



The Morgan Link

Vol 7 No 3

The Magazine of the Pacific Morgan Owners Group

March 2022



From the Editor's Desk...

We have sad news again this month with the loss of one of our members, Dave Gard, from Calgary. We send our sincere condolences to his wife, Maria, and family as they grieve. An obituary and comments follow on page 5.

Good news for this month has been in the release of the new Morgan 3-wheeler, named the Super 3. A supplemental edition of the Morgan Link was sent to you with all the details you could possibly ask for from the factory and from Dennis Glavis who attended the Media Launch for this new vehicle. More viewpoints on the Super 3 will appear in the next edition of the Morgan Link.

The other good news for the month is that things are starting to open up. The Vancouver All British Field Meet at Van Dusen Gardens is back! Registration for those of us who were registered for the cancelled 2020 show was completed in February and opened to new entrants in March. If you have not registered, go to the Western Driver website to complete the process. The drive on the following day will be to Harrison Lake this year instead of Whistler.

The Restoration Fair on Vancouver Island is going ahead and information can be found in the events section. You can also register early for the Silk Cats' Sea to Sky drive to Whistler in September.

Thank you to all the writers and contributors who put pen to paper and submitted photos to fill this edition of the Morgan Link. All together this month you are receiving a record of over 100 pages of information, stories, and technical articles to keep your rainy days fulfilled.

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

March 2022

Editor – Steve Blake

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

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An Opinion - March 2022

By Steve Blake, Chair

Today, I am being political because I see some very unfair government legislation aimed at the car collector.

It would be nice to say the world is all rosy now that Covid restrictions are being lifted. However, while we are feeling euphoric about one thing, they sneak some other legislation through that caught some of us unaware as we were celebrating return to "normal" life .

In BC, the provincial government has put forward legislation that will no longer take your word on what you paid for your car for tax purposes. At the present time we pay between 7 and 12 percent PST for average price cars, rising to as much as 20 percent on luxury cars. The change is that an ICBC bureaucrat can now determine the value of your car for tax purposes.

For example, you attend an auction that has cars available unreserved, such as those RM Sotheby's have to offer. Not many people are interested that day in the car you have your heart set on and you buy, say a Morgan Plus 8, for \$35,000. When you go to register the car in your name, you could be looking at paying taxes on a car valued by ICBC at \$85,000 and pay tax on \$50,000 more than you paid! That will cost you in the neighbourhood of \$7500 more in taxes.

Buyers of used cars should not have to pay tax on them in the first place! You have already paid income tax on your money, the government then goes and collects sales tax when the car is sold new, but why do they continue to collect tax in perpetuity every time it resells? If you bought a Rolex watch or piece of art, valued at \$100,000 second hand from a private seller, no tax is collected. Fair?

Also, natural gas stoves, furnaces and hot water tanks had their PST raised from 7 to 12%. This will not change the numbers of these items being sold, but just collect more money to put in the trough for you know who!

If you feel strongly, tell your MLA what you think!

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(Looking for a Morgan)

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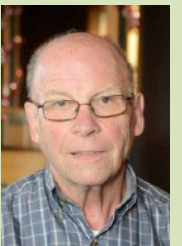
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Non-voting member attending
Board Meetings as Secretary

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Cover Photo Credit:

This month’s cover photo was taken by Steve Blake of Ken and Pat Miles 1960 Morgan Plus 4 DHC at Blackie Spit in Crescent Beach.

Contributors

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

Susan Blake, Dave Doroghy, Ken Miles, Pat Leask, Andrew Smith, Pat Miles, James Gilbert (MMC), Alistair Crooks, Valentin Tanase, Jacques Gallien, Gary Bell, Laurel Gurnsey, Roger Mulloy, Ron Akehurst, Jane Cowan, Bob Algar, David McCrossan, Dennis Glavis, Eric Peterson, Bill Schuil, Vern Dale-Johnson, Chris Bright, Robert Horsley, David Conwill, Robert Couch

PACMOG is affiliated with:

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

Insured with Aviva Insurance Company of Canada
through Arthur J. Gallagher Canada Limited
Markham, ON L6G 1C3

PACMOG Constitution:

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

Remembering Dave Gard



It is with great sadness that we announce the sudden and unexpected passing of David, beloved partner of Maria R. Paterson on Friday, February 25, 2022, at the age of 70.

