.

FREESTONE & WEBB:

No horse-drawn carriage origins, but Colin said staff would have trained on carriages earlier in their careers. Re: our friends, the Erhardtts, in England:

“Phil’s father picked up a chassis for his 1934 M45 Lagonda, put a soapbox in as a seat and drove the car to Freestone and Webb where a custom Drophead Coupe body was installed. He drove the car to the 1936 German Winter Olympics, top down to carry his skis. He participated as part of the British hockey team and brought home a gold medal. ”



Phil Erhardt's 1934 Lagonda Drophead Coupe

Sources on request. Article first published in the Bumper Guardian magazine Classic Car Club.

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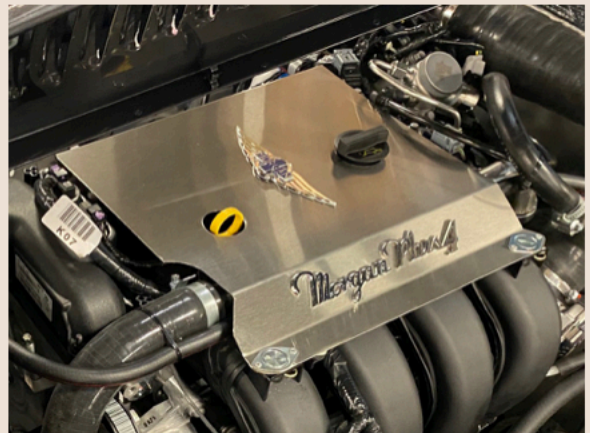
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(Thanks to Roger Mulloy!)



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SHOP TALK

The Spark of Magneti Marelli

By Chris Bright



Magneti Marelli is one of the most recognized names in the pantheon of Italian automotive greats. The company never built a single car, yet their products enable every car produced in that country and many other countries (such as the Porsche 911) to go. Magneti Marelli got its start in the early days of the automobile, embracing motorsport at the highest level to hone and harden its products, ultimately becoming the huge automotive supply conglomerate it is today.

Magneti Marelli means “Marelli Magnetos” in English, and while not the inventor of the magneto, the company did a lot to develop, perfect, and commercialize these critical components. From that starting point, they expanded into automotive batteries, spark plugs, distributors, alternators, radios, lights, brakes, pumps, electronic engine management, and much more. Today, the company also owns other famous names such as Weber, Jaeger, Veglia, and Solex.

First There Were Fans

Young Ercole Marelli was born in 1867 in Milan to very humble beginnings. (Ercole is “Hercules” in Italian, btw.) Early on, Marelli showed an aptitude for mechanical work, which led to him attending a vocational training school by day. At the young age of 15, he started to apprentice after classes with Tecnomasio, a firm installing the first electrical lighting projects for cities and towns in the late 19th century.

This eventually led to Ercole, now just 20 years of age, boarding a steamship to Paraguay, where he would spend the next three years of his life installing a lighting and electrical system in a factory.

Upon his return to Italy, he decided to set out on his own. In 1891, he set up an electrical workshop in Milan. This is where the Marelli empire got its start, initially producing batteries, capacitors, and electro-medical devices. The company’s first commercial success came from manufacturing electrical fans (“air agitators” as they were called) after seeing one that had been imported from the U.S.A.

Ercole Marelli and his team were always tinkering and experimenting. Marelli himself applied for many patents, including one for an entire airplane! One of his applications in 1915 was for a magneto ignition system. He didn't personally invent the magneto. Instead, he secured a patent in Italy for one of his designs. Magnetos had been around for some time, as Bosch and Simms were credited with the first practical version for automotive ignition in 1897.



Ercole Marelli

Marelli's magneto was simple, durable, and reliable, so he started production to supply Italy's automotive industry. After WWI ended, Marelli spun off the automotive supply into a company called *Fabbrica Italiana Magneti Marelli* (FIMM), which was a 50/50 joint venture with Fiat in 1919. Thus, the name Magneti Marelli was born!

From Day One, Magneti Marelli was active in motorsports -- in the days when competitions were on primitive roads. The lessons learned from participating in dozens of competitions every year "hardened" the components and helped them deliver performance and durability.

The Magneti Marelli *Servizio Corse* (Racing Service) was present at nearly every event, and helped competitors sort out issues and provide replacement parts if needed. They provided support to the 1930 Mille Miglia winning team of Nuvolari and Guidotti in an Alfa Romeo, as well as the two sister cars which finished second and third.

Post-War Expansion

The Marelli organization's origins were in electrical products. From their original magneto product, they stayed the course, adding batteries (1929) and spark plugs (1935). In 1935, a joint venture was formed with Bosch by the unimaginative name of MABO to jointly market their parts. Meanwhile, other lines of Marelli's business were pioneering television broadcasts, and even cutting-edge particle accelerators for scientific research.

After WWII, Magneti Marelli's production ramped back up to fulfill the demand of the growing automobile industry, both in Italy and abroad. Marelli continued to help modernize cars with improved electrical components that met the needs of their demanding customers. Marelli's R&D continued to be in the area of top-level racing, including the new Formula One series in

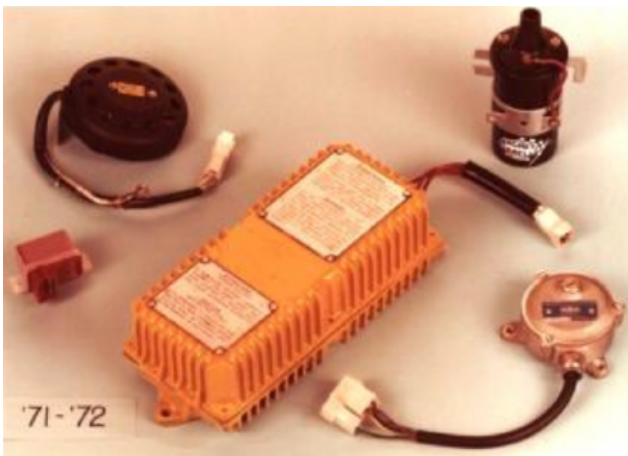


Servizio Corse circa 1925.

which their components powered Farina's Alfa Romeo to the inaugural World Championship.

