



# *The Morgan Link*

Vol 6 No 3

The Magazine of the Pacific Morgan Owners Group

March 2021



## From the Editor's Desk...

I have to thank everyone for submitting articles and photos for this edition of the Morgan Link. I am very pleased by the variety submitted. It makes our magazine that much more enjoyable to read. As more people submit, it takes the pressure off the regular contributors. It is brilliant when I get too many articles for the current issue and I have to start building into the next month's!

Pat Leask advised me, when I first started, to keep the magazine to 20 pages so I wouldn't run out of articles. I started with 40 pages, 8 times per year and we have grown to 10-12 issues of 50-60 pages. How long will it last? That will be up to my wonderful contributors and I hope we can sustain this rate for the foreseeable future.

In that vein, there are some things I am always looking for. I need photos of Morgans on the road. These can be historical ones or current, on the road or in a scenic setting. I need stories on your car, such as how you became a Morgan owner, restoration work done, or maybe even a small improvement you made to your car. Member profiles are always nice to read.

You can see that we started a "Looking Back" section this month. Win Muehling started it with submission of a blog report he wrote on the 2013 Morgans to Montana trip. A lot of our "looking back" will be to events we did when we were part of MOGNW. There were lots of great times that I am sure our current members will enjoy to read, reminisce, and maybe be spurred on to organize a similar event for the future when things open up again.

I am always happy to get links to Youtube videos, articles from publications I haven't seen, or stories about Morgans I haven't heard. You can always place an ad for something for sale or wanted in our classified section.

Happy reading and safe driving!

*Respectfully,  
Steve Blake*



### The Morgan Link

March 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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# Report from the Executive- March 2021

*By Steve Blake, Chair*

It is finally Spring, our clocks have gone forward an hour, and the weather is getting better. I have mowed my lawn already and the cars are all getting exercised. This is a good time of year to carefully check over your cars before the first drives so you don't get stuck somewhere because you forgot to top up the oil or check your brakes. Don't be the one heading out for your first club drive of the season to find your battery is dead.

We are still in the pandemic, so events are still up in the air. We only have one or two firm dates. Joan and Patrick Stewart are still trying to put on the Van Dusen ABFM and Whistler Run this year but are still waiting for word from the Vancouver Park Board. The date will very much be up to when we are given permission to gather in groups larger than 10 people outdoors. It would not be fun to have Van Dusen without any spectators!

Our club drives will go on as we did last year. Ken Miles, our events director, is putting dates together and looking for volunteers to host each of our monthly drives. It is not too much work and greatly appreciated by those taking part. Give Ken a call if you can help out. So far this year we have had drives hosted by the Miles, Blakes, and Dave Collis. Jon Moss has stepped up for the April drive.

As there are members with a heightened level of fear around the corona virus, we are being very careful to follow all the rules and suggestions to keep our members safe on our drives. Please continue to follow these regulations until we are given the all clear. Be prepared to mask up when out of your car, follow social distancing guidelines, wash your hands or use hand sanitizer when you have the chance, and stay home if you are feeling unwell or have any Covid symptoms. Remember to notify the host prior to the drive so we have a contact list for Covid notifications if necessary. Small precautions will make these fun and safe events for everybody.

There will be some virtual events taking place and we have advertised one by an Ontario club. You are welcome to enter if you are so inclined.

Stay safe!

## New Members

Sara Weber  
1958 Morgan 4/4

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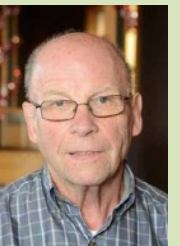
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Membership, Regalia

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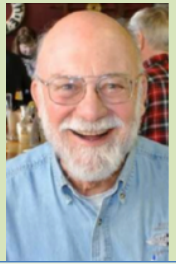


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Non-voting member attending  
Board Meetings as Secretary

Steve Hutchens  
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### Cover Photo Credit:

This month’s cover photo was submitted by Ron Theroux of his 1958 Morgan Plus 4, 4-seater.

### Contributors

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

Dave Doroghy, Ken Miles, Pat Leask, Andrew Smith, Susan Blake, Pat Miles, Lorne Goldman, Tom Morris, Tom Everts, James Gilbert (MMC), Alistair Crooks, Vern Dale-Johnson, Frank Gruen, Valentin Tanase, Jacques Gallien, Tchereck Kamstra, Ron Theroux, John Sheally II, Andrew Moore, Colin Gurnsey, Andy Downes, Owen Powell, Ted Thorne, Gary Bell, Win Muehling, Jane Cowan, Dave Collis

Thank you to Susan Blake for proofreading the draft of the Morgan Link.

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



Above -Vern Dale-Johnson's 2010 Morgan Roadster in Australia  
Below - Jane Cowan's 1969 Morgan 4/4 on Vancouver Island







Ron and Yvonne Theroux's 1958 Plus 4, 4-seater and trailer which they purchased in May 1959





# Stir Crazy Run 111

*By Dave Collis*

Saturday, March 27, 2021. It dawned cloudy and a bit chilly, but at least it wasn't raining and the rain did hold off for the duration of the run which was approximately 1 1/2 hours and 71 km.

This run is a variation of the run that the late Mike Powley used to put on, called, "Do The Dewdney!" It runs on the back roads mostly north of Mission.

Participants were Ken and Pat Miles (1969 +8), Tom Morris and Elaine Davie (1973 +8), Win Muehling and Christine Limmer (1970 +8), Bob McDiarmid (1995 +8), John Moss (1960 +4), Dave Collis (1963 4/4) and Steve and Susan Blake (1967 Austin Healy 3000). Steve's +8 up in the air stuck on his hoist at home...broken hoist hydraulics!

I really like this run as it has a lot of twists and turns, a few bumps.( they didn't seem bumpy when I did the dry run in the Honda!!!)..road maintenance seems to be not a priority in the backcountry! No traffic lights and today, very little traffic.

With all the leaves off the trees, there is a lot to see, things you don't see in the summer and fall, and many big luxury homes being built on big lots out in the sticks.

All the cars ran with no issues and we all arrived at the finish together.  
My thanks to all that participated and I hope you enjoyed it.

Editor's Note: We haven't decided on a naming format for our drives this year. This is our third drive, but officially the first under the Stir Crazy Run category, as such it is named Stir Crazy Run 111. Our next run will be Stir Crazy 2 or maybe some other clever name!



Dave Collis (far left) and his 1963 Morgan 4/4 & the Gang





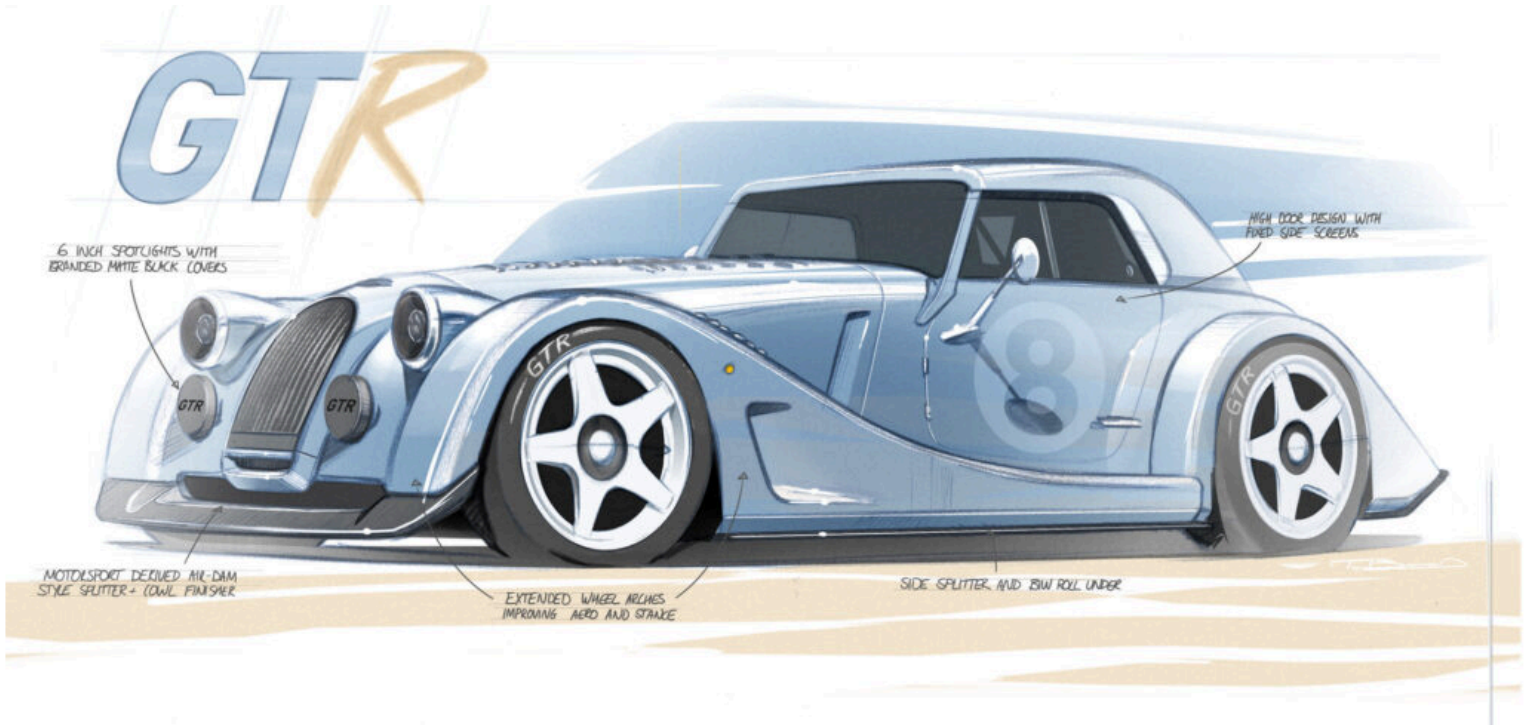


(Photos by Steve and Susan Blake)



# MORGAN PLUS 8 GTR

## A Bold and Exciting Morgan Special Project for 2021



The Plus 8 GTR gives Morgan designers and engineers the opportunity to reignite one of the marque's heroic legacy models with a 'gloves off' special edition. Limited to just nine examples, it marks the first in a line of Morgan special projects set to commence in 2021.



The Plus 8 GTR has only been possible because of the recent availability of a number of Plus 8 rolling chassis, which have been re-acquired from a third party following a discontinued project. These were all built by Morgan before 2018, and were never used for their intended purposes. All are to be recommissioned and will benefit from the upgrade of selected mechanical components.

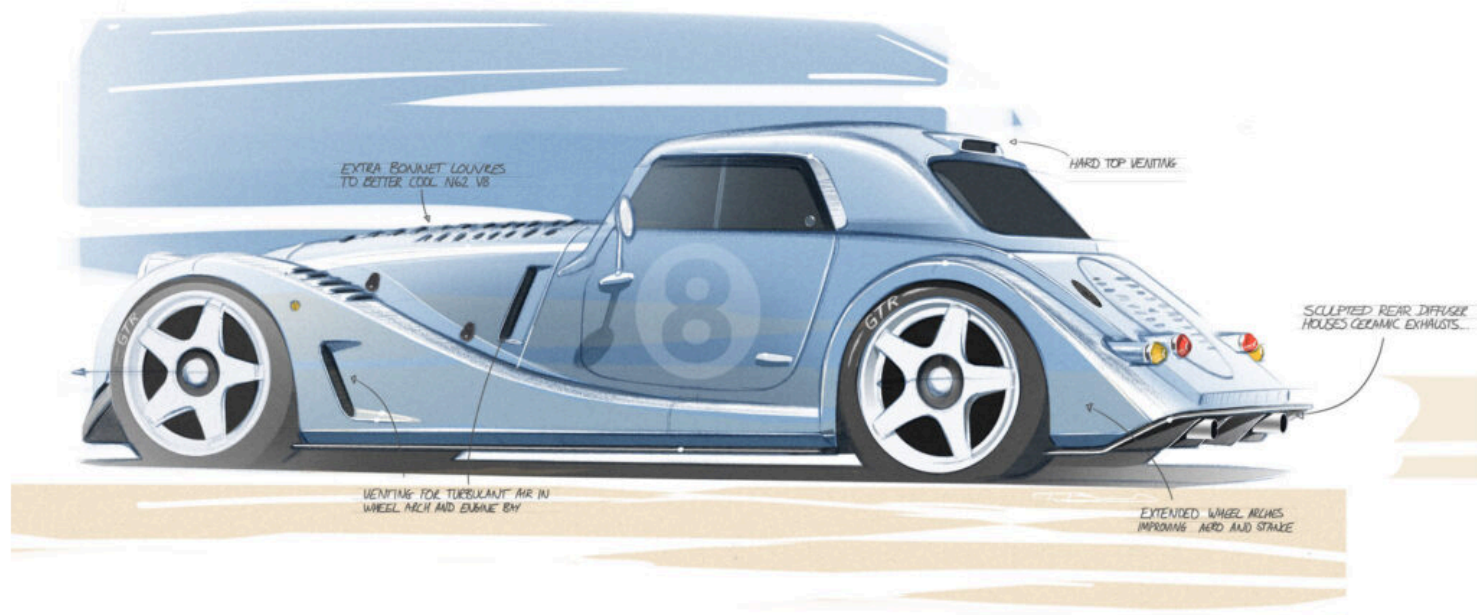
Just nine Morgan Plus 8 GTRs will be built, with production beginning in summer 2021. The transformed special project will be available in certain worldwide markets, subject to local rules on the importation of European vehicles. As part of the special projects programme, customers will be invited to

commission their bespoke Plus 8 GTR alongside Morgan's design team.