David was predeceased by his parents, Fernley H. Gard and Evelyn M. (Boulton) Gard and his “baby sister” (aka “Boulee”) Amy Anderson (John). David is lovingly remembered by Maria Paterson, Christopher Paterson and Austin Paterson, his sisters Lynn (Bob) Platt, Barbara Nattress (David), nieces and nephews Heather, Christine and Andrew, and numerous cousins. David was a cherished member of Maria’s large and loving Portuguese clan (the “Navy”) and he will be sadly missed by all.

David and Maria have enjoyed a loving and fruitful partnership. His love of photography and cars blended with Maria’s love of vintage cars and gardening. Together, they created beautifully landscaped vegetable and flower gardens, which they shared with family, friends and neighbours. He loved family gatherings and “catching up”, teasing the kids, and always game to engage in the activities at any family function. He was immensely proud of Christopher and Austin, claiming them as his own. He was Uncle and Grandpa to many family members.

David enjoyed British sports cars (and some German ones) but Morgans became his true passion over many years. He had an incredible knowledge of all things Morgan and was a talented and meticulous craftsman. He loved a mechanical challenge. David enjoyed Morgan people as much as Morgan cars. He was an active member in various clubs and communities and was always the first in line to provide help, tools and parts. His calm, jovial and methodical manner always made him welcome. David was a participant in the first Morgans Over America run, which opened a whole new world of international contacts and friends.

David was loyal, kind and loving. He was truly happy when gathering with family and friends. During his life, David made many friends who will miss him. Maria and David were partners in all the best sense, and Maria knows that in her loss, she has known the goodness and truth of a man well loved.

In lieu of flowers, donations may be made in David’s memory to [Wellspring Calgary](#), [Diabetes Association](#) or to [Colorectal Cancer Canada](#).

You are invited to a Family and Friends Goodbye and Viewing at Choice Memorial Inc. on Saturday, March 12, 2022, from 2:00 pm to 4:00 pm. We invite you to leave your memories, photos and condolences at www.choicememorial.com.

A Celebration of David’s Life will be held in June, 2022.

I received several notes and remembrances about Dave Gard. Two are below, one from a new Morgan owner and one from a veteran. Everybody's comments carry the same theme about how great a person Dave was. He will be truly missed. David McCrossan sent photos of Dave's car which are below.

I believe David was a member of PacMog, not sure about MSCCC but I know certain members know him. I didn't know him for long but this is really sad to hear! He was one of my go to resources for technical help after my car arrived and was always willing to help! ...A tremendous resource of Morgan knowledge. I don't think he'd mind me sharing a few photos I took of his +4 4 seater that he was doing a masterful job of restoring to SS spec. I had a chance to see it the day I left Calgary when acquiring my +8. Meeting David that weekend was a real pleasure and highlight of my Morgan experience... very kind and gracious.

I'll have to find someone else to call from the roadside now :(- David McCrossan

Dave Gard passed away from a reportedly massive heart attack earlier Friday. Dave was my introduction to the Morgan community in 1999 (after a 30 year absence), and an inspiration to make the plunge 2yrs later. Dave had a 1969 +8 in pieces when I met him. I should have bought the pieces from him, instead , we helped him ship them off to Europe, which left me shopping for a car to drive, rather than build.

Dave swore he would use the proceeds from the +8 to buy a Morgan to drive! He bought a +4 driver out of Vancouver, wrapped it carefully on a trailer and hauled it back to Calgary. What did he do next?.....took it apart to "Build Back Better". Dave has had the nicest restored, refurbished and powder coated Morgan parts I've ever seen. He was perennially happy to drop everything to help a fellow Morganer with info, parts or a referral. In the almost 23 years I knew Dave , he never had a Morgan on the road, but he had the best damn looking parts west of Malvern.

Bob Algar

PS

Dave left us with the components of a great +4 4-seater, waiting for completion & inauguration. The Club members should consider offering help in moving the project along when the time is appropriate. Also tons of parts and memorabilia.



The Morgan Link

On the Road!