In 1967, the son-in-law of Ercole Marelli who had run the company since Mr. Marelli's death, also passed away. With the end of family control, by the terms of the original agreement in 1919, Magneti Marelli became a wholly-owned subsidiary of Fiat.

In the late 1960s, the company developed its first electronic ignition called the Dinoplex. It was developed for the first mid-engine road car, the Dino 206 GT -- hence the name. Marelli then partnered with Weber in the 1970s to develop fuel



Magneti Marelli Dinoplex

injection for Scuderia Ferrari's Formula One engines, continuing that important technical partnership. Magneti Marelli continued to develop products to help improve fuel efficiency and lower pollution, with its Digiplex and Cityplex electronic engine management systems.

In 1986, the company was reorganized into a holding company under which many historic brands were housed, including the following prestigious names:

- Weber and Solex for fuel supply.
- Veglia Borletti and Jaeger instruments and electronics.
- Carello and Siem lighting systems.



Magneti Marelli partnered with Scuderia Ferrari from the outset.

The testbed of racing continued to keep the company on the leading edge of innovation. Magneti Marelli eventually worked with all Formula One teams and introduced: the semi-automatic transmission with steering wheel controls (1989), intelligent steering wheel (1994), engine and vehicle control system with distributed architecture and miniature components (2000), real-time telemetry (2001), and KERS for the recovery of kinetic energy (2008).

The most recent chapter was the acquisition of Marelli by investor KKR for \$7.1B in October 2018. The company was folded into Japan's Calsonic Kansei Corporation. The new entity is called simply "Marelli" and is the seventh-largest independent car parts supplier. It employs 54,000 people across 170 facilities around the world, and generated \$11.8B in sales in 2020.

The Marelli Difference

Magneti Marelli is less an inventor than an innovator, meaning they didn't create new ideas, they just took existing ones and relentlessly improved them. The corporate culture was built early on with the impetus and inspiration of its founder Ercole Marelli.

He was humble and was by all accounts a great leader. He invested in creating a supportive work environment for his employees. The other differentiator was the testbed of motorsport where Marelli was not just a supplier, but an active partner with many of the sport's most famous names.

Unlike England's Lucas, which favored cost efficiency over performance with not-so-great results, Magneti Marelli has maintained a good reputation (albeit imperfect) by continually driving forward to stay at the forefront of automotive technology.

Meanwhile, for collector car owners, Magneti Marelli parts are still plentiful in the market, and there is also a cottage industry of providers who can rebuild an original part to get it working just like new. Time will tell if the new Marelli's long-term support for collector parts continues for its brands. Hopefully, they will be good stewards of these iconic brands.

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Morgan Art by Valentin Tanase

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



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.



Morgans in the Movies

By Steve Blake

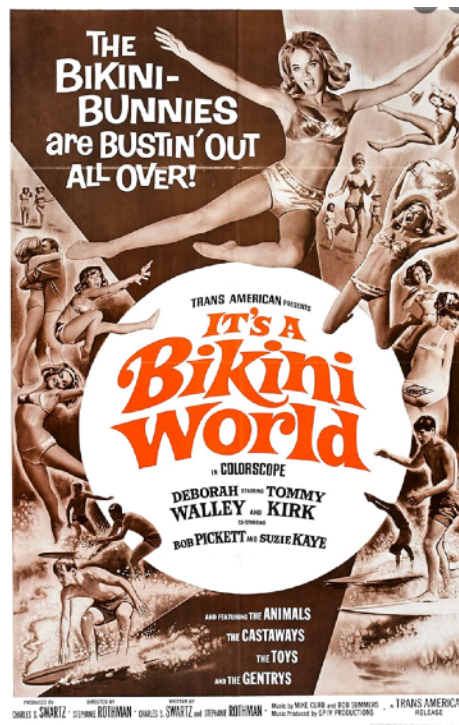
It's a Bikini World - starring Tommy Kirk, Deborah Walley and Bobby Pickett

This 1967 American musical comedy was directed by Stephanie Rothman. There are cameo appearances by several musical groups including the Gentrys, the Animals, Pat and Lolly Vegas, the Castaways, and the Toys. The plot according to Wikipedia is, "Young surfer, local beach jock and ladies' man Mike Samson meets Delilah Dawes. At first, he tries to add her to his collection of women, but she rejects him because she finds him [chauvinistic](#) and shallow, so he disguises himself as a nerdy twin brother named Herbert.

Publisher Harvey Pulp plans to start a new magazine called *Teen Scream*. To publicize the venture, he joins forces with Daddy, a car, surfboard and skateboard customizer and owner of local music club The Dungeon. Pulp and Daddy organize a series of contests, and Delilah competes against Mike

with the encouragement of Mike's fake brother and alternate identity Herbert in various events, and loses each time. However, Mike finds that he is falling in love with her. Delilah finds out about the deception. The two compete in a final race using various vehicles."

For us the star is a short part toward the end of the movie when a 1966 Morgan Plus 4, 4-seater arrives to give one of the girls a ride.



Editor's Note: You can watch "It's a Bikini World" at the following link.

<https://www.youtube.com/watch?v=fGyoSvz9w9k>

The following article was submitted by Alistair Crooks and complements the "Morgans in the Movies" feature from last month.

Chris Rea - Morgans in the Movies

By Allstar Crooks

Thanks to our editor's regular review, Morgans in the Movies, I watched May's featured film *Parting Shots*. In Hollywood they would describe this film as a caper with an impressive cast which includes such luminaries as John Cleese, Bob Hoskins, Diana Rigg, Joanna Lumley and Oliver Reed. However they all play cameo roles and the main character is played by Chris Rea a name that might not be familiar to readers on this side of the Pond.

In Europe Chris Rea is better known as a musician who has had numerous hits in the charts over the past four decades. Born in the Northeast of England and having an Italian father, he quickly became integrated into the F1 *tifosi*. By the time he was 10 he was a fan of Wolfgang von Trips the Ferrari factory driver who tragically lost his life at Monza. Rea's father was in the ice cream business and it has been claimed that the young Chris Rea took his driving test in an ice cream van. The examiner was obliged to sit on a box as it had no passenger seat but during the mandatory emergency stop procedure he fell off and gashed his leg. Rea promptly made his way to the local hospital where the examiner received treatment and consequently awarded the student a pass. He still has that very van!