### Design

The Plus 8 GTR explores design themes such as the high shoulder line, not seen on a traditional Morgan body for decades. Its five-spoke centre-lock wheels are reminiscent of Morgan's 1990s Plus 8 race cars, framed perfectly by subtly re-sculpted wheel arches. Further design elements include a revised rear end, front wings, and front splitter, and the fitment of a hard top. The model also benefits from learning and expertise gained by the company since the Plus 8 officially finished production in 2018.

One particular design inspiration was the Plus 8 race car that competed in the GT series throughout the late nineties, more commonly known as 'Big Blue' (pictured). This car served as the testbed for Morgan's first bonded-aluminium chassis, which would go on to underpin the Aero 8 and 'Aero-chassis' Plus 8 models. It seemed fitting, following the recent launch of Morgan's latest CX-Generation bonded-aluminium platform, to use this opportunity to pay tribute to the car that pioneered Morgan's use of aluminium structures.



As part of their transformation from rolling chassis to finished vehicle, each GTR will be handcrafted using Morgan's traditional coachbuilding techniques. In a break from over a century of Morgan tradition, much of this work will be completed not at its famous Pickersleigh Road factory, but at the nearby Morgan Design and Engineering Centre (M-DEC). The Plus 8 GTR runs alongside core programmes and is one of several Morgan special projects to be announced this year. It follows numerous special project Morgan models in recent years, such as the Aero GT, SP1 and Aeromax.

All 'Aero-chassis' Morgan Plus 8s were powered by the BMW N62 4.8-litre engine, and the GTR will be no exception. In its original specification this unit produced 362 bhp, however, the exact power output for the GTR is yet to be finalised. A choice of a six-speed manual or ZF six-speed automatic gearbox will be available, with fixed allocations for each transmission option.

"Reviving a V8-powered Morgan at the current time may not seem like the obvious choice for a manufacturer firmly focused on new platforms and powertrains. However, when the opportunity presented itself to recommission a number of rolling chassis and create an exciting special project such as Plus 8 GTR, we embraced it fully. This project has allowed Morgan's design and engineering teams to revisit some of their favourite elements of past Morgan models, as well as experiment with some features that we hope will appear on future Morgan cars." - Jonathan Wells, Head of Design

(Photos, drawings, and story courtesy of Morgan Motor Company)



## Remembering Dick Adair Dice

January 12, 1935 - March 3, 2021

Dick Dice died March 3rd, 2021 from complications of Parkinson's disease. Dick was born in Tipton, Iowa and at age nine, his family moved to southern California. In high school he took a keen interest in photography and worked at a photo store developing negatives to pay for college. In 1957 he graduated from Pomona College in Claremont, California and went on to work for the Boeing Company for 38 years. Dick was very interested in British sports cars, and he and his wife, Nancy Leer Dice, were active members in the Morgan Owners Group Northwest. He was a voracious reader and loved a good movie. Dick also had a great love of jazz and folk music and played many instruments including the piano, trumpet, guitar, and autoharp. During the 1970's and 80's he played autoharp for the New Prosperity String Band. Dick spent his final days peacefully surrounded by his family and caregivers. He was preceded in death by his wife Nancy of 43 years. Survivors include a son, Michael, daughters Elizabeth, Cynthia, and Jennifer; five grandsons and one granddaughter.

(Published on March 6, 2021 In the Seattle Times)



Dick Dice



This is the badge designed by Dick and Nancy Dice to celebrate the 25th Anniversary of MOGNW.

Dick and Nancy Dice looked after MOGNW regalia for many years.



Dick Dice sharing a meal in New Zealand with a group of MOGNW members and their Kiwi hosts. This photo was taken by Pat Miles on that great trip that saw several MOGNW Morgan's shipped to New Zealand for a tour around the country in 2004.

Dick and Nancy Dice were a large part of the Morgan community. They held positions on the executive and most importantly helped other members through their knowledge and friendship. The following is just an example of how Dick contributed with this article published in MOGNW's Mogazine in the December 1996/January 1997 edition.

## Plus Eight Starter Repair

*By Dick Dice*

The starter on my 1985 Plus 8 broke last month; the drive gear was not completely engaging so that the teeth slipped by the ring gear. The auto electric shop which has in the past repaired my starter and alternator was unable to fix the starter this time. But the shop owner explained the cause of the problem, so I was able to make the repair myself. Here is what I did.

The Lucas starter on my car is the one originally delivered on the car, a model 91VI90 manufactured in May of 1984. The starter is activated by a solenoid which tilts a yoke fitted over the motor shaft; the yoke pushes the drive gear into the ring gear. The yoke pivots in a slot in a plastic fitting above the shaft; the fitting is held in place between the rear and front motor casings. This fitting was broken so that the material forming one of the long edges of the slot was missing (it had fallen into the bottom of the casing).

I disassembled the starter on the bench, removed the two pieces of the broken fitting, and attempted to glue the smaller piece to the larger piece using Loctite epoxy (which Ron Theroux had given me to repair a switch on my tape recorder several years ago). The epoxy wouldn't set up (probably past its pull date, Ron), and then I broke the smaller piece! So instead of gluing I replaced the smaller piece of the fitting with plexiglass held in place in the rear casing: I cut two 1/4 by 1 inch pieces of clear plexiglass (two pieces were required to get the approximate thickness) and filed the short sides so that the two pieces could be press-fit into a formed channel in the rear casing just behind the larger part of the broken fitting. I then filed down the short legs of the larger part of the broken fitting so that when the two motor casings were bolted together the correct thickness of slot was formed between the larger part and the plexiglass.

Works fine.



Nancy Dice greeting us by their 1985 Morgan Plus 8. She passed away on May 16, 1999.  
(Thank you to MOGNW and the Mogazine for the above article and photo)



# Some Memories of Bill Fink

*Submitted By Frank Gruen*

We lost Bill Fink a year ago but he will always be remembered for persevering to bring Morgans to North America and his propane conversions that allowed the importations to happen. To a life well lived!

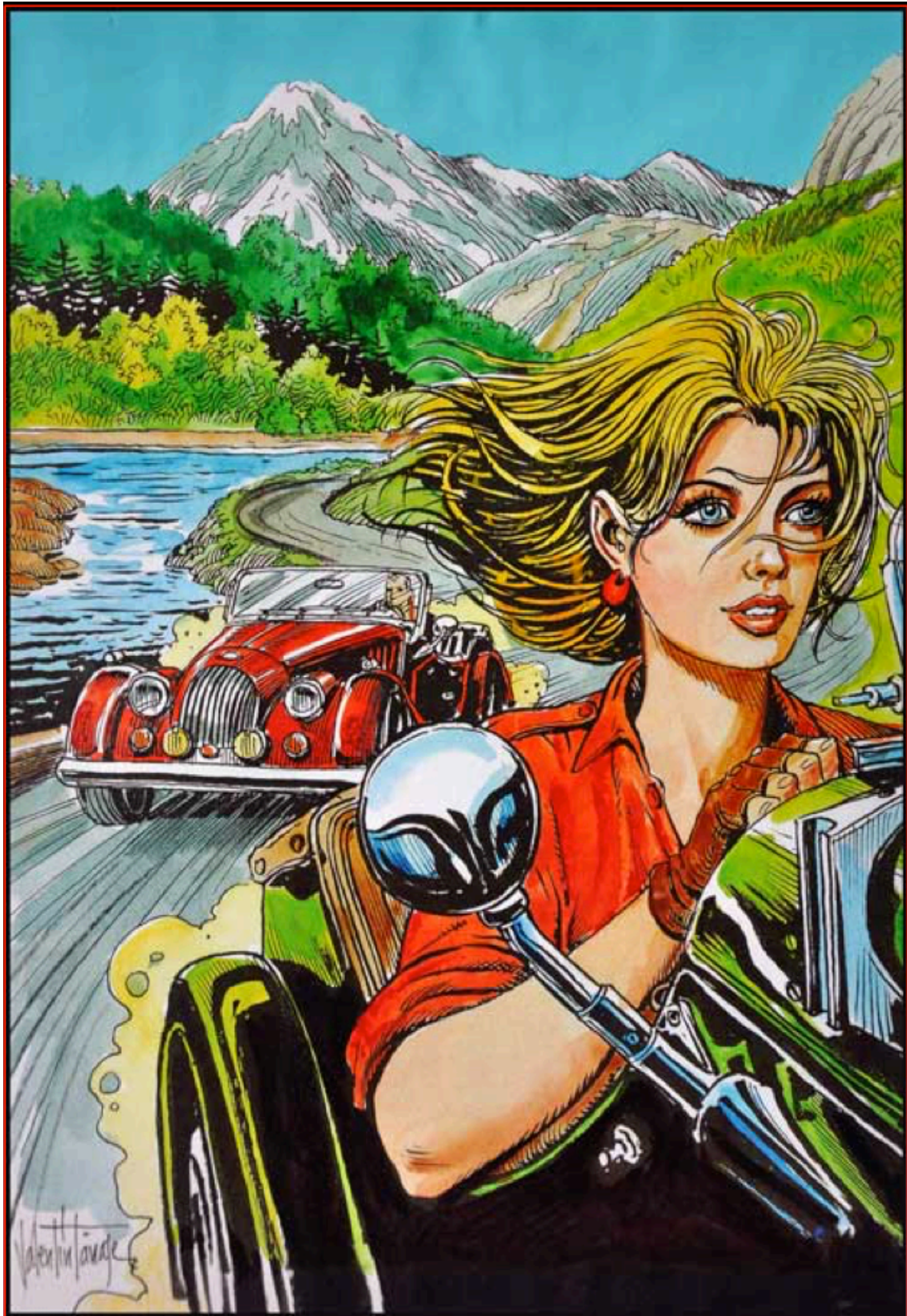
The photos below are courtesy of Morgan Cars USA and were taken by Tchereck Kamstra.





## Morgan Art by Valentin Tanase

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



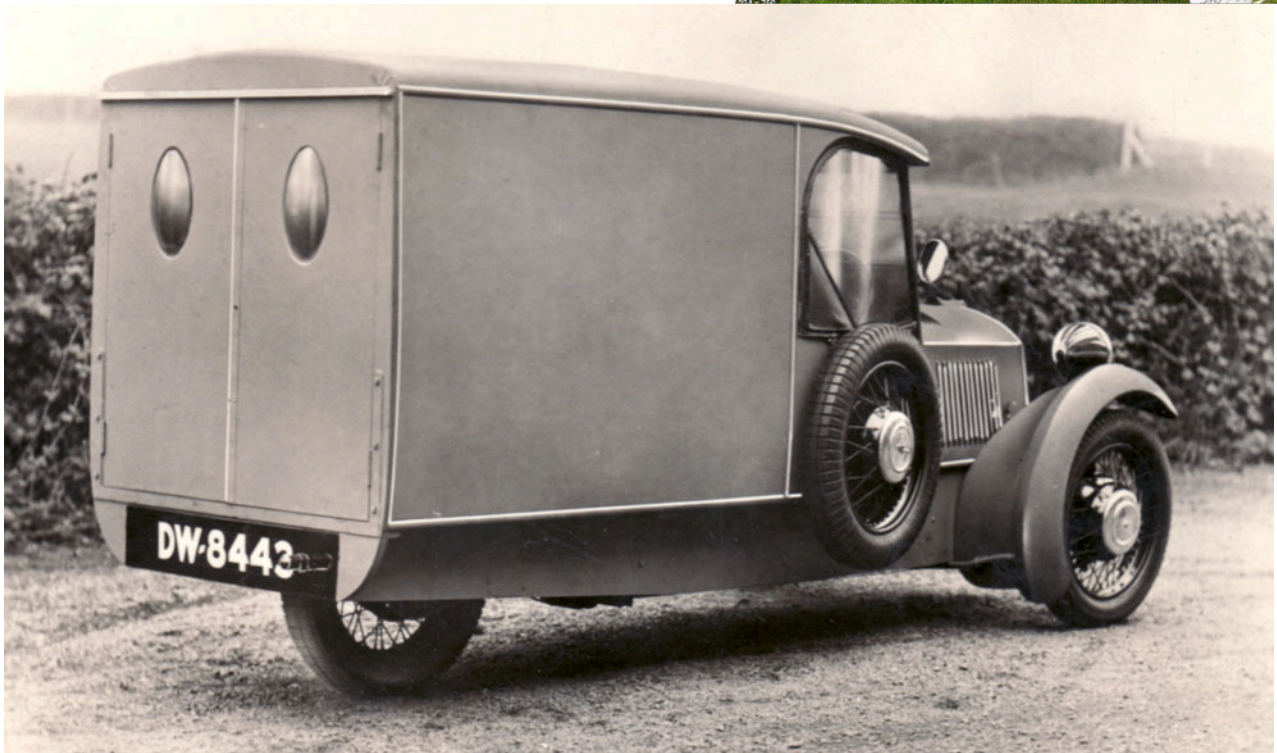


# Morgan Trucks and Vans

*By Steve Blake*

Alistair Crooks sent me a photo of a Morgan pickup truck. Now we always called the four seater pickup trucks because of all the room in the back compared to a two seater. In fact, if you take the seat cushions out of the back, it comes pretty close! The truck Alistair shared with me is a one-off custom job with a pickup box fastened to the back of a Morgan.