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



Above - Super 3 at the factory ready for the road submitted by Dennis Glavis
Below - Coming out from winter storage submitted by Eric Peterson





Colin Gurnsey's 1953 Morgan Plus 4 and Laurel's Miata at the garden shop (Laurel Gurnsey photo)

Jon Moss in his 1960 Morgan Plus 4 on the Hearts and Tarts Run (Steve Blake photo)



My 1963 Morgan Plus 4

By Bill Schuil

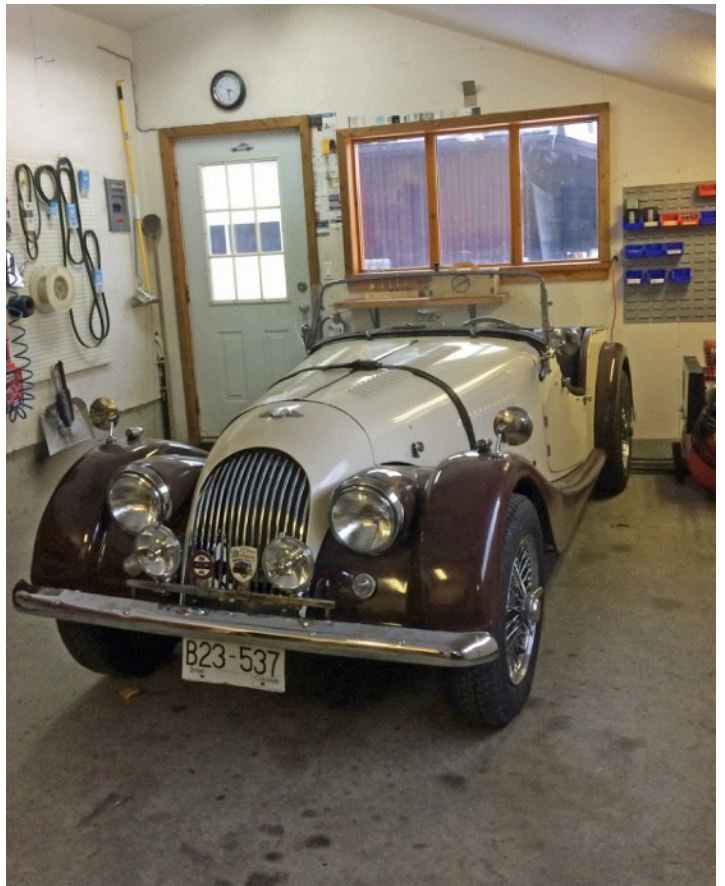
My wife, Ada, and I are new members to the Pacific Morgan Owners Group. We look forward to meeting members of the club. I grew up in Den Haag, Holland, and, like most young fellows, walked to school. On my route, I would pass an Embassy that was located in my neighbourhood. In its parking lot was a Morgan! I fell in love with Morgans from that time.

Years later, and after I emigrated, I finally bought my dream Morgan from Gregory Rhoa in Collegeville, Pennsylvania. Greg was the second owner of this 1963 Morgan Plus 4 (#5241). I had the car shipped to me in September 2011.

The car was mechanically in deplorable shape. The list of things to do was endless! Since I am a mechanic from way back, we have a machine shop so I was not concerned about the work to be done. My latest innovation was to install a 5-speed transmission, which makes the car so much nicer to drive. I still have a few things to do including some paint touch up and having the upholstery redone. Most everything on this car has been replaced, fixed, or upgraded. If I can be of any help to someone in the club, let me know.

The photo below is from my son driving. He has a 1962 VW Ghia in showroom condition.





(Bill Schuil photos)

The Run to Mt. Kembla Village

By Vern Dale-Johnson, Cronulla NSW Australia

The Sydney area has been COVID locked down for the better part of 2 years with scarce opportunities for a "run". Now that the majority of Morganeers have been vaxxed up to the max, it was time, come rain or shine, for a run. David Lyon and Andrew Lippold used the notes given to me from a golfing mate who is a member of the MG Restorers Group. The Feb 24th run was conceived as a gathering in Heathcote south of Sydney, then a run up to a lookout over Woolongong at Mt Keira before dropping down to the Mount Kembla Village Hotel where we had been offered their outdoor venue as a packed lunch or pub lunch stop.

Originally the route was an enjoyable drive through the Royal National Park then along the scenic Sea Cliff Bridge to the Bulli Pass for a short run on the motorway before taking Picton Road up to the lookout for some viewing and comfort.... The group that gathered in the rain south of Sydney at Heathcote (about 24 members, including 3 Morgans) was told the original plan had been aborted and we'd now run down the motorway to Picton Road to tap into the original plan. When we arrived at the lookout the good news... no one there... the bad news, drizzle and fog meant no chance at a view but the toilets were open!