To say Chris Rea is a petrolhead is possibly an understatement. His music is littered with automotive references, very often referencing the marque from Maranello. During his life he has owned numerous Ferraris from a Dino through to a 328. He undertook a 22 year restoration of a 156 sharknose F1 Ferrari, a tip of the hat to his hero von Trips. As a member of the Historic Racing Drivers Club he has raced an Elan 26R, a Lotus 6 and a Caterham 7 and now as a septuagenarian campaigns a Morris Minor 1000 police car. The fascination with cars is imprinted

throughout his work. The album *Auberge* features his Caterham 7 on the album jacket. His hits include *Road to Hell* and *Driving Home for Christmas*. Then there is *Daytona* that has a line "Twelve wild horses in silver chains" which tells you it's about the car of the same name not the location. The official video with the track *Girl in a Sports Car* is more about the featured 250 TR circa 1960 than the girl. It's not just the exotica either. The video with the track *Texas* features an infamous Trabant.



(Trabant courtesy of Hagerty.com)

During the 90s he was diagnosed with pancreatic cancer and underwent life saving surgery that has left him with type 1 diabetes. He swore that if he survived this surgery his next album would be music of his choice as opposed to that dictated by the guys in suits. This resulted in the much acclaimed *Dancing Down the Stony Road* which saw him return to his blues roots. A combination of his gravelly voice and virtuoso performance on slide guitar drew comparisons with Mark Knopfler and Eric Clapton. Delta blues par excellence. He returned to touring in Europe but with a weakened immune system which necessitated 34 pills and 7 injections a day, they were always fraught affairs. In 2016 he had a stroke and the following year went back on the road but collapsed while performing in the 35th concert of the tour.

Today he is still recording. His collection of cars includes an original Fiat 500, a Ferrari 308, a Caterham 7, the racing Morris Minor 1000 and that ice cream van. Alas he must not have been enamoured with the Morgan in the film *Parting Shots*. The car in question, R4 MMC was supplied by Morgan for the shoot. The clue was MMC (Morgan Motor Company) as MMC 11 was a plate used on the company's press cars back in the day. Needless to say, Chris Rea is justly well respected in both blues and classic car circles.



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From the Morgan Oasis Garage

By *Cuthbert J. Twillie, Proprietor*

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Crinkle Dash Paint

By *Cuthbert J. Twillie*

Friends

This won't be the longest Epistle to the Mognoscenti. It may prove to be helpful, so read on MacDuff and the devil take the hindmost.

Let me show you how to refinish the crinkle finished metal piece that is the central part of the dashboard, also called the facia in the land of funny names. I've always liked Stoke Poges and I'm sure you have your favorites as well. Another British town name that grabs me is Dorking. Back to work you scurvy lot. This metal instrument panel is screwed to the wooden dashboard by six woodscrews, so the first move is to remove the wood dash and then you can get at the metal piece. This is a great time to reline the glove box too as this comes off just like the instrument panel. By carefully marking the wires and lights one can get acquainted with that mysterious somewhere on the other side of the dash as you remove each instrument, switch, lights, toggles, and all that is fixed to the panel. Once the dash is pulled rearward you can study how the pieces come off. I must warn you to carefully mark each piece so clearly that your Granny could understand how it all goes back cuz it does indeed all have to go back. Photographs are an excellent idea if they come back from the drug store. A custom film shop where they do the film in house, right there, is the safest way. Safeway once lost film of mine and I'll never trust 'em again.

Now we have the old piece of crinkled metal and it needs to be stripped of the old paint, using paint remover I suppose. It could be sanded off too. I'd be careful about using a scraper as you don't want to gouge out the metal. It's a good idea to mark the back of the metal piece cuz both sides LOOK the same, BUT aren't.

You may have trouble finding a spray can of crinkle paint. I found some at a shop in Seattle called AutoSport/ Johnny's Machine on Westlake and Blanchard. Find a shop that sells the KRYLON brand and order some.

The trick to getting an acceptable job is to warm the panel and warm the paint. A Mason jar filled with hot water will warm the paint. With the paint warm and the metal warm you'd think you're home free. Not so. I've done this on five cars and I think it took three times of painting and stripping and painting and you get the picture? Eventually you will come up with a pleasing enough example for your perfect Mog. And then is when you get to put it all back with those extensive notes and photos. When it's all done no one but you and Bob Adair will even notice. and he won't say anything.

Restoring Fenders and Running Boards

By Steve Blake

Often the refurbishment or restoration of a pre-war car is similar to the processes we undertake when maintaining our Morgans. In this next series of articles, I will relate the story of my 1937 Chevrolet pickup's fender and running board restoration. The fenders are not too dissimilar to the fenders on a Morgan.

Every time you wash your car, you are made aware of its imperfections. We notice every new rock chip, door bash, or, heaven forbid, rust. On my Chevy, I noticed several things, some rust bubbling up beneath the paint near where the fender brackets attach to the fenders, rusted out support tubes underneath the running boards, some paint bubbling on one running board, crazed paint on one fender, and four holes per running board where step plates had been bolted. It was time to call Andrew Smith for advice.