I decided to look to see how many actual Morgan commercial vehicles were built. I knew of a couple 3-Wheelers and am aware of Melvyn Rutter's 6-wheeler. Morgan appears to only have manufactured vans in the period of 1928-1935. They had a load capacity of 3 CWT, however, only a few were sold around 1930 (three photos below). If you know of any others, let me know.



The Morgan Link





Melvyn Rutter's Parts van



1930 Morgan Super Aero van as bodied by Alex Fraser auto parts store in the UK on the left. Current paint after restoration on the right. It now carries two beer kegs in the back!

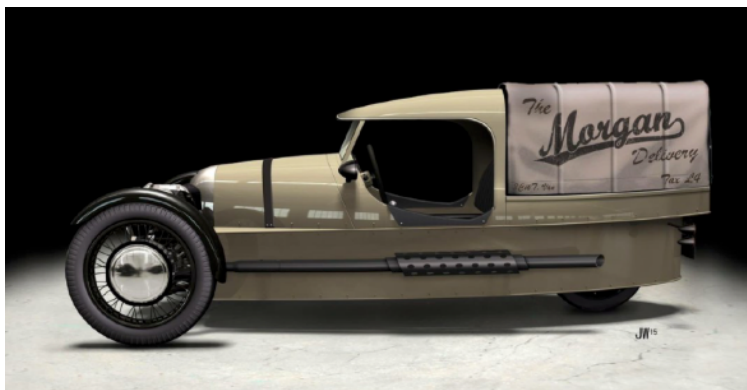


Photo on the right is a 1930 Morgan Aero Van that is fully restored and currently for sale at Morgan West.







MORGAN THREE WHEELER

**2013 Morgan THREE WHEELER** Sport Green with Honey Leather // SOLD NEW BY OURSELVES

**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** Matchless water-cooled engine

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

**ROADSTERS:**

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

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

**NEW 2019 Morgan Plus 4 BMW** Silver Glacier body, Morgan Sport Black wings, Scarlet with Royal Blue XT Leather trim, range of '110 edition' options

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

**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

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



**1963 Morgan Plus 4 SUPERSPORT**, Dark Blue exterior, Black leather, Black 72 spoke wire wheels // MATCHING #'S CAR RESTORED TO THE HIGHEST STANDARDS!

**1963 Morgan Plus 4 SUPERSPORT**, British Racing Green, Black leather // THE FERRARI 250GTO'S OF THE MORGAN WORLD

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

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

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

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

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

**OTHER MARQUES:**

**2021 Allard J2X MkIII** Coming Soon!

**2009 Aston Martin VIRAGE DROPHHEAD** Stunning!

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

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



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## 4-Post Hoist

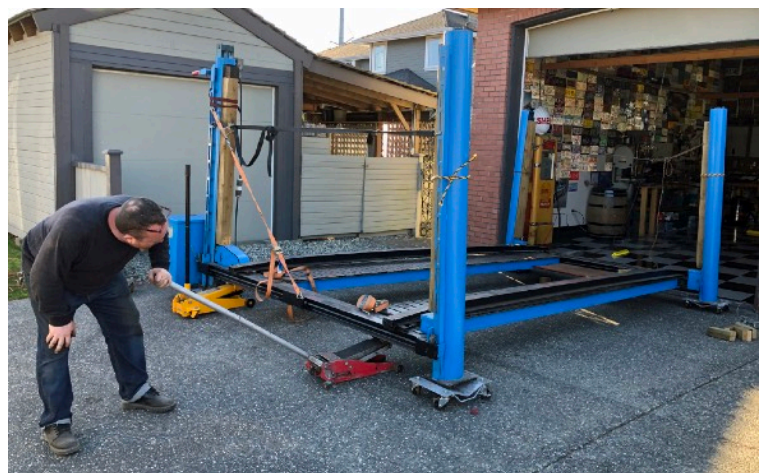
*By Steve Blake*

I have had a 4-post hoist in my garage for 25 years and it has been very useful both for storing an extra car and for doing work on my cars. Many of you will have seen my hoist, a British-made Bradbury 735, when you visited for one of our tech sessions. That old hoist saw service at Don Carr Chevrolet Oldsmobile in Surrey before it came to me. I paid \$1100 for it and received \$1000 when I sold it last November. It was time to find a new one.

The Bradbury hoist was an old design and did not have the safety features of new ones. There were no locks to stop the hoist from "leaking down" so I had to bungee 4X4 posts to each of the four posts so the ramp could settle onto them rather than on the roof of the lower car! I also had to use a tarp underneath the ramp to catch British car oil drops because it was not fitted with drip trays. All of this made for a half hour task every time I wanted to take the upper car out for a drive.

Several lifts are available through local distributors. What I discovered was that almost every one is made in China and that the only USA made lift is very expensive. Babco sells the Bendpak and Peak brands while Lift King, Atlas, Canadian Auto Equipment, and Capital Auto Equipment all sell under their own brand names. These are much the same as running shoes, tennis racquets, and other products where a company looks at the products offered by a manufacturer and has them put their name on it. There are only 2 refrigerator compressor manufacturers, yet many companies marketing "their refrigerators". I chose to go with Capital Automobile Equipment Limited because they have a good price, the hoist is German designed, and there is no need for a compressor to lower the ramp. The hoist has an 8000 pound capacity and a 220 volt motor. I bought the hydraulic rolling jack option. It fits between the ramps to lift the front or rear end to do a job like changing tires.

Four club members have 4-post hoists with each coming from a different company. All of them are good. The cars go up and they come down again! Any of us will help you out or give advice, if you are considering making a hoist purchase. There are some differences which could help you make your decision. Locking systems, voltage, lift capacity, ceiling height needed, portability, ease of operation and controls, location of hydraulic tank, overall and drive through dimensions, ramp length, etc., can all have an impact on your decision. However, if you have the need and the space available, I would highly recommend a 4-post hoist for your garage.



The old Bradbury hoist leaving





Delivery and set up by West Coast Auto Lifts



Connection to 220V by AJ's Electrical



Project complete! (Steve Blake photos)



Have you noticed how every project or purchase you make now-a-days comes with its own problems, glitches or extra work you have to do? Computer software used to be tried, tested and foolproof when it arrived at your door in a fancy box with a shiny CD to shove into your computer. You installed it and could rely on it working. As time went on, programs got much more complex and there just is not sufficient time for the software engineers to look at all the possibilities. Now they have new versions coming out a couple times per year to fix the glitches. Auto makers don't have the time to truly test every car leaving their factories. Now they rely on the dealer and the customer to find the mistakes or problems and they fix them as the car is being used. Look at the number of recalls they have to fix the safety issues. My hoist also had a problem!

The hoist was designed in Germany and built in China. Who made the mistake? The hoist has two rods extending three inches from the uprights near the bottom of all four posts. These are places where the dolly wheels can be connected to lift the hoist if you want to move it. Three posts have no problem. The post that has the motor and hydraulic fluid reservoir attached is a different story.

When the ramp is down on the floor, the hydraulic hose that connects the motor to the ramp, is coiled down at the base. As you lift the ramp, the hose can get caught on the extended bar (see arrow in photo.) Once the ramp is up about three feet, if the hose is caught, it will reach its limit. The first time I lifted a car, the hose caught and the fitting in the ramp bent and hydraulic fluid sprayed out under pressure. It managed to get all over me, in my face, over the garage and cars and truly made a mess. On the right is a vertical bar to prevent this from happening. They put it on the wrong side!



Hydraulic fluid is mostly mineral oil so it can be cleaned up. However, it is very oily and it took at least three washes to get the floor, walls, ceiling, cars, etc. cleaned. I spent four days cleaning. I did find a great convertible top cleaner at Lordco. Surf City Garages Top End Convertible Top Cleaner and Protectant did a brilliant job on my canvas top but did not take all of the stain out, even after hand cleaner pretreatment. However, it does look very good and who puts up the top anyway!

Trying to get the hoist installer back to fix the problem took a week. In the meantime, Susan went to Green Line Hoses for me to pick up a new hydraulic line. I replaced the old one and, of course, the new one did not seat properly. More hydraulic fluid on the floor! When the installer eventually made it back, he, also, was not able to seat the fitting on the hose flush. The collar on the line was too big. More hydraulic fluid spraying under pressure and more cleanup. Another trip to Green Line for a correctly fitting connection and the installer returned and got the hoist to finally do what it was supposed to, lifting cars up and bringing them back down!



Small glitches and sometimes big issues make every purchase interesting today. Even when buying the best or highest quality product available, be prepared to meet another challenge before you are satisfied. Now I am going to see what kind of compensation I can get back from the hoist supplier, another issue to resolve!





Ted Thorne with his prize mug for winning the Snapshot of the Year Contest



# Old Autos

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FOR THE ENTHUSIAST



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Stay tuned to the April Morgan Link for an article on the history of the Morgan. This story by Norm Mort was published in the January 18, 2021 issue of Old Autos magazine and is titled, "Morgan and 1962..."

The article was discovered and submitted by Jon Moss.

We thank Old Autos for giving us permission to reprint the article.



# Famous People with Morgans

By Steve Blake

## Captain Albert Ball, VC

Albert Ball, VC, DSO & Two Bars, MC (14 August 1896 – 7 May 1917) was an English fighter pilot during the First World War. At the time of his death he was the United Kingdom's leading flying ace, with 44 victories, and remained its fourth-highest scorer behind Edward Mannock, James McCudden, and George McElroy.<sup>[1]</sup>

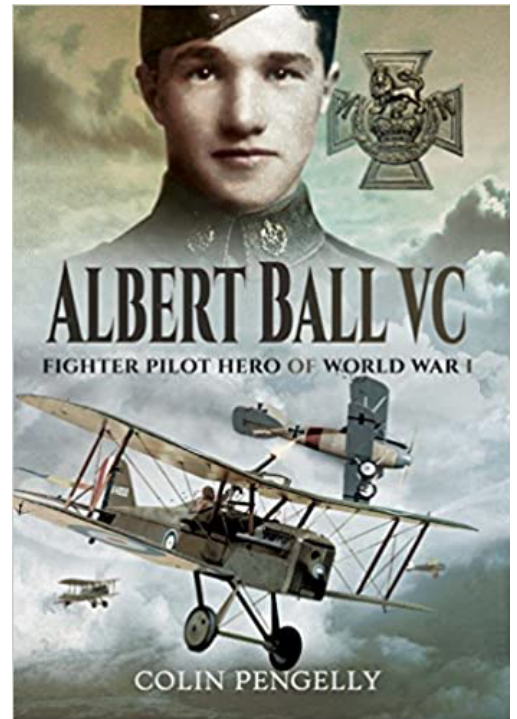
Born and raised in Nottingham, Ball joined the Sherwood Foresters at the outbreak of the First World War and was commissioned as a second lieutenant in October 1914. He transferred to the Royal Flying Corps (RFC) the following year, and gained his pilot's wings on 26 January 1916. Joining No. 13 Squadron RFC in France, he flew reconnaissance missions before being posted in May to No. 11 Squadron, a fighter unit. From then until his return to England on leave in October, he accrued many aerial victories, earning two Distinguished Service Orders and the Military Cross. He was the first ace to become a British national hero.

After a period on home establishment, Ball was posted to No. 56 Squadron, which deployed to the Western Front in April 1917. He crashed to his death in a field in France on 7 May, sparking a wave of national mourning and posthumous recognition, which included the award of the Victoria Cross for his actions during his final tour of duty. The famous German flying ace Manfred von Richthofen, remarked upon hearing of Ball's death that he was "by far the best English flying man". Read Ball's full history at:

[https://en.wikipedia.org/wiki/Albert\\_Ball](https://en.wikipedia.org/wiki/Albert_Ball) .