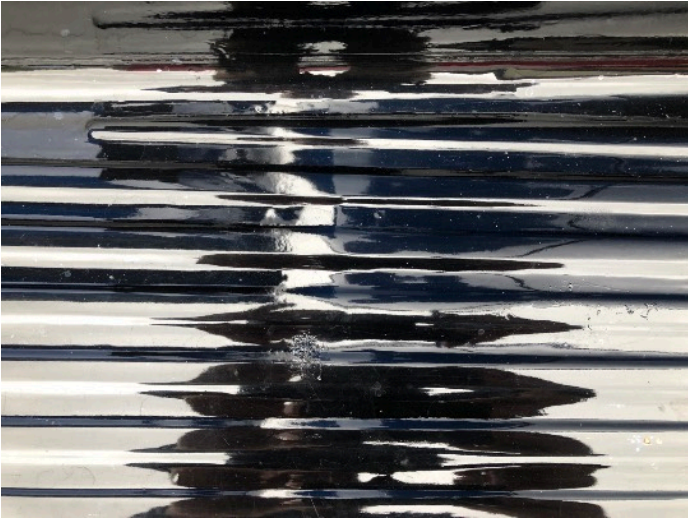
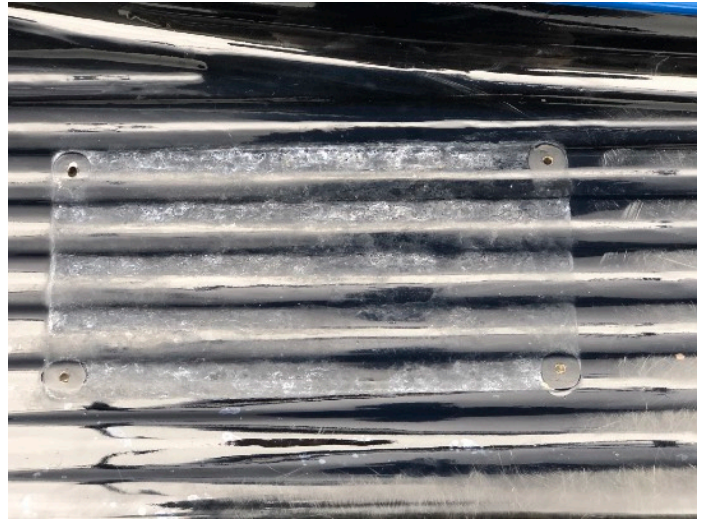
Andrew dropped in to check out the truck on his next trip to the Mainland from Vancouver Island. He looked over the truck and found some additional areas of concern such as poor weld repairs and missing beading around a fender. I booked a time, several months off, for Andrew to begin the work at his shop AR Auto Resurrection in Saanich on Vancouver Island.

When the day finally came at the beginning of April, I drove the Chevy to the Tsawwassen Ferry Terminal and crossed to Swartz Bay. This was my first time to Andrew's shop and I only knew that it was Coach Works original location. I arrived at the address and it was a house! I parked out front and walked around the back hoping I had the right place! Andrew met me in the driveway and had me drive round the back. The workshop was tucked neatly behind the house along with some future projects for Andrew.

I pulled my truck into the paint booth and Andrew showed me around his shop and another truck he was working on. Pat Leask joined us and gave me a ride back to the ferry, after a lunch at the Spitfire Grill at the Pat Bay Airport. Andrew would keep me posted each week on the progress of the truck which I will explain next month.




It doesn't look too bad but look at Andrew's face as he is checking it out! Wait until next month to see the fenders stripped of paint. (Steve Blake photos)



AR Auto Resurrection

Andrew Smith
Auto Restoration



250-516-1684
arautoresurrection@gmail.com

Famous People with Morgans

By Steve Blake

Tony Blackburn - UK disc jockey, singer, tv personality

Tony Blackburn first achieved fame working as a DJ on the pirate radio stations, Radio Caroline and Radio London that broadcast from boats in the Irish Sea. He later worked for the BBC and had a short career as a singer, with a couple albums and hit songs. Tony hosted a variety of radio and tv shows over his career and you can read more if you search his name on the Internet.

One of Tony's album covers has him seated with two dogs in a red Morgan Plus 8. Some have said that this was his car but that has not been verified. He did appear on Celebrity Antique Road Trip in a 1978 Morgan four-seater with actress Toya Wilcox. Thanks to Ian Wegg and his photos on Talk Morgan for this information.



TONY BLACKBURN Tony Blackburn (1969 UK 12-track LP by the 'Nicey' DJ turned singer which includes his cover of Doris Troy's Northern Soul classic I'll Do Anything [released on '45 under the pseudonym Lenny Gamble!!], nice fully laminated picture sleeve showing Tony taking a couple of real dogs for a drive in his Morgan +8!

Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Morgan Motor Company Drone photos





Stoked!

By Dave Doroghy

I know that all the faithful club members that read this column regularly are waiting nervously with baited breath to devour the fifth and last instalment of the exciting seemingly never ending story of my 1966 Plus Four Morgan breaking down in Victoria and how a Good Samaritan named Steve rescued me. Good things are worth waiting for and I can assure you that I will not disappoint. I may delay, but I will not disappoint. The final outcome in my next Dorg's Morg column may also surprise you. Standby; it will be in the next edition.

In the meantime, here are some off the cuff, anecdotal, and well-ordered reflections on the All-British Field Meet last month. For me, finally returning on the Victoria Day long weekend to the fertile soil of Van Dusen Gardens felt like every Christmas and last day of school rolled into one. I was ecstatic. I was so glad that the event survived Covid. I have no idea of the business model that Western Driver adheres to or what challenges it faces, annually staging what I consider to be an amazing car show. All I know is that annual commercial events rely on momentum. I have spent most of my career working on major events (Marathons, Olympic Games, Big Fundraisers) and realize that a two-year flu hiatus can break an event, and put it under. In the back of my mind, I wondered if the car show would even survive. Not only did it survive – it thrived!

I was stoked to attend. But stoked is a relative term that needs to be quantified. That's why at this point in my column I am going to pull out my metaphorical and imaginary "Stoke-O-Meter", plug it in and get some readings. The Stoke-O-Meter records all my stoked feelings and stores them. Let's try and quantify how stoked I really was and how that "stoked feeling" grew as the event got closer. Let's get some empirical data. The Stoke-O-Meter works on a scale of one to ten. One being bored and unaware, Ten being laser focused with the hairs on the back of my neck standing on end and my face hurting unable to contain my big toothy grin.

- 1) In February 2022 I learn that the event is on when my friend Keith sends me an email – My feelings at the time register ONE on Stoke-O-Meter
- 2) I go on line to register for the event in March. I enjoy the registration experience, including filling out the form, and when I insert my credit card details and hit send, the Stoke-O-Meter reaches a THREE



- 1) That stoked Level-THREE feeling lasts for a couple of months until the day before the show when I fire up my car and drive it around the block to make sure it has enough mechanical integrity to travel the five-miles to Van Dusen. The Stoke-O-Meter meter hits FIVE when I realize we are in good shape
- 2) I wake up on the Saturday morning of the show and the weather is perfect. Stoke-O-Meter hits FIVE point FIVE
- 3) On my way to the show coming in from Ladner on Highway 99 heading North toward the Oak Street Bridge, I spot a Morgan on the highway in front of me also headed for the big show. The Stoke-O-Meter hits TEN for a few seconds and then repositions itself at SIX when I realize I have the whole day to go, and I need to pace myself
- 4) I stop at the traffic light at 49th and Oak. I'm stoked and check the Stoke-O-Meter. It's reading a solid EIGHT
- 5) Carefully following the speed limit, I watch the numbers on the street signs descend as I roll on down to 37th and Oak. With each passing street, the numbers on the street signs get lower and lower. 49, 48, 47, 46, 45..... the Stoke-O-Meter advances forward one tenth of a STOKE with each passing street
- 6) I finally reach 37th and the needle on the Stoke-O-Meter bends. As it hits the TEN milestone, the thin red needle tries to move further to the right, and then because of the overwhelming STOKING force powering it, it actually bends
- 7) I get in the line-up at Van Dusen to receive my show package. The familiar young and friendly runner greets me with an enthusiastic grin as I glance down at the Stoke-O-Meter. It's stuck on TEN.
- 8) I inch toward the park's leafy entrance and spot the lovely Joan from Western Driver, the events Matriarch. She is dressed in a splendid bright floral print dress; she is happy and radiates positivity in the sunshine as she directs old classic British Cars into the big show. The Stoke-O-Meter is still stuck on TEN.
- 9) I slowly drive over the familiar foot path, under the arched trees, towards the grassy hill where all the beautiful Morgans are parked. I glance down at the Stoke-O-Meter. It can't handle the overwhelming STOKEDNESS I am feeling. Smoke and steam are billowing out of its sides. It's squeaking loudly. I go to grab it, and I can't touch it, its red Hot! I'm really STOKED!

I can understand how you are all concerned over my well-being at this point. After all, how stoked can a man get in one day, before he melts down. Just as when my 1966 Morgan overheats as it does regularly in the summer, and my thermostat needle rises and bends, all it needs to continue on is to be turned off, cooled down and rested. The Stoke-O-Meter is the same. After arriving at the show at the Morgan section, I parked the car in the shade, pulled out my folding chair and sat on it and then slowly I hit a comfortable level of SEVEN on the Stoke-O-Meter. Content, I remained on that level all day till the show was over.



Thanks Joan Stewart!

(Steve Blake photos)

Morgan Fantasy Photos

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





Morgan Motor Company photos from their Timeline Collection

“Looking Back”

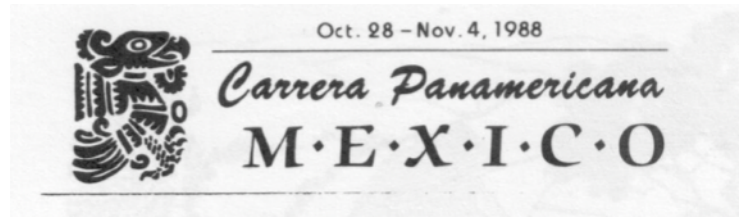
This month we start a series of articles written by our member, Dennis Glavis of Morgans West. In this article he tells us of his experience driving in the 1988 Carrera Panamericana with his friend and co-owner, Jack Gordon, in their 1953 Morgan Plus 4 Flatrad, lovingly named “The Flying Haggis.” This article was originally published in the Morgan Plus Four Club of Northern California’s newsletter.

La Carrera Panamericana 1988

By Dennis Glavis

In the years 1950 thru 1954, a race known as La Carrera Panamericana was held. Covering some 2000 miles of Mexican roads over a five to eight day period, the race proved itself to be one of the most dangerous, tortuous, and deadly of all sporting events and thus its brief glory came to an end due to its high fatality rate. Yet the spirit was never forgotten and in 1988, Mexican and American

organizers decided to reinstate the race as a vintage car event combining daily time and distance rally sections, open road all out speed events without traffic control and closed road all out speed events.



organizers decided to reinstate the race as a vintage car event combining daily time and distance rally sections, open road all out speed events without traffic control and closed road all out speed events. Seizing the opportunity, I convinced friend and Flying Haggis co-owner, Jack Gordon, that this could be the adventure of a lifetime, and no, well maybe, we weren’t out of our minds to enter! Retrieving our trusty, never fail ’53 Morgan Plus 4 Flatrad from its hideaway, it must have caught wind and decided to drop two valve seats attempting startup. A race was on to have the head modified for high RPM running, add an oil cooler, balance the driveshaft, install new Pirellis, and add a Halda Rallymaster before shipping to Mexico.

No problem, with two months to go, we loaded, along with friend Bruce Trener’s mint 1953 Hudson Hornet to be shipped to Calexico to join a 1949 Hudson (the Chihuahua Express), a Porsche 356, and (unknown to them) National RentACar rented 1953 Cadillac convertible as travel-mates on a Mexican transporter headed for the starting point, Tutla Giutierrez, in the State of Chiapas, near the Guatamalan border. But hours before Jack and I were to board our flight, I received a phone call informing me that the transporter had overturned outside of Guadalajara, some cars were totalled, others only suffered major damage. Which was which? Quien sabe?



Two days of expectant father-like pacing by the phone ensued, trading reports of no news with Mexico City as the soon to arrive transporter never appeared. Rumours of the cars having been stolen and never crashed abounded. But suddenly, like an angel heralding the greater glory of God, came the report: the Morgan had suffered rear suspension damage and some body damage, the Porsche had burned to the ground, the rented Cadillac had torn loose of all its suspension and was history, the two Hudson roofs caved in, the windows knocked out and nobody knew anything of their mechanicals. A junkyard in Mexico City was furiously trying to repair the cars and detailed reports were provide to us, “Morgan, Bueno.”

Good enough, on to Mexico City where all our fellow pilotos and organizers appeared to have left a day early for Tuxla. No problem, we’d just catch manana’s flight out. What do you mean all flights are cancelled? What Hurricane? Help!!