Albert Ball shown above seated in his Morgan 3-Wheeler. According to Morgan Motor Company archives, "Ball famously surmised that driving his Morgan was the closest experience to flying without leaving the ground." (Morgan Motor Company photo)





# Hidden Treasure (Part III) – The Fiat Twin Cam Models

By MHR Team-Member Andy Downes

I wrote the first of these articles in response to Machiel Kalf asking for some (alternative) text for the MHR News in Miscellany, it was to be a one-off and I chose to highlight the +4 Competition Model which is not often mentioned. It quickly became obvious that I would have to do another for the 4/4 Competition Models (Part II). By then I was becoming more interested in short-run models that I always knew existed but didn't really know anything about. A chance remark in an email to Owen Powell when he ordered an MHR Car Badge started the trail that led to this one, Part II is still being researched and will be published later.

Over the years The Morgan Motor Company has introduced a number of models that were built in small numbers, sometimes it was to mark an event or anniversary, sometimes it was a lack of orders (+4+), sometimes it was forced upon them by when a supplier changed tack (+8). It was this latter situation that also brought forth the – Morgan Fiat Twin Cam cars.

In the late 1970s, Ford's robust 1600cc Kent crossflow engine was coming towards the end of its production life. The replacement 1600cc Ford CVH engine was designed to have a transverse installation driving the front wheels – not really suitable for a Morgan! Although a modified Escort XR3i engine with a Capri bellhousing was initially made available. Looking for an alternative, Morgan struck an arrangement with FIAT for the supply of their 1600cc Twin Cam 'Lampredi' engine and 5-speed transmission. Ford subsequently decided to use the CVH engine in the Sierra which was rear wheel drive, so that coupled with the run out crossflow engines meant in the end the 4/4 was available with FIAT or Ford power. This situation no doubt contributed to the small numbers of the FIAT engined 4/4s produced, especially as the Ford engined car was marginally cheaper. The engines were eventually discontinued from the Malvern catalogue when FIAT switched predominately to front wheel drive in the mid-1980s like many manufacturers at that time.

**Morgan**

**4/4 1600 2-Seater**

**4-Seater**

**Both available with a choice of engine...**

Fiat T/C		Ford CVH	
Cubic Capacity	1594cm <sup>3</sup> (96.62cu in)	Cubic Capacity	1597cm <sup>3</sup> (97.42cu in)
Number of Cylinders	4	Number of Cylinders	4
Bore and Stroke	84.00mm x 71.50mm	Bore and Stroke	79.96mm x 79.52mm
Compression Ratio	9.0:1	Compression Ratio	9.5:1
Maximum Torque	98ft/lb @ 3000r.p.m. (127 Nm)	Maximum Torque	98ft/lb @ 4000r.p.m. (135 Nm)
BHP	96 DIN @ 6000r.p.m.	BHP	96 DIN @ 6000r.p.m.
Firing Order	1-3-4-2	Firing Order	1-3-4-2
Valve Gear	Two overhead camshafts	Valve Gear	Single central O.H.C.
Oil Capacity	8.5 pints (4.83 litres)	Oil Capacity	6.6 pints (3.75 litres)
Carburettor	Single Weber 32 ADP	Carburettor	Single Weber 32/34 DFT
Petrol Capacity	8 1/2 gallons (39 litres)	Petrol Capacity	8 1/2 gallons (39 litres)

For further details contact your local dealer (listed overleaf).



The Morgan Link



23



March 2021



The engine and gearbox dictated some basic modifications to the bulkhead, new engine mountings and a slightly bigger radiator, but the engine fit beautifully in the Morgan. I remember being aghast on hearing about a FIAT engine in a Morgan! I wanted something more 'British'. However, in conversation with Mark Aston (for many years Peter Morgan's right-hand man), he said, "Don't judge too soon, the engine is a peach and it was made for the car!" As Johnny Cash said, "I came away with a different point of view."

Introduced in 1981, the new 4/4 specification slowly inched to 93 cars by 1985 from Chassis No: F6002 in November 1981 through to Chassis No: F6956 in November 1985, and available in 2 or 4-seater form. The final few 4/4s were fitted with the 2 litre version of the engine fuelled by a Weber carburetor – it's possible these are the same cars that are often credited with being the first of the +4s.

**4/4 1584cc FIAT Twin Cam 98 BHP 94 lb.ft Torque – Weber 32 ADF twin choke carburettor - FIAT 5-speed gearbox with Arbarth derived remote linkage**

Driven, literally, by the 2-litre version of the FIAT engine, 1985 saw a significant moment in Morgan history with the reintroduction of the +4 Model, last seen in 1969 with a Triumph TR4 engine and considered by many as the archetypal Morgan.

Production of the FIAT +4s began in April 1985 with Chassis No: F6796 and continued until January 1987 with Chassis No: F7240, some 122 being built. It was 3 inches wider than the 4/4 and had 16 inch wire wheels as standard. It was again available as a 2 or 4-seater.

**+4 1995cc FIAT Twin Cam 122 BHP 127 lb.ft Torque – 10-15 cars with Weber carburetor then Bosch Jetronic Fuel Injection - FIAT 5-Speed gearbox with Arbarth derived remote linkage**

The design of the FIAT Twin Cam 'Lampredi' engine (named after the esteemed Aurelio Lampredi FIAT's Head of Engine Development and previously of Ferrari) was first used in the FIAT 124 Sport in 1966! It was little changed by the time it got to Morgan in 1981 having been fitted to FIAT 131, 132, and Lancia Beta,

and Trevi models. It continued to be used through to 1998, including the FIAT Croma, Tempra and Lancia Delta and Thema. In 1966 Lampredi took a then standard FIAT 1500cc cast iron block and fitted it with his Twin Cam aluminium alloy cylinder head, the camshafts being driven by a toothed belt (unusual at that time) and gas flow being 'crossflow'. It has been produced in varying capacities from 1300cc to 2100cc and won 10 World Rally Championships for FIAT/Lancia (131, Delta Integrale) as well as 2 World Sportscar Championships (Lancia Beta Monte Carlo).



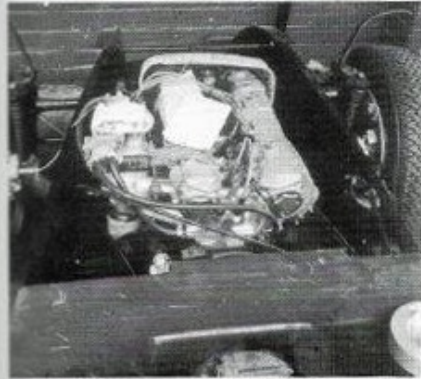
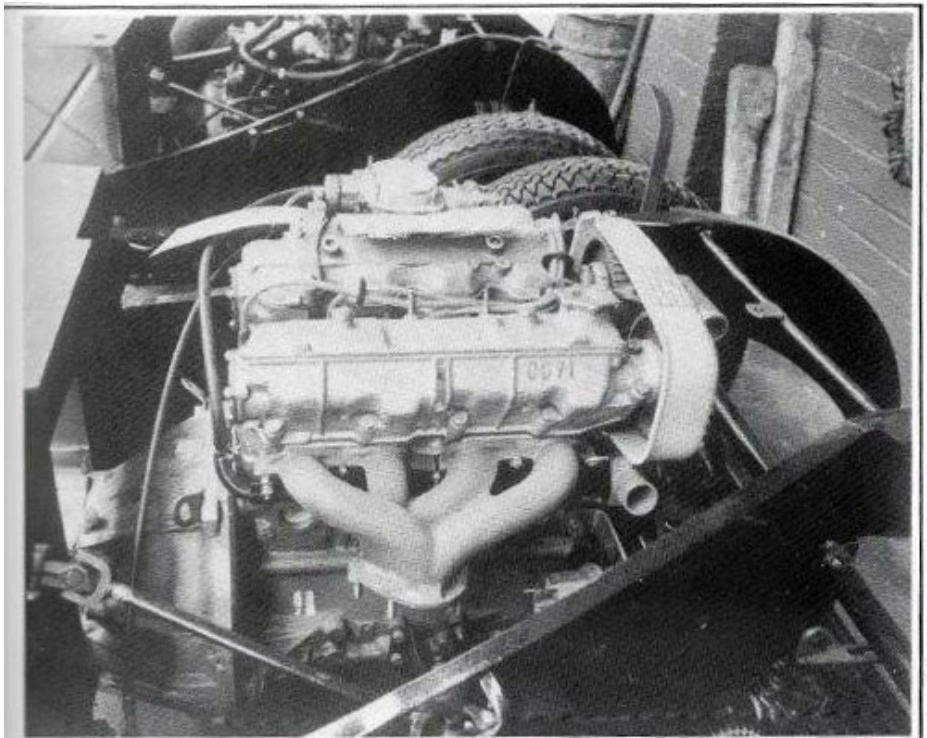
Owen's self-designed and built Watts Linkage



Owen's Twin Cam as Found



Owen Powell was 11 when his love for Morgan began, after he was given 'The Observer's Book of Automobiles' by his Aunt – it was love at first sight. As he grew up, the prospect of actually owning such a vehicle always seemed remote, however around 2012 he heard about a 4/4 that had lain unused for over 20 years. Undaunted, and being an engineer by training, he approached the owner who was looking to purchase a Douglas motorcycle and needed both the space and the cash. This was a lucky break for Owen, not only was it less money than a running example but the gem hidden beneath the bonnets was the delightful 1600cc FIAT Twin Cam engine with its original Weber 32 ADF carburetor. Given its lack of regular use, it was looking a bit sad, so he decided the best course of action was to totally strip the car and rebuild it. Remember the build quality of our beloved Morgans at that time was pretty poor. Owen remarked, "After all, Morgan is a cheap sports car – apart from the price!". During the rebuild, sensible 'improvements' have been incorporated which don't detract from the car's essential character – Rutherford rear hoop, AVO adjustable dampers all round, negative camber, Mulberry four-pot brake calipers, Gemmer steering box, scuttle roll hoop, and a self-designed and constructed Watts Linkage on the axle (did I mention he's an engineer). Some 8 years later, Owen was finally finished with the 4/4 and his dream realized. The car looks immaculate and the under-bonnet now really shows off that classic Lampredi Twin Cam. He admits he has 'blinged' it up a bit.



The shape of things to come? The two illustrations (above and below) show the first 4/4 equipped with the 1600 cc Fiat engine made by robots in Turin. This twin o. h. c. alloy engine looks well in the 4/4 but is unlikely to be a long term fan item. We cannot say too much at this stage but it is likely that the Fiat engined 4/4 will only be a temporary measure before Ford power returns. A collector's item in the making?



First Fiat Twin Cam Morgan Yearbook 1980-81

As I've been researching the FIAT engined cars with Owen's help, I have come to realize just what a wonderful combination the Twin Cam is with the smaller Morgan's chassis. They certainly deserve their place in my 'Hidden Treasure' Series – I can't understand why I've never given them any attention before. Here are some contemporary driving impressions from Peter Aitkin, published in Miscellany in October 1982, I wonder where that car is now;

*"I bought the first of the Twin Cams to be put into production (Chassis: 6002) and apart from the prototype is the only one to have done much mileage as yet – over 3000. This motor is first class. The engine pulls strongly in all gears, will rev to 7000 in all but 4<sup>th</sup> and 5<sup>th</sup>. I have not had it flat out yet but have had it to 110 mph. The family (4-up) went to London a month ago – a steady 80-90 (90 is 4000 revs in 5<sup>th</sup>) and got 32.5 to the gallon. We towed a heavy camping trailer to the Lakes last weekend and got 34. Around town and generally being thrashed about gives 26. You really must try one of these – it will remind you of the Plus 4 somewhat."*



My sincere “Thanks” go to;

**Owen Powell**, for the use of his story and his photographs.

**Dave Philpot**, MSCC Technical Advisor FIAT Twin Cam (see his article “The Morgan with the Thoroughbred Engine” on the [www.mogsouth.com](http://www.mogsouth.com) website).

**Machiel Kalf**, Morgan Historic Register Team Leader

**John Tipler**, Morgan, The Cars and the Factory pub.1993 ISBN 1 85223 750 3.

**Ken Hill**, The Four-Wheeled Morgan pub.1980 ISBN 0 900549 54 8.

**Ken Hill**, Completely Morgan 1968-1994 pub.1994 ISBN 1 787112 62 9.

**Martin** at [www.deltaparts.co.uk](http://www.deltaparts.co.uk) , FIAT Twin Cam & Ford Duratec engine specialist.

Do you own one of the Morgans with a FIAT engine? Do you have a tale to tell? Do you have some more information? Write some notes and send them to me at the MHR. I'd be very interested to hear from you.

Hidden Treasure (Part II) will be published in a later edition and will concern the 4/4 Competition Models – perhaps you own one of these cars, or have some details that would help me write the article – please get in touch with me using the Email: [mscc.mhr.assist@gmail.com](mailto:mscc.mhr.assist@gmail.com).

(This article was originally published in the Miscellany magazine and shared with us by the Author.)

Andy Downes

*“Keeping Alive the Interest in Older Morgans”*



1981 Morgan FIAT Twin Cam 4/4 owned by Owen Powell  
(Photos by Owen Powell)



*Long Distance Award Certification Form  
Program runs from January 1st through December 31st*



***British Car Council Inc. – Long Distance Award***

*The purpose of the program is to encourage British automobile drivers to participate in an awareness campaign for their fellow enthusiasts, their clubs, their personal pride and for the general public. By driving their classic cars\* as much as possible, we are consistently bringing to mind the love of the British Classic Car.*

*\* Classics do not include British cars considered “daily drivers” unless they are 15 or more years old – however, club executives should use discretion with final judgment up to the BCCI executive.*

*To encourage all participants, the British Car Council offers a “Long Distance Award”. This award, a specially struck plaque with the participant name(s) and vehicle(s) particulars is presented to those who have traveled the required distance during the program year.*

- 1. Vehicles participating must NOT be “daily drivers” – unless they are 15 or more years old (i.e.: only classic cars used for driving and related events and pleasure during the season are eligible)*
- 2. Program will be January 1st through December 31st annually.*
- 3. The event will be open to all members of BCCI participating clubs, regardless of residence.*
- 4. Each participating automobile will have the odometer confirmed by a club executive member at the start and end of the contest.*
- 5. Club executives will be responsible for confirming the starting and the ending odometer readings.*
- 6. Any defective odometer instruments are the responsibility of the owner to repair (no verbal estimates of distance will be accepted)*
- 7. Dash plaques awarded to every driver successfully completing 3000 miles or 5000 kilometers (individual vehicles or combination of vehicles).*
- 8. Dash plaques will be given to each club BCCI representative and distributed to the appropriate club members.*

The Form on the next page is the one necessary to fill out to apply for the Long Distance Award.

You need to have one of the club directors certify your odometer reading at the beginning and the end of your driving year, the earliest starting date being January 1st and ending date December 31st. The form can then be filled out online at the address below.

<http://www.britishcouncil.ca/index.php/new-long-distance-form/>



-----Contest Commencement-----

**Club**

**Car Make, Model & Year**

**Driver(s) Name(s)**

**Odometer Reading as at January 1**

**Name of Club Executive Member & Date of Odometer Reading Confirmation**

-----Contest Conclusion-----

**Odometer Reading as at December 31**

**Name of Club Executive Member & Date of Odometer Reading Confirmation**

Send



## From the Morgan Oasis Garage

*By Cuthbert J. Twillie, Proprietor*

*Box 1010 - North 51, Terrace*

*Hoodsport, WA 98548*

*(360) 877-5160*



### Shop Practice

Friends, allow me to advise you on some shop practise. I know a professional mechanic on Vancouver Island who lost his own Morgan due to a shop fire. Did that get your attention? And, who among us wants to see one less Morgan?

Perhaps the best shop RULE is to unplug every electric tool every night. Do not just turn off the switch, unplug every tool, every night. One criminal wire in one tool could mean the whole shop, a Morgan and maybe the whole home.

Fire safety, is most important. Oily shop rags should also be removed frequently as fires have been known to start from improper storage. As oily rags begin to dry, heat is produced. If they're thrown into a pile, oxygen is trapped underneath. The combination of heat, oxygen and the cloth can lead to spontaneous combustion, which results in a fire that could destroy your home.

A product for those of us who may have Lucas electrics in that dear old Mog. It is called RAIL ZIP. Hobby shops have this for cleaning rails on a model train set. Electronic shops have the same cleaner at four times the money. RIAL ZIP cleans electric contacts perfectly and then using an electrical grease prevents further degradation of Lucas contacts which are often made of brass.

Another product I like is a liquid electrical tape that is so much easier to apply in those impossible places and it covers the contacts better than tape. Many brands available such as Permatex, 3M, and Blue Magic.

Likely, the most often used tool in a shop is a small drill press. I got mine from Harbor Freight in 1983 for \$50 and it still purrs better than a cat!

As for regular hand tools, Snap On must be the best and every mechanic will tell you this, and he will also tell you they are four times the money! There is a hock shop not far from home where I find small combination wrenches for 25 cents or less, some for 10 cents, and I have occasionally found Snap On tools here. Once we found a sweet Skil 3/8th drill motor for \$20 at a Habitat for Humanity shop.

You may have seen words written on stronger nuts and bolts. Car builders use good stuff in a guaranteed engine. However, it is a good practice to roll under your Mog and replace every bolt you can find on or near the chassis with Grade Eights. The usual bolt is rated at 40,000 PSI while a Grade Eight is rated at 160,000 PSI. Racing people use aircraft nuts and bolts and these are rated even higher at 190,000 PSI.

A trick I just saw was to mix motor oil and paint thinner and squirt this on every nut and bolt to be removed. Then, while these stories are told and the coffee is tasted, the oil and thinner is working to make things easier getting at those tired places and difficult to remove bolts.

These are just some of many shop practice ideas. If you have any good ones, why not share them here so we can all benefit from your discoveries.



From hearing some things recently, I think it's time for my usual disclaimer.

I am not a professional mechanic, though at different times I worked at it.

I once got a job at Triumph Continental Motors in Seattle which I thought was to be a mechanic. However, soon after I was hired, the Parts Manager quit for greener pastures and they Shanghai-ed me into the parts room. This has led to a lifetime obsession on finding the part at the best price 'cuz there's always someone who's got it cheaper. You usually find this out right after you've caved in thinking you had the best deal. But, I digress.

Recently, I was talking to Larry Eckler at Morgan Spares and when I said I was Cuthbert, he said he liked SOME of my articles. Then he mentioned the rear apron article and said I didn't address the wire that's rolled into the lower edge of the factory apron. I know there's a wire there, and I have rolled a wire on occasion. It gets difficult however and I believe bending the apron edge over the form is nearly as strong as the factory wire method. And, more to the point, anyone can make one that way without the complication of the wire. Now, I certainly have no objection if someone wants to tackle rolling the wire into the apron, in fact I strongly recommend it 'cuz it can be done. It is my contention, however, that the simpler I make these projects the more likely it is that our splendid members will try it.

It is also my belief that if you bottom out on the rear apron, it's going to be bent whether it's got wire or not. If you've made the wood patterns, as in the article, you can whip out another apron in a New York minute.

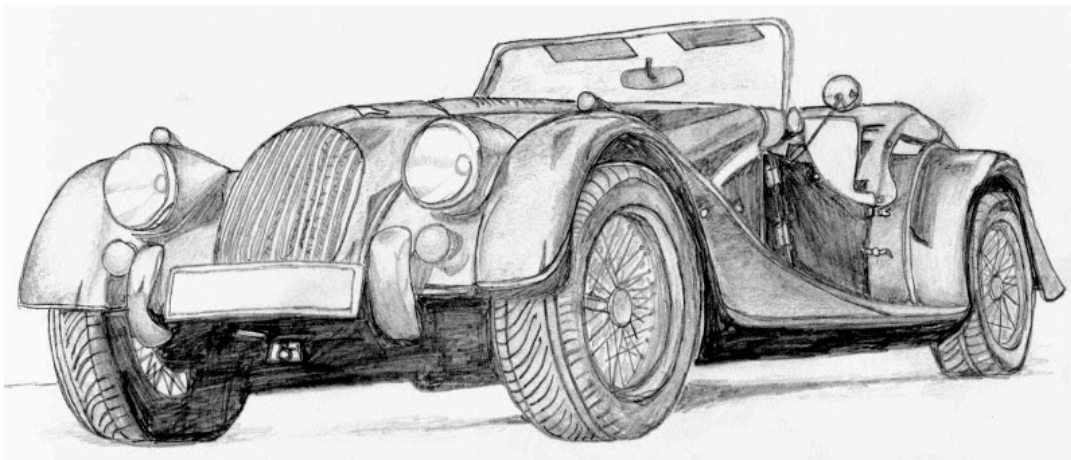
I don't claim my methods are the best or latest or fastest or any other ———ests. In most if not all cases, these methods are what I did on a particular car and it worked, in actual practice, on a real Morgan.

How you complete a job will depend on a number of factors. Are you building a concours show car? Or a driver? Do you like to have everything as it came from the factory? How skilled are you? Do you prefer to take shortcuts? It sometimes comes down to authenticity versus practicality.

I believe it was give-em-Hell Harry Truman who said, "Any Jackass can kick down a shed, but it takes a carpenter to build one."

Cuthbert

Editor's Note: For those who wish to do things the original way, the next article by Colin Gurnsey explains how he went about making a wire edge in a circular opening in a piece of sheet steel.





# Making a Wire Edged Circular Opening in Sheet Steel

*By Colin Gurnsey*

Two years ago I ordered a new chassis for my 1953 Flat Rad Morgan +4. A friend asked if I was going to restore the rest of the car and I told him no, I would just fix the inadequacies of the car as I found them. I've played with old cars long enough to know better but I wanted something to do with my time. I've written a bit about painting the car in my garage but this time I thought I would explain the steps I took to properly complete the back end of the car. I found that it was necessary to remove all metal from the wood body tub, remake about two thirds of the wood framing and replace the sheet steel body covering with new 20 gauge steel. At the back of the car I found the body work badly corroded with metal patches and remnants of bondo sufficient to require a new skin.

The two pointed sections closest to the text box form the rear of the rear wheel arch and the top of the rear section. The circular opening allows for a spare wheel to be mounted at the back of the car. The sort of mutton chop



section is taken from the left side front of the rear wheel arch.

At the bottom of the back section can be seen a couple of brazed and riveted pieces that acted as patches or backing for the extensive bondo that covered all the imperfections.



I decided to make the back in two sections then weld them together. I used half inch thick Baltic plywood as formers with the metal clamped between.



The next step was to create a wired edge that would provide a rounded context to the wheel opening. Note the black pliers with a short piece of angle iron welded to one side of the pincers. This was made by me to assist with getting the wire right up tight to the metal skin. The 1/8 inch wire was left long so that it could carry on in the next section.

Medium sized vise grips were extremely helpful to clamp the metal to the wire while I gradually hammered the metal around it.

Once completed the two sections were joined together by welding. They are shown on the left and the completed rear body section prior to painting is shown on the right.



The finished product, after painting, is shown below:



(Colin Gurnsey Photos)



# Couples Counselling

By Tom Everts

With any new relationship it is not uncommon to discover *points of friction*. Typically, when these present the key is to resolution is to try and set aside the emotions they generate and work towards a compromise that is agreeable to both parties. (*That statement taken directly from the couples counselling guide.*)

For those among you with long standing relationships I anticipate a nodding of the head in agreement that they occur, we should anticipate them, and be flexible enough to deal with them reasonably. For those *new* to relationships, buckle up, your day is coming.

Once we, that is **William the Wanderer** and I, resolved the self-inflicted battery issue we were able to move beyond it absent the (*human*) need to attach blame. (*I readily admit that the blame is 100% mine, and WW was gracious in not pointing it out.*)

However, while we have moved beyond that unfortunate incident, we find ourselves, once again, at odds.

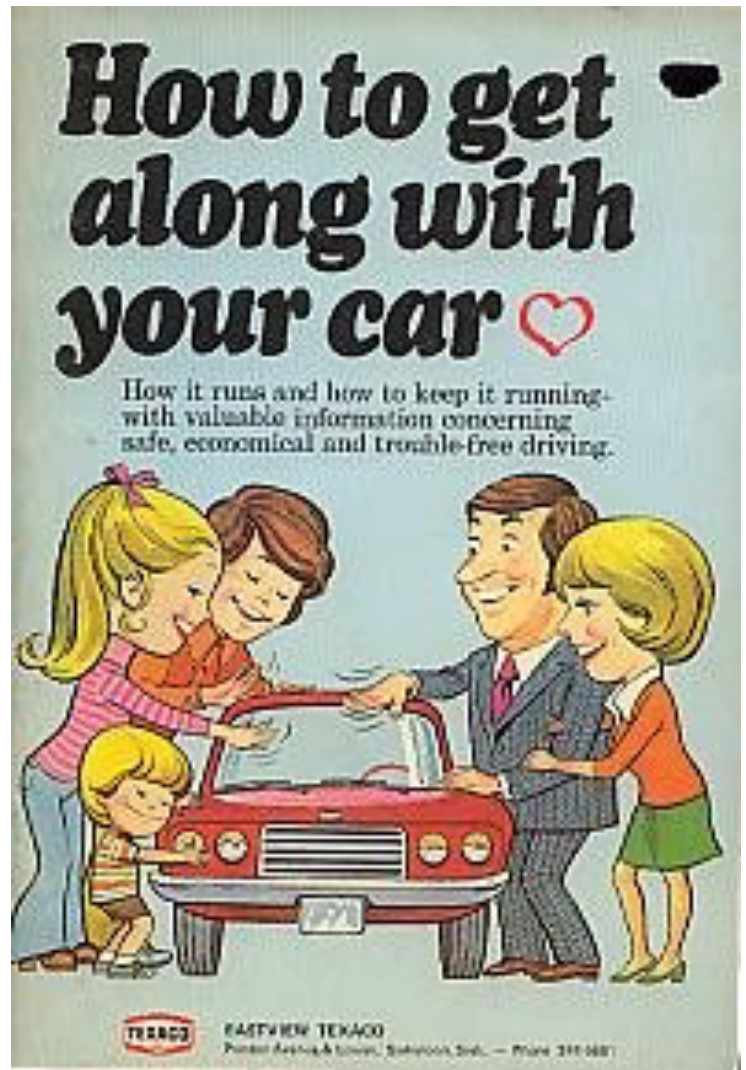
Inherent in his DNA is the need to roam. This is common among Morgan Cars and should come as no surprise to any owner/operator. The sirens call of the open road is compelling to both car and driver and is ignored at the risk to both. While I acknowledge the drive to drive, I also possess the wisdom to recognize that a critical component of any road trip is good weather. Conversely, WW, is quick to point out that he is from England and the weather there is seldom totally free of precipitation. His position is....put the hood (roof) up, install the side curtains, and put the heater on. The designers had the foresight to install three windscreen wipers to facilitate driving through the occasional (*as opposed to constant*) rain.