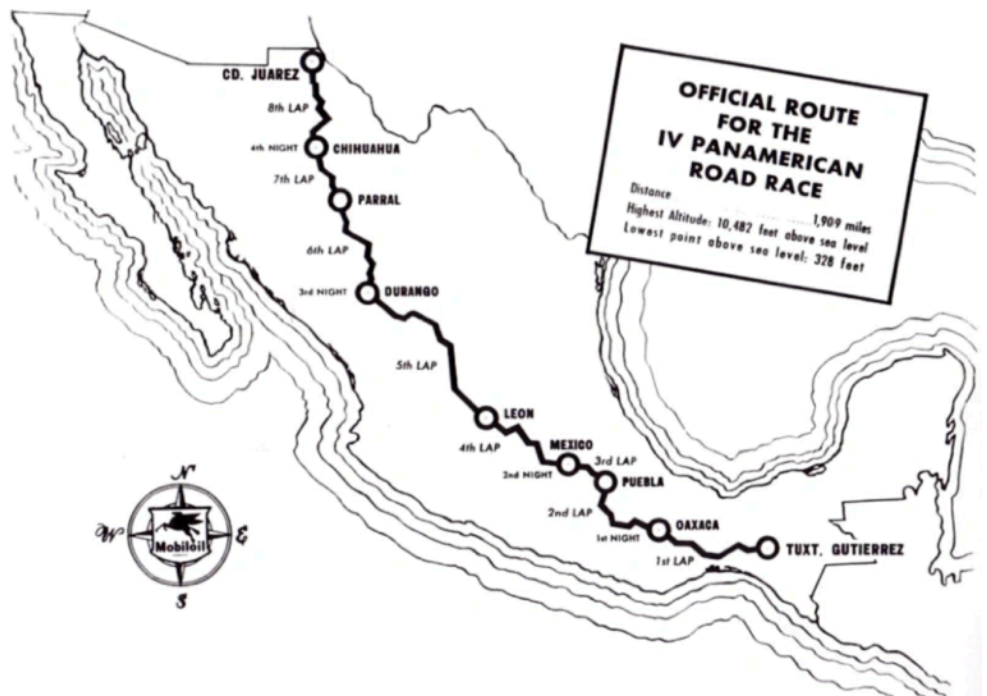
Arriving at the airport at 5 am, we browbeat our way into two nonexistent tickets for a now reinstated flight and, look out Tuxla, here we come!

Chiapas is a steamy, beautiful jungled part of Mexico. Every inch of land was covered with vined wildflowers and brilliant mutli-hued butterflies abound by the millions taming our adrenalin-filled state into a dream-like existence.

Arriving at the hotel, we watched the Judsons, 356 Porsches, early Fords, Mercurys, Lincolns, and oh yes, the "1949" Morgan Plus Eight from Mexico City being tech inspected. Peering under the hoods and under suspensions, we were astounded. What about the rules?! Late model running gear, four-wheel disc brakes, etc. were everywhere. We were stock. We were doomed. Where was our car anyhow? That evening, we attended our first driver's meeting - entirely in Spanish (God, it is hot in here!) Battles ensued between the stock running gear proponents and the modified, each speaker making a statement and then almost being carried out on his supporter's shoulders of the same previous speaker's supporter. We received our log, or course book, some 150 pages of symbols, mostly "left - VERY DANGEROUS!!!" or "right - VERY DANGEROUS!!!" Oh Boy! We retreated to our room to study our 20 page rule book, trying to call someone at Stanford Law School to see if they could figure it out - we couldn't!

It was now midnight, et voila, the cars had arrived! Dashing to the street, we found a mob of people surrounding the transporter as the two cars were slowly, so slowly, unloaded. The Haggis fired up but there was no way to drive it as people crushed us in every direction. We discovered that every tool, every spare, and the passenger's seat platform to be missing - oh well, that's what hotel pillows are for anyhow.

Came the dawn. Throngs greeted us at the pre-dawn grid, ie, we were gridded 64th out of approximately 100 entries and 85 survivors of the trip down. Ten, five, three, two, one, Blast Off!! Driving through a solid wall of people that parted before us like the Red Sea. The Mog felt great!



Top - Jack Gordon
Bottom - Dennis Glavis

The 4500 RPM stumble disappeared in a minute. Our destination lay in Oaxaca and the Morgan made rapid distance. Soon, we passed inverted VW's (the Mexican VW Distributor's car - "We shall win!"), Porsches with caved in noses - a brief dalliance with an unlucky canine. People lined the roads everywhere, even in the most remote mountain paths.

Cheering voices would appear out of nowhere. We were pelted with flowers as we drove through village and town. Cowboys would lasso their charging panicked cattle to save us and cows alike. By the time we got to Oaxaca, some 9 hours and 15 minutes later, we felt as though we had liberated France as well as walked on the Moon. We had done well in the speed events that day, picking up valuable bonus points and arriving at all checkpoints on schedule thus avoiding penalties. We discovered that the rear wood body had cracked away from the chassis in the transporter accident with the right rear tire rubbing against the exhaust on hard right turns and the wood body rubbing, smoking, smelling like it had ignited, against the left rear tire on hard left turns. Ever onward!

The second dawn run to Puebla confirmed our beliefs - we were gridded 22nd overall!! Rain greeted us in the misty mountains just prior to a speed stage but the greatest surprise was yet to come - at the small city of Tehuacan a mob of 300,000 swarmed us, giving us gifts, well wishes, having us autograph their clothes and bodies! Suddenly, it was time to drive through the sea of people and mariachi bands but our memories will never leave that town.

That night in Puebla, it was off to what was to be a nightly ritual, a banquet of endless speeches in Spanish, endless government officials thanking other government officials, endless sponsor provided beautiful women passing out sponsor provided cigarettes, endless gratis lubrication and occasional food to absorb said lubricants. However, a protest over the missing placement a "300 YDS to Checkpoint" flag nullified the day's results.

Day Three, Puebla to Mexico City: we had been told that if our car survived this day, it could survive anything. These were tortuous, ill-paved mountain roads climbing to 10,000 feet. The Haggis felt like lead in uphill speed event, giving away horsepower to the big five-litre American V8's who passed us seemingly at will.

We decided to show them all in the downhill velocity run, tires (or body) smoking in every turn, being thrown from lane to lane as the road and speed kept us airborne against our wishes. Both of our banged about stopwatches malfunctioned in the drive and we, suddenly, realized that we had beaten the minimum bonus time, something we never thought possible, incurring a 1000 point mandatory penalty and knocking us back to 42nd position overall at Mexico City.

The attrition rate was starting to climb. Porsches were burning valves, American cars were displaying inverted flight patterns on the winding, steep (26 degree grade!)



mountain road but, following all night repairs, continued. Leaving Mexico City, we were warned of ice on the road and drove into a surprise fog bank wondering why we had removed our single wiper and motor that I'd bloodied my head onto while removing my helmet three times the day before.