Therein lies the conflict. My stance is to wait until clear skies arrive, his is that **IF** we only venture out on "clear" days we will only have about 60-75 days a year to enjoy the adventure.

I won't characterize his response to my position as pouting, but clearly, he gazes out the garage door with a wistful look and much sad sighing.

I've been on the internet searching for a qualified couple's counsellor for car and owner. Thus far it seems to be a niche that is under served.

Who knew that ownership would require counselling?



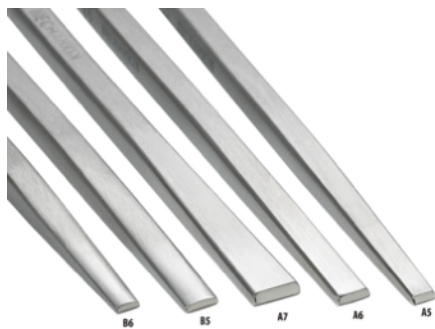
## Andrew Smith - A Morgan Metal Craftsman - Part 2

*By Steve Blake*

Last month we learned that Victoria's Andrew Smith worked for 22 1/2 years in the tin shop at the Morgan Motor Company factory in Malvern Link. Andrew apprenticed at the factory and became a "panel beater". While that term is seldom used here because most people working in the trade are "parts replacers" or welders and "bondo fillers". A tradesman who can use an English wheel and other tools to form, shape and create body panels are few and far between. The term "panel beater" may sound a little crude, but it is a respected term in the trade that stands for somebody with superior skills.

Andrew spent his first five years as an apprentice while he learned gas and TIG welding, structural drawings, metal shaping, and basically learning everything you needed to turn a flat piece of metal into a shaped panel for a Morgan automobile. Morgans are coach-built sports cars and the term coachbuilder could be applied to Andrew.

I mentioned to Andrew about a bonnet I saw at the factory that had louvers going every which way. He told me if somebody messed up by putting a panel for a bonnet through the rollers the wrong way, that piece would be no good. They would always have half a dozen of these on hand. Then when you first start on a new bonnet, you would first test on one of these to line up your louvres. They had a pattern to work with but if the bonnet was slightly off at the back end, closest to the windshield, the pattern is used only up to the last 4 or 5 louvres. Then you would move each of the last louvres slightly so the last one would line up with the back edge of the bonnet. Depending on who



made the body and how the swage line measured up, that would determine the final shape of the bonnet. This is why one bonnet would not necessarily fit perfectly on a different car. They had to tune up the bonnet, "chase" the edges back, before they could put the final edge on the back end of the bonnet. (Chaser chisels on the left.)



Andrew worked on everything on the car that was made from metal sheet. He worked on all cars from 1990 to 2012. This included all of the 4/4s, Plus 4s, Plus 8s, Aero 8s, and the Aeromax. He made all the panels for the 2nd, 3rd, and 4th Aero 8s. Andrew made all the bodies and wings for the Aeromaxs in 2012. When Andrew was still an apprentice, he went to the repair shop with his foreman and they worked on the racing car called, "Big Blue." They fitted the wings on it. This car was basically a Plus 8 with a large rear wing and a front-end clip that would come off so you could easily get to the engine. They had to fit



everything so it would go together properly. He made different battery boxes, changed up things on the bulkhead, make changes to the valances where the wings sat, and because it had different electronics and fuel injection, he had to make many adjustments under the bonnet so it would all fit. (Big Blue to the left)



I asked Andrew if he would have worked on my 1991 Plus 8. He said he would have probably done something on it. He did some of the smaller pieces because he was an apprentice at that time. You start out making the number plate panels that go on the back, the steering box covers, bulkhead parts, aluminum plate the fuel injector sits on, and the aluminum plate with a couple B-rolls and an X across it that goes behind the seats. Andrew stated making those pieces was one of the first jobs he did when he started.

Pat Leask asked if Andrew signed his name to any of the pieces. Andrew explained that they each had a number that they would stamp onto the completed pieces. Andrew's number was 89 so if you find an 89 stamped on a piece on a Morgan built between 1990 and 2005, Andrew would have made it. From 2005-2012, Andrew's number changed to 87. Have a look at your car!

While thinking about the numbers, I related to Andrew and Pat a story I heard when I was in Nanjing, China. The city is surrounded by a wall and ramparts made of clay bricks. Every brick had a stamp with the symbol standing for the man who made the brick. If the wall were to fail because the bricks were inferior, the brick maker would be found and executed. Andrew said that Morgan didn't execute us if things went wrong! At least he didn't think so! He says he must have been okay because he didn't get executed! We all had a good laugh about that and then Andrew explained that the numbers were partly for tracing back if something did go wrong. You could keep an eye on the issue or if the person making the piece had just started they could be re-trained. The number stamp system helped with Morgan's quality control.



Nanjing City Wall

I asked Andrew if the front wings were the hardest things to make. He said that by the time he left, they didn't do a lot on the front wings. The wings were brought in. Mostly, they just welded on the headlight pods and formed the ends of the wings. The Aero 8 was the first car to have the stamped wings. Andrew made the first wings for the Aero 8s back in 2000. It was a couple years later when they started to bring the wings in from Superform. A couple years after that, they brought in Superform wings for all the cars. Prior to that, they wings were made in Manchester at a place called Classic Sheet Metal. This was done to increase speed up on the production line. They wanted to get the wings "made out" because they were labour intensive.



Andrew made the wings for the Plus 8 and the Aero 8. Superform used a laser light to take the measurements off the wings Andrew made and then made the presses to that shape. There were still some times when the factory still made wings by hand, but most of the time, the wings were always brought in.

Left - New wings

(Steve Blake Photos)

I asked Andrew about his biggest achievement or proudest time while working at Morgan. Andrew said the biggest thing for him was working on the development side with the concept and one-off cars. Also, getting through his apprenticeship was a huge milestone. He turned 21 and had put his five years of apprenticeship in and now was “on the clock.”

Basically, you did piecework. Andrew eventually worked his way through all the jobs in the shop. Some fellows would only be trained up to do two or three different jobs. Andrew would get bored doing the same things all the time. The three main jobs Andrew did when he completed his apprenticeship were to fit the wings on the cars, build the body panels, and solder the petrol tanks. The three main things that Morgan would solder were the old-style petrol tanks, the radiators, and the stone guards in the cowl.



Soldering Petro tanks in 1972



Steve Morris

Steve Morris, the current Managing Director of Morgan Motor Company, was the tin shop foreman during the last three years of Andrew’s apprenticeship. Andrew would put pressure on Steve to let him do all of the jobs and he was very successful. This made him a valued employee and a big reason why he got to work on the development side, because he could do all the jobs. It is also why Andrew enjoys doing the restoration work today, because it is always different. He gets to put his skills to work solving problems and making panels for many different cars.

Next month, we will carry on with more of Andrew's stories from working at Morgan Motor Company.

**AR Auto Resurrection**  
*Andrew Smith*  
Auto Restoration

250-516-1684  
arautoresurrection@gmail.com



# Morgans in the Movies

By Steve Blake

## Travelpass - It's Just the Ticket

This month is a film that is quite different. It is a promotional film made in the 1970s for the Highland Board's "Rover" ticket. In 1973, the Scottish authority wanted to promote tourism and decided to hire Murray Grigor to direct a 26 minute film on using the Rover pass to get around on buses and trains. The storyline is having two young women using the Rover passes while two fellows chase after them in their 1970 Morgan Plus 8. One of the actors, Alex Norton, went on to play DCI Matt Burke in Taggart. The film shows lots of great Scottish scenery and a variety of vintage buses and trains.



## Bonnet Belt Placement

*by John Sheally II*

The belt goes under the centre bonnet bumper bracket that is mounted to the inner wing valance regardless of model of Morgan.

On the Plus-8 you will find the bonnet bumper bracket under the fifth bolt and nut 23 3/4 inches measured from the back of the cowl lined up with the wing to the bolt that holds the bonnet bumper bracket. That is on the right side wing when sitting in the car looking forward. The bumper bracket measurement from back of cowl to bonnet bumper bracket on the left side measures 24". This will vary slightly from car to car. Another measurement is from the front of the brass insert of the bonnet hinge at the cowl measure 19 & 1/2 inches back to the front edge of your bonnet belt.

As you probably are aware the belt was Morgans answer to the secondary tie down of the bonnet required in racing. Most Marques use latches, hood pins etc. but Morgan chose a leather belt and it became a trademark. I tell people if it doesn't have a bonnet belt it's a MG if it does it's a Morgan.

## Fitting a Morgan Bonnet Belt

*by Lorne Goldman, Andrew Moore*

### Generally



There are all sorts and sizes of Morgan bonnet belts. Leather of course, but in different colours, widths, buckles and even a choice of one or two buckles (allowing you to open them from one side or the other.) Then there is the inside lining. Many come without lining and they will quickly rub the paint off your bonnet. However, Andrew Moore has come up with a stylish answer for that . See Below.

There are those which are felt-lined in different colours and then there are sheepskin lined belts, in off-white (common) or black wool (rarer). These offer more protection and give a more authentic look but the off-white will get dirty over the years and they both can hold road debris if not washed and inspected. If a lined belt is glued only (especially the sheepskin ones), the lining will eventually have a tendency to come unglued.

This author (Lorne) has a wife who loves these belts. She has a number of horses and likes the familiar look down the hood. I have no problem either way, but in their favour, they attract a crowd faster than anything else on the car and they do serve as a backup when you forget to properly latch the bonnet. She came up with a bonnet belt I like (after so many tried.) Heavy enough to be substantial, but flexible enough to lay properly. It is 2 inches wide. It has a great lining, black Persian lamb, the poor woman's fur coat of the Roaring Twenties. Google it! It is not hard to find on Ebay or at garage sales. It lies flat and polite rather than raggedly overflowing the sides and is softer than lamb or felt. She had it both glued and sewn on.

### Fitting

The trick with fitting a bonnet belt is to get the length right and the buckle(s) where you want them. The belts purposely come too long, with the expectation that you will measure and cut them to fit. To a degree, that is impossible to do perfectly , as it is hard to perfectly gauge the tightness of the belts when you measure, or stretch when wet. You will likely have to add a hole or two, and over time, (or in the rain!) The belt will stretch.



The problems are made more complicated with a two buckle belt as you want the buckles to match on each side, rather than going for the lopsided look (smile). However, as long as the short lengths on each side (there are two short lengths with a two-buckle belt) are the same length, that should be accomplished.

Your anchoring points are the bonnet bumpers. The belt will not go straight across, but angle slightly forward and should be cut accordingly. With all this in mind, open the packaging, buckle the belt in the hole you wish to use (with a two buckle belt use the same hole on both sides.) With a thinner belt, many people curl the end of the belt back and underneath itself at the loop. It is neater and the end will not flap in the wind. If you are going to do this, leave enough belt past the buckle.



Here are two images showing you what I mean about the angle forward and the optional curl. If another person helps you do the fitting, it will be easier, but I have often done it alone.

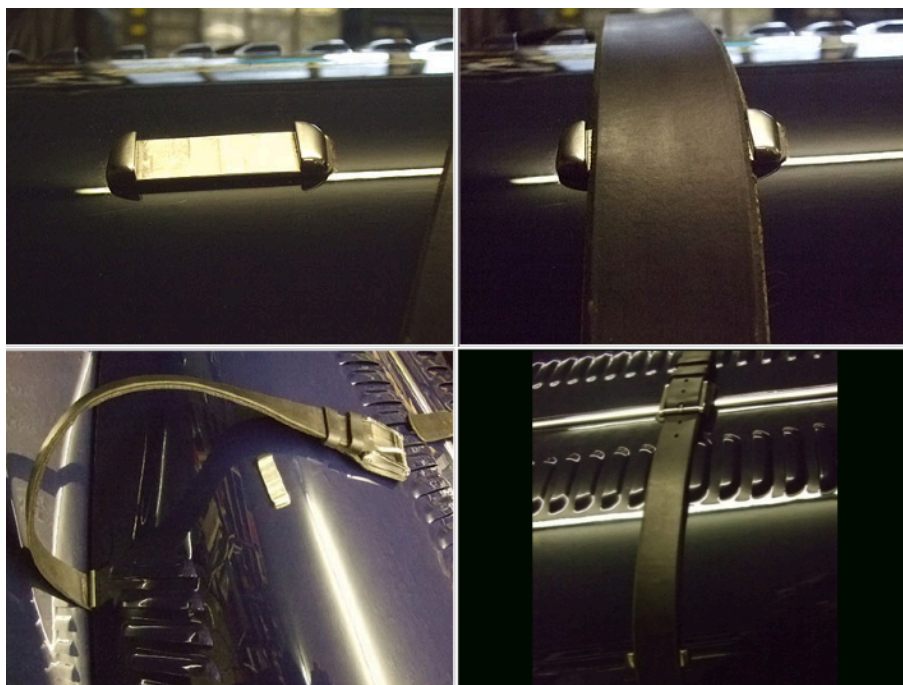
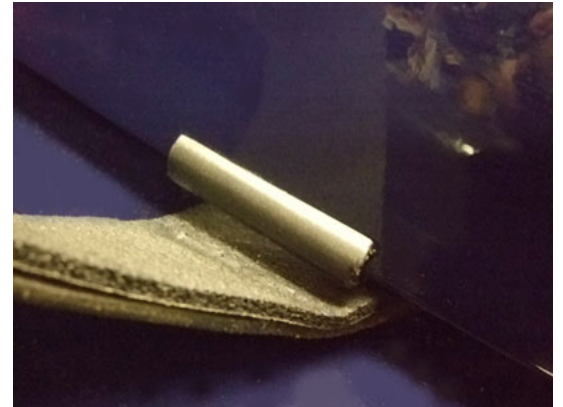
1. Place the bonnet belt on the car and slip the excess ends under the closed bonnet at the bonnet bumper just to the rear and touching the bonnet bumpers.
2. Position it and hold it stretched tight, with the buckles(s) where you want it/them. Mark one side of the belt at the lip of the bonnet with chalk.
3. Now remove the bonnet bumpers. I find this easiest to do using a small needle-nose vice-grips.
4. The belt is held by going under the bumper with the wool side facing up, as shown in the attached image. You must calculate the extra belt length this will take to get to where the bonnet bumper bends downward and also any extra length necessary to go out and around the edge of the bonnet.



5. Cut the excess off as explained. Remember it will need a slight angle to produce the slight path forward.
6. Mark on the belt where a hole must be made for the bonnet bumper screw to go through. You may need a longer screw if the belt and lining are very thick.
7. Punch, with your leather punch, the screw hole from the leather side.
8. You just put the screw back into the bonnet bumper and then work it through the lamb's wool and the leather. Once that is done, place the bumper and its screw in its fitting hole on the wing and refit it.
- 9 At this point, I would stop, re-buckle on the rest of the belt and see where everything is going to end up on that side. If you are content with that, fit the long side using the same method. If you have a double buckle belt, you must copy the exact length of what you have already done, and use the same place for the hole for the bonnet bumper screw hole on the other end section of the belt.
10. After you have fitted both sides, fit the belt entirely and, with fingers crossed, look at what you have done. Angle the belt as I show on my car. Now, see if you need to punch extra belt buckle holes to tighten it. If you are using a double buckle belt, you must make holes on both sides or the buckles will be mismatched in their placement on the bonnet.

### The Moore Solution (bonnet protection)

The bonnet protectors were made from pieces of scrap stainless flat bar. You will understand that they were milled at an angle so that they sit on the bonnet in line with the natural taper of the bonnet i.e. they are not at right angles to the belt. They are fixed with double sided tape as used for number plates etc. There is a gap in the sponge underneath to allow for the height difference where the belt goes over the protector. It has all been very satisfactory - the only paintwork damage was caused by the original belt fitted before this one.



(Photos submitted by Lorne Goldman - GoMoG)



# Malvern Memories

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

RUBBER MATS
CHESTNUT LEATHER
STEEL WHEELS
1930'S



**'A true classic.'** *'One of the world's greatest cars.'*

**PRAISE AND ACCLAIM** have justifiably been poured upon the Morgan 4/4. It's recognition as the car with the longest continuous production record in the world is just one of the reasons for its pre-eminence - there are many more.



So, to celebrate 70 glorious years of this famous model, Morgan are manufacturing 142 Anniversary Editions - two cars for every year of its production life since its launch in 1936. Each one individually marked with the year it honours, and finished in period style.




**THIS IMAGE IS FOR THE 1930'S CAR. THIS IS A LIMITED EDITION, WHEN THEY'RE GONE, THEY'RE GONE.**

## A Flashback to the Morgan 4/4 70th Anniversary - Morgan Motor Company Brochure

70th Anniversary
PAINTED DASH BOARD  
DASH IS COLOUR-KEYED TO CAR
1930'S LIMITED EDITION COLOURS





BLACK

BRITISH RACING GREEN

SAGE GREEN

IVORY WHITE



**LIMITED EDITION COLOURS FOR THE 1930'S CARS**

## Size Does Matter

*By Allstar Crocks*

For those of us of a certain vintage it cannot have escaped our attention as the years have rolled by how the pounds have piled on. I am not referring to our waistlines but to those of our daily drivers! This was graphically illustrated when I spotted an original Mini parked next to its latest counterpart. It wasn't as though the latest iteration of Issigonis' masterpiece was big, but that the original looked so minuscule, a reflection of how we now accept the modern concept of a small car. Wider, longer and taller is the new norm but there is a penalty; weight. In the case of the latest Mini it has increased by 73% and that goes for Fiat's most recent 500 that has that put on 58% and yet they remain 4 seater cars. In spite of the considerable efforts of the fast food industry since both of these cars were conceived 60 years ago, we as a species surely have not increased in physique to this degree?



The car industry has an ulterior motive in this 'auto obesity'. The bigger the car the bigger impact it has on the bottom line. The lesson was well learned in the US where gargantuan land yachts appeared in the 1950s and it was not until the oil crisis in the 70s that curtailed the trend. With oil prices back under control by the 90s the SUV made its debut and its influence has since percolated throughout the industry. Yesterday's Ford's Galaxy 500 weighed 3600 lbs but today's Suburban weighs 6000 lbs!! Any doubts one may have about size equalling profitability only has to look at Porsche's financial performance over the past two decades.



Although they were much respected as engineers with an impressive motor sport CV, they were not noted for profitability, in fact in 1993 they were on their uppers as sales of their entry level 944 plummeted. Under a new management team the boat was righted with the introduction of the Boxster which utilized many components from its sibling the 911. However it was recognized that all their eggs were still in the sports car basket, so they took a bold decision and entered a joint venture with VW to produce the platform for an SUV. The result was the Porsche Cayenne introduced in 2001 which within 2 years was outselling the Company's sport car production. By 2005 they were the most profitable vehicle manufacturer in the world returning an 18% margin. This trend has continued with the addition of a luxury saloon, the Panamera and more recently a mid sized SUV the Macan. Even their halo car the 911 has increased in weight by 24% since 2000. So, size does matter in the automotive industry.



On a more positive note, when Mazda introduced the latest edition of their Miata (MX5) they pointed out that in spite of its increased dimensions it was the same weight as their original launched in 1989. Colin Chapman would have been pleased. Now that Morgan have phased out the trusty 4/4 and its ladder chassis, weight comparisons are pointless but in recent years the chassis was upgraded to the +8 unit. Could it be that new owners InvestIndustrial may contemplate a Morgan SUV to bolster their bottom line, after all Aston Martin have now joined the other luxury marques in producing vehicles that no longer feature utility in their specifications?



# Porsche's New Cayman and Boxster GTS 4.0

*By Steve Blake*

Time has come for me to choose a new sports car. I have thoroughly enjoyed my last three Porsche sports cars for daily drivers. I started with a 2012 Cayman, then a 2014 Cayman S, and finally a 2017 Boxster S. The first two had the 6-cylinder engine and the 2017, being the 718 model, has the turbo-charged 4-cylinder engine.

I have decided to stay with Porsche because there are no sports cars that give the same pure enjoyment and driving experience. This time, I will go back to a Cayman but with a 6-speed manual transmission. Now it is just a case of deciding between the new Cayman GTS 4.0 and the Cayman S.

Porsche has just introduced the new Cayman and Boxster GTS 4.0 models to North America, which will in all likelihood be available in the first quarter of 2021. The 6-cylinder naturally-aspirated 4-litre engine will power these cars. The Cayman S and Boxster S are still available with the turbo-charged 2.5-litre 4-cylinder engine. How do these cars match up and how does one decide?

I drove out to Porsche Langley to do my research. I met with Kevin Lee who is a very passionate Brand Ambassador/salesman and a true "car guy." He walked me through the options and explained the differences in the cars.



2017 Porsche Cayman S Boxster

Many things are the same for both cars but the big difference is the two engines. The new GTS 4.0 has the 6-cylinder and that will entice a number of clients. When the 718 was first introduced, some automotive journalists wrote that the engine sound was not as impressive as that of the previous 6-cylinder. At that time, I took a new 718 for a test drive, put it in sport mode and drove around Vancouver. I was not disappointed with the sound. There is a difference, but whether it is significant is subjective. More important is the way the car behaves and if you get the performance you desire.

At Porsche Langley, Kevin drew my attention to the performance figures, which certainly tell part of the story. The GTS 4.0 weighs 50 kg more than the Cayman S, which narrows the gap between the two. The figures below are for both vehicles with manual transmissions. Fuel consumption figures are not available yet, but in the past the award-winning turbocharged 4-cylinder showed improvements over the 6-cylinder option.





	Cayman GTS 4.0	Cayman S
0-100 km (seconds)	4.5	4.6
Top Speed (km/hr)	293	285
Torque (lb/ft)	309	309
Horsepower	394	350
Unladen Weight (kg)	1405	1355

The difference between the two cars appears to be minimal but may be greater when we are actually able to test-drive them back-to-back. The GTS 4.0 comes with more performance features as standard equipment. However, these things can be added as options to the Cayman S.

Both cars have the Porsche Active Suspension Management system which lowers the car either 10 mm or 20 mm depending on your choice. Porsche Torque Vectoring helps with variable torque vectoring through controlled braking on the rear wheels and mechanically controlled differential lock with asymmetrical locking action for increased agility, steering precision, traction and vehicle stability.



2021 Porsche Boxster GTS 4.0

With the Sport Chrono option you get performance-oriented engine and chassis settings, stop watch, throttle blips on downshifts, and an additional sport mode. Several other performance-enhancing features are included. With the PDK transmission you also get a launch mode and a 20 second Sport Response button for performance-oriented settings for the engine and transmission. This feature is standard on the GTS 4.0 and an option on the S.

When it came time to make a decision, it was really great dealing with the Porsche Langley dealership. They were very fair with what they offered for a trade-in value for my Boxster S and they did not push me to the more expensive cars. Kevin Lee took the approach that I should be deciding which car best suited my needs. He asked questions that directed me to make my own decision rather than pushing a product. I appreciated his care and attention to help me make a decision on which car would make me happiest.



Porsche Cayman GTS 4.0



Once I had decided, Brad Ritchot, the Sales Manager, introduced himself and signed off on our deal. He showed the same care and respect that Kevin portrayed and they both promised they would try to get a quick delivery for me. Unfortunately, due to the Covid-19 virus, the factory had to shut down for two months and orders are backlogged. I had to wait until March 15, 2021 to receive mine.

Cayman GTS 4.0 start at \$94,500 and the Boxster GTS 4.0 starts at \$96,900. The Cayman S for 2021 starts at \$80,900 and the Boxster S starts at \$83,300. When options are added to the S models to make them more or less equal to the GTS 4.0 models, there is about a \$10,000 savings.

Which car was best and which did I buy? Both cars were pretty equal to me for the kind of driving I do. I may have made a different decision if I had a chance to drive both cars under a variety of different conditions. Based on my experience and my preferences, I chose to purchase a 2021 Cayman S.