Out of the mountains and into the high plains, the pace quickened. To capture maximum bonus points, we had to average 94 mph on truck and bus infested roads, people still everywhere joined by the odd cow or two playing lane divider. Pushing the Haggis harder, it seemed to thrive, boosting us to 24th place overall by day's end. We had averaged 102.34 mph in the afternoon seed run and had passed a few cars gridded just ahead of us. We discovered a lost fender bolt and replaced it as other vehicle owners, busy rebuilding their engines, transmissions, suspension, replacing 3 or 4 blown tires daily watched as the spunky Morgan displayed its inner strength. Ah, yes, as we barely completed the day's last speed event, I found myself sprayed with raw gasoline and leaping from the car found the forward float bowl to be totally disengaged and dangling solely by its rubber fuel line. More banquets, more lubrication.



The following three days found us pushing the car harder and harder as plains became desert, checkpoint stops allowing us to enjoy an occasional roadkill taco, at times averaging 96.62 mph on 90 km runs. Vados (sudden dips for drainage during desert flash floods) caused us to work hard but not as hard as the Mercurys, Fords, and Lincolns that found their heavier selves with punctured gas tanks, broken driveshafts, and falling out transmissions. At one 236 km transit section en routed to a 70 km speed section, we ran out of gas and spent some 45 minutes hailing a passing farmer, siphoning and swallowing a gallon of gas, forcing us to now average over 100 mph in order to get to our speed section checkpoint on time. Arriving seconds late we zigzagged at breakneck speed through the line of vehicles awaiting their start, pilotos, co-pilotos, and spectators alike literally diving through their car window to safety as we made a sliding entry via a local ditch through the checkpoint only hoping that our car's number had been observed. Our penalty had been minimalized, gridding us to 25th overall for the final day's leg, Chihuahua to Ciudad Juarez, the Texas border. The adrenaline, which we'd learned to live with on the previous 7 days, rose further as all surviving pilotos and co-pilotos wished each other well to the finish. The day's closed road velocity run might be cancelled, we were informed, due to very slippery



conditions, potholes the size of the Mariannas Trench and huge crowds. It was not and the Morgan, once again, served us flawlessly passing several broken or more careful vehicles ranked ahead of us, in particular one immaculately prepared 1954 Porsche Speedster crewed by fellow Californians. Juan Manual Fangio, perhaps the greatest driver of all time, and past winner of La Carrera Panamericana, gave us the checkered flag and drivers and co-drivers flew from their cars to hug, cheer, and as always, sign autographs while guzzling cold cervezas at day's end.

The Awards Ceremony, held at the Juarez Dog Racetrack, featured Fangio presenting us all with trophies. We learned that we were the 3rd fastest Americans (of 25), 6th in class (drat those 4-wheel disc brake, 1800 cc engined, 6 and a half inch wheel equipped 1953 Porsches!), and 23rd overall of approximately 85 starters and 55 battered but running finishers.

We weren't sure what it would be like to return home and be mere mortals again. We only know how thrilled we were at the Morgan's tenacity and reliability, mostly due to great mechanical preparation by friend Dick Tuttle and Bill Martinson. We know that, despite our humble finish, the Morgan had earned the respect of everyone involved. We had experienced emotional lows that evolved into some of the greatest highs of our lives. Those smiling, cheering, wonderful people, especially the schoolchildren with their shrill chorus of cheers, will remain with us forever.

Viva la Carrera Panamericana!



(Photos screen-captured from Youtube video)

Juan Manuel Fangio with Dennis Glavis

Upcoming PACMOG Events

By Ken Miles



Watch your emails for news of the next drives

(Susan Blake's photo from the navigator's seat of the Nixon's 4/4 on a rainy drive!)

Save the Date!

July 9 - BC Collector Car Appreciation Run

Meet at Tim Hortons, 11320 Steveston Highway, Ironwood Shopping Centre, Richmond, BC
at 10:30 for 11:00 departure - finish will be at Steveston

Contact Steve at sblake@telus.net if you plan to join

Upcoming Events 2022

July 1	Salt Spring Island Show	Contact		mcoulthard@shaw.ca
July 9	BC Collector Car Appreciation Run	Contact Steve Blake		sblake@telus.net
July 10	Brits on the Beach	Contact OECC		
July 23	Western Washington ABFM	Contact		www.wwabfm.com
August 1	Tsawwassen Sun Festival	Contact	TBA	
August 6/7	BC Historic Motor Races	Contact	TBA	
August ??	August Drive	Contact TBA		
August 26-28	Heritage Classic	Contact	TBA	
Sept. 9-11	Portland ABFM	Contact		www.abfm-pdx.com
Sept. 24	Silk Cat Sea to Sky	Contact		www.seatoskyallbritishrally.com
Sept. 25	Autojumble	Contact Lambs		
Nov. 6	London-Brighton Comm.	Contact OECC		



Jellybean AutoCrafters



17th Annual Canada d'EH
Celebration & Carshow

July 1st, 2022

Gate Opens at 9am

Show 10am – 3pm ish



Langley Speedway

South end of 208th Street, past 16 Ave

604 427 4167

BC COLLECTOR CAR APPRECIATION DAY

JULY 09th
&
MONTH OF
JULY

SPONSORED BY



FOR INFO
WWW.SVA.BC.CA

Save the Date!

PACMOG will be having a drive to support the work done by the Specialty Vehicle Association of BC.

Following the Proclamation printed in last month's Morgan Link, we will be doing a drive on July 9, 2022 (See page 50)

There will be many other clubs also doing drives and at this time we do not have our plans in place. We may join with one or two of the other local clubs to make this drive a greater showing of British cars for people to see. It is especially important in these times of rising gas prices, fear around climate change, and the gradual shift to electric vehicles, that we show the public that there is much to be said for the hobby of collecting, restoring, and driving internal combustion machines!