2021 Porsche Cayman S



Steve taking delivery



Porsche Cayman S and a Morgan 3-Wheeler





# Why men shouldn't write advice columns

Dear John,

I hope you can help me. The other day, I set off for work, leaving my husband in the house watching TV. My car stalled, and then it broke down about a mile down the road, and I had to walk back to get my husband's help. When I got home, I couldn't believe my eyes. He was in our bedroom with the neighbor's daughter!

I am 32, my husband is 34 and the neighbor's daughter is 19. We have been married for 10 years. When I confronted him, he broke down and admitted they had been having an affair for the past six months. He won't go to counseling, and I'm afraid I am a wreck and need advice urgently. Can you please help?

Sincerely, Sheila

Dear Sheila,

A car stalling after being driven a short distance can be caused by a variety of faults with the engine. Start by checking that there is no debris in the fuel line. If it is clear, check the vacuum pipes and hoses on the intake manifold and also check all grounding wires. If none of these approaches solves the problem, it could be that the fuel pump itself is faulty, causing low delivery pressure to the injectors.

I hope this helps,  
John

— Forwarded by Steve Sanderson,  
Gilbert, S.C.



## Morgan Fantasy Photos

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







## 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**

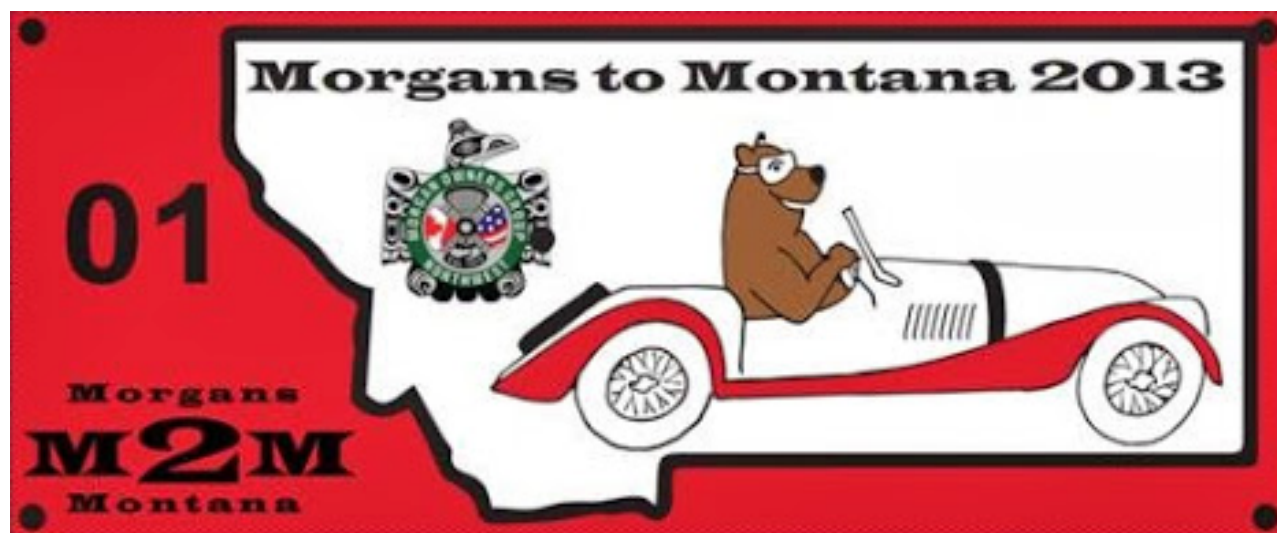
Entries close at Midnight Thursday December 31, 2021

## “Looking Back”

This new feature will look 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. This month, we will start with a blog article written by Win Muehling. It will be presented over the next three editions.

### Morgans to Montana 2013

*By Win Muehling*



#### Billings to Ft. Benton - Friday, September 13, 2013

On Friday morning we started our journey to Ft. Benton, which offered two distinct routes. A longer (and hotter) more Easterly route up Hwy. 87 via Bear Paw Battlefield-Nez Percé National Historic Park, and a somewhat more direct (and cooler) route via Highways 3, 12 and 89.

The smaller of the two groups going via the Bear Paw Battlefield reported that the extra miles were absolutely worth it. Not much traffic and with no other visitors at the battlefield at that time made it a very solemn experience.

The short route was an interesting mixture of farming and ranching country, rolling hills and a couple of mountain passes. A relaxing drive with quaint towns, coffee shops and bars, seemingly unspoiled by tourism. (Is that a kit car? What's a Morgan? Never heard of them! Wow, they still make 'em!)

The microbrewery in Belt is certainly a must stop, not necessarily for the food (real cheap) but certainly for the ambience.

Ft. Benton was reached early enough by those of us taking the short route to do some sight-seeing. Lot's of history and well presented. Our hotel, the Grand Union Hotel, is a real gem and located right beside the beautiful Missouri River. A beautifully restored building, a National Historic Landmark, with excellent service and restaurant, all at a reasonable price.

Ft. Benton also has an neat used book store crammed to the rafters with books, collectables and other junk, and a most interesting proprietor. This is the place in town to buy a purse or vest with concealed pockets for your personal firearm. The proprietor pointed out a sign, "We do not call 911 in case of robbery" - he can handle it himself - this is the real wild west!





(Win Muehling photos)



Upcoming PACMOG Events  
*By Ken Miles*



Watch your emails for news of the next drives

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

Save the Date!

April 17 - Drive information to come



# Crossing Our Fingers!!!

Updated January 19, 2021

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

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

THE GREATEST SHOW ON BRITISH WHEELS

ABFM VANCOUVER MAY 22, 2021

35 ANNIVERSARY

FEATURED MARQUES:  
ENGLISH FORDS  
CLASSIC MOTORCYCLES  
TRIUMPH STAG

PRESENTED BY: HAGERTY, TRANSAT, and others.

WESTERNDRIVER.COM

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

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

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

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

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

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

**Please keep checking back to [www.westerndriver.com](http://www.westerndriver.com) for event updates and registration details.**

While this event is based out of Ontario, it is virtual, this year, so we can all take part.

Good Morning BCCI Member Clubs,

This information has come from Ian Macnab (Victoria British Car Club) and he would like to spread this news among the member clubs of the British Car Council:



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For over 25 years, Brits-in-the-Park has been regarded by many as one of the best British car shows of the season. We were saddened to have to cancel last year and were very much looking forward to this year. Unfortunately, health and safety considerations preclude our normal Brits. However, we are determined to put on a good show for everyone and are thus preparing for a virtual car show – **Brits (not quite)-in-the-Park**. While acknowledging that the ‘normal’ Brits is what we all would most want, we believe that this year’s show will be memorable in its own right and invite you to be part of it.

Here is how it will work:

There will still be the 17 classes of British vehicles as in past years.

This year there will be no entry fee. The Victoria British Car Club is covering all costs as our way of supporting and promoting the British motoring hobby.

To emphasize the importance of you as a participant, no Victoria British Car Club vehicle will be part of the awards judging. A separate division of club cars will be considered internally by our club.

You as a participant will send a photo or photos of your car along with a few notes to a dedicated e-mail address. An entry form is being developed and will be distributed shortly along with a ‘return by’ date.

If you wish to receive an entry form, please e-mail [Britsinthepark@gmail.com](mailto:Britsinthepark@gmail.com) and we will send one directly to you when it is available.

Judging for awards will be done by teams from the Victoria British Car Club. We will consider your photos submission and your car notes in judging.

From this, award recipients will be chosen in a similar manner as the ‘*people’s choice*’ voting has been done in the past.

Award certificates for 1st and 2nd place in each class will be presented. These will be 5x7 certificates suitable for framing. They will be sent to you by mail following the show.

Recognizing the high regard that we all have for our cars, those participants who do not receive a place award, will be duly acknowledged with a certificate of participation as our thanks for making this year’s Brits most memorable.

**More information will be forthcoming as we proceed with organizing this unique Brits.**

We sincerely hope that you will participate in and enjoy this event. It is important that the British motoring fraternity come together as we can during this time.

Ian Macnab for **Brits (not quite)-in-the-Park**

Victoria British Car Club  
[Britsinthepark@gmail.com](mailto:Britsinthepark@gmail.com)



# 1959 RHD Morgan 4/4 Race Car Not Sold Last Month!

By Steve Blake

Still Available  
Bid to US\$21,000

This 1959 Morgan 4/4 is a Series II example that was partially refurbished under previous ownership before being converted for track duty following the seller's purchase in 2016. Power is from a 1,364cc Ford Kent inline-four backed by a Quaife Rocket Box four-speed manual transmission with dog engagement and a 4.55:1 limited-slip rear end. Other details include chassis modifications, Kirkey racing seats, a braced roll bar, upgraded brakes, a fuel cell, a fire suppression system, a quick-release steering wheel, and more. The car was used to compete in SVRA, VDCA, and HSR events as recently as 2019, and was last serviced in June 2020. This Morgan race car is offered with a logbook, spare wheels, service records, and a clean Florida title.

The car is finished in yellow with #42 meatballs, inspection stickers from various events, and other decals. Fiberglass fenders from Don Simpkins have been added along with a cut-down windscreen. The bumpers have been removed and a reinforced roll bar fitted over the cockpit. A Fuel Safe fuel cell with a faux spare wheel appliqué fills the recess in the rear, though its internal bladder expired at the end of 2020. The seller notes chips and other blemishes from track use.

## BaT Essentials

Lot #42870

Seller: **mogguy**

Location: **Winter Park, Florida 32789**

Chassis: A535

850 Miles Reported, TMU

1,364cc Ford Kent Inline-Four

Quaife Rocket Box 4-Speed Manual w/Dog Engagement

4.55:1 Limited-Slip Differential

Yellow Paint

Fiberglass Fenders

Kirkey Racing Seats w/Simpson Harnesses

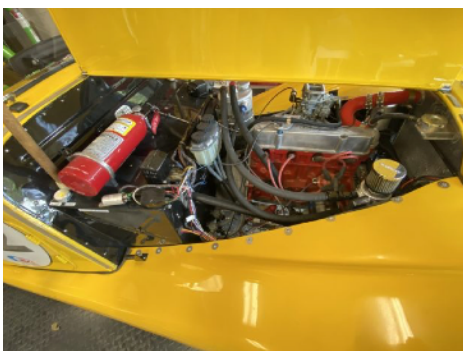
Roll Bar, Fire Suppression, Fuel Cell

Spare Wheels & Parts

Service Records

SVRA & VDCA Logbooks

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 [morganlink@telus.net](mailto:morganlink@telus.net) so they can be included.

### Recent Sales and Auctions



This 1967 Morgan Plus 4 sold on BaT for US\$39,000.00 on March 2, 2021.



This 1977 Morgan 4/4 sold on BaT for US\$32,501 on March 19, 2021.



This 2012 Morgan 3-Wheeler sold at RM Sotheby's Atlanta Auction for US\$40,000 on February 27, 2021.



This 2019 Morgan Plus 4 sold at RM Sotheby's Atlanta Auction for \$58,000 on February 27, 2021.

#### Editor's Note:

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



FOR SALE  
1956 PLUS 4 - CHASSIS # 3407

Recently completed ground up restoration. Twin Webers, upgraded to disc brakes, wire wheels. Ideal for competition/rallying.

Asking price. \$39,000 Canadian or best offer.

Contact Lloyd Reddington. 250 655 9431  
[lloydreddington@icloud.com](mailto:lloydreddington@icloud.com)



Do you have a Morgan for sale?  
Do you have Morgan parts or related items for sale?  
Are you looking for a Morgan or Morgan parts?

Club members get free ads so email me if you have needs and we can try to match you up with somebody with the opposite need.

All ads must reach me by the 15th of the month to make the next month's edition.



# MORGAN WORKS MALVERN

Morgan Works Malvern is the Morgan Motor Company's factory-owned dealership, based at the company's home in Malvern, Worcestershire. With more than a century of Morgan knowledge, it presents the finest used cars to the market, as well as offering new vehicles and servicing.

Today, it is in the unique position of presenting for sale two Morgan Aero 8 convertibles. These rare Series 5 models, powered by a 4.8-litre BMW V8 engine, are the ultimate incarnation of the Morgan Aero 8. Both are fitted with a six-speed automatic gearbox and carbon fibre removable hard top.



## 2017 MORGAN AERO 8

603 Miles | Opalescent Silver Blue | £103,950

## 2017 MORGAN AERO 8


963 Miles | San Francisco Silver | £99,950

### Morgan Works Malvern

Pickerleigh Road, Malvern Link, Malvern WR14 2LL

### Morgan Works London (opening soon)

6 Astwood Mews, Kensington, London SW7 4DE

 [www.morganworks.co.uk/used](http://www.morganworks.co.uk/used)

 [sales@morgan-motor.co.uk](mailto:sales@morgan-motor.co.uk)

 01684 215 511



# 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  
Mona, ON L9W 6C7

[cmcmogrbc@gmail.com](mailto: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](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. \_\_\_\_\_