BRITS ON THE BEACH

FREE BRITISH CAR, TRUCK & MOTORCYCLE ENTRY

Free Admission for people

250 (max) British Vehicles will attend

Automotive contest for the Kids

Food Concessions on site – Breakfast and Lunch Available

Spare British auto parts sale and other British related vendors on site

Please bring a donation for the Ladysmith Food Bank

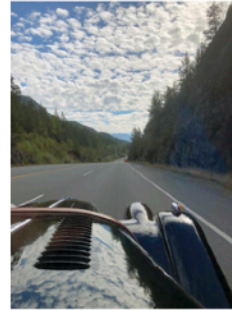
July 10, 2022 10:00 to 3:00 pm
Gates open at 9:00 am

Transfer Beach
Ladysmith, BC



Sea to Sky All British Rally 2022

www.seatoskyallbritishrally.com



North Vancouver to Whistler
Saturday, September 24th, 2022

This is your official invitation for the 10th annual Sea to Sky All British Rally, come and showcase your beautiful British cars!

We are very excited to announce that we will host the whole event of the Sea to Sky all British Rally this year. We are thrilled to have secured a beautiful new location in Whistler with ample parking and a big deck to enjoy a lunch at 6922 Lorimar Rd. Whistler.

You will be able to leave your car for a few hours and either bring your own lunch, or, (We are currently working on securing a catering company to prepare us lunch. If you have any connection or suggestions, please let us know). There is of course the opportunity to stroll to the village.

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

www.seatoskyallbritishrally.com

We look forward to welcoming all types, makes, and years, of British cars.

This fall rally is one of the last events of the 2022 British car season.

We look forward to seeing you September 24th, 2022!



1967 Morgan 4/4 Sold Last Month

By Steve Blake

Sold for US\$14,750 on
May 17, 2022

The following description is provided by Bring-a-Trailer.

This 1967 Morgan 4/4 was acquired new by the seller's father in England in 1968 and was imported into the US in 2010. The car is finished in white over black and is powered by a 1.5-liter Ford inline-four paired with a four-speed manual transmission. Equipment includes a wood-rimmed Moto-Lita steering wheel, a center-hinged hood, a wood veneer dashboard, a heater, a chrome grille, a soft top frame, 15" steel wheels, front disc brakes, and Smiths gauges. Recommissioning work performed in March 2022, reportedly following 12 years of storage, included replacing the battery, fuel tank, fuel pump and hoses, and clutch cylinders. This 4/4 is offered at no reserve with manufacturer's literature, service records, original sales materials, two car covers, and a clean New Jersey title in the seller's name.



The Morgan Link

BaT Essentials

Seller: [Brucesiemon](#)



Location: [Brick, New Jersey 08723](#)

Listing Details

- Chassis: **B1481**
- 16k Miles Shown, TMU
- 1.5-Liter Ford Inline-Four
- Ford 4-Speed Manual Transmission
- White Paint
- Black Vinyl Upholstery
- 15" Steel Wheels
- Center-Hinged Hood
- Wood Veneer Dashboard
- Rear Parcel Shelf
- Manufacturer's Literature

Private Party or Dealer: Private Party



(Photos by Bring-a-Trailer)

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

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

Recent Sales and Auctions



This RHD 1983 Morgan Plus 8 was bid to US\$40,000 on BaT on June 2, 2022 but was not sold.



This 2014 Morgan 3-Wheeler sold on BaT for US\$34,000 on June 11, 2022.



This 1953 Morgan Plus 4 sold on BaT for US\$30,000 on June 14, 2022.



This 1960 Morgan Plus 4 was bid on ACC Auction site to US\$26,000 but did not meet reserve on June 9, 2022.

Editor's Note:

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

Member's Morgans For Sale



1987 Morgan Plus 8

Originally a Bill Fink propane car from California - converted to petrol by the Beer brothers in Bolton ON. Edelbrock (Holly) 4 barrel carb, Piper fast road cam, Roller chain timing belt from Australia, Lybrands custom SS exhaust and headers front to back (sounds great) MSD ignition. Price is \$70,000 Canadian.

Sold!

Hugh Dickson's 1958 Morgan 4/4

Sara Weber is selling her Dad's burgundy 1958 Morgan 4/4 which Hugh owned since 1963. 1600 cc engine.

Contact Sara Weber for more details about this car.

sara7weber@gmail.com



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

87,827 Miles

\$42,900

Professionally maintained, pristine condition

Serious enquiries only.

Contact Lloyd Reddington

treddington@pacificcoast.net



2005 Morgan Roadster

32,000 Miles

US\$75,000

Gerry Seligman at 1-206-355-3834

houseboatseli@comcast.net



MORGAN & PEREGRINE BEXLEY JACKET

TOK 258 Limited Run Edition



Produced as a partnership between Peregrine Clothing and Morgan, this jacket celebrates the incredible heritage of both of these historic British manufacturers. This limited run of the Bexley jacket honours the 60-year anniversary of Morgan's very own TOK 258 Le Mans victory, as well as the 225-year anniversary of Peregrine Clothing.

TOK 258 Peregrine Bexley Jacket

Made using British Millerrain 8oz Waxed Cotton, the Bexley jacket is fashioned with 3 pockets, including a glasses pocket for when you're driving, a neck strap and a gun shoulder patch.

This version features numerous badges as a nod back to TOK 258 and the historic 1962 Le Mans victory as it raced under number 29.

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

PACMOG Regalia

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

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



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

\$25 CDN* (plus shipping)

Badge measures 3.5 by 4.25 inches overall

*Club members only, all others please inquire



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

\$2 CDN* (plus postage)

Patch measures 3 inches in diameter

*Club members only, all others please inquire



www.regbeercoachbuilder.ca

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

Martin Beer & Stephen Beer

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



Steve Sillett

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

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

604-530-1433 www.panelcraft.ca



AUTOBAUER
AUTO METAL RESTORATION

Terry Firestein

604 910 0857

www.autobauer.ca
autobauercanada@gmail.com

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

Pacific Morgan Owners Group

2022 Membership Application

(Please print in block letters)

2022 Membership

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

Date _____ New _____ Renewal _____

Last Name _____ First Name _____

Spouse/Partner Last Name _____ First Name _____

Address _____

City _____ Province/State _____ Postal/Zip Code _____

Phone _____ Cell _____ Work _____

Email address _____

Spouse email address _____

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

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

Engine type _____ VIN or Chassis number _____

Comments? _____

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

Engine type _____ VIN or Chassis number _____

Comments? _____

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