After that quick stop we took what is usually a very scenic road down to Mt Kembla Village. Usually scenic but due to the heavy rains there was a lot of crap on the road and several washouts. Thankfully most of the attendees were in tin-tops. My thoughts were with the Morgans... especially Stephen Figgis's +8 "Aero" that had already been damaged/repared due to its lack of sump clearance.



(Vern Dale-Johnson photo)

We all arrived safely, enjoyed, not the planned picnic, but beautifully prepared lunches from the hotel's kitchen in the hotel's garden room. Lots of catch up with old friends and some newer members, some coming from further south of Woolongong. About 30 attendees in total. Although COVID has meant we have isolated for the better part of two years it did not take us long to get back into the joy of face-to-face chats.

By 3:00, we decided it was time to again tackle the weather and the group took their chosen routes home. Amanda and I arrived in Cronulla in the rain... more of the same weather that, as I write this a week later, is still with us and expected to continue for at least another week.

The ground is saturated, the dams are full, and flooding is now rampant. We're on the high ground and our apartment is on the 3rd floor so the water sloshing in our streets/gutters is no more than a bother but as many on the West Coast of North America have experienced early this year we have communities all along our East Coast under water. I've just had the yearly safety check done by my local mechanic -- only 1835 km for the year. That's after only 1287 km the year before. Frustrating, but hopefully we'll be back to our 5000+ yearly average in 2022!

The Spring Fling

By Steve Blake

Due to weather and other members' commitments, the Pacific Morgan Owners Group Ides of March run was postponed to March 27, 2022, and thus renamed the Spring Fling. Many of the members of PACMOG are also members of the Old English Car Club, so we invited them to join us.

As they say "April showers bring May flowers" so we didn't hold onto high hopes of brilliant weather. It rained overnight but the morning cleared somewhat and we managed to dodge any showers and it warmed up nicely by the afternoon. Top down for the hearty but it is still chilly!

Ken and Pat Miles organized the drive which was a re-run of one we had done four years ago. We wound our way through Surrey and Langley, parading along the waterfront in White Rock and regrouping at Blackie Spit in Crescent Beach. We could actually see blue sky! There were many people out enjoying the day and we got many thumbs up and waves of approval as our group of 8 cars enjoyed Ken's drive.

We had four Morgans on the run lead by Pat and Ken in their 1960 Morgan Plus 4 Drop Head Coupe, Bob MacDiarmid in his 1995 Morgan Plus 8, Brian and Sandi Nixon in their 1970 Morgan 4/4, and Steve and Susan Blake in their 1991 Morgan Plus 8. Lyle Johanson joined us at the start in his new Volvo EV. We were joined by the OECC members of Alan and Mary Lou Miles in their 1967 Sunbeam Alpine, Andy and Judy MacLean in their 1980 TR8, and Warren and Kerri Shott in their 1953 MGTD. It was a nice mix of British cars and made an impressive sight along the roads. It was also nice passing the Aston Martin Club out on their drive.

The run completed at the Artful Dodger Pub in Langley where some chose to eat lunch. Others carried on home due to other commitments. Thanks to the Pat and Ken for organizing a great Spring Fling drive!







(Steve Blake photos)

SHOP TALK

Engine Out: Borrani Wheels — British Born, Italian Perfected

By Chris Bright (Courtesy of Collector Part Exchange)

For a company that is so closely associated with Italy and its iconic Grand Prix and sports cars, it may come as a surprise that Borrani Route's origins are actually British, founded by a Californian, and represented by a logo originating in Ireland! So while the story of Borrani has origins elsewhere, the company is now Italian through and through.

The company's innovations had Italian car makers beating a path to their door which is why we think of these gorgeous, knock-off wire wheels as a defining element for a vintage sports car.

The Borrani Origin Story

Our tale begins with a bicycle and motorcycle manufacturer in Coventry, England, called Rudge Whitworth Cycles. When founded in 1894, they selected the [red hand of Ulster](#) as the company's badge due to a founder's Irish heritage. While growing their two-wheeled business, a son of a co-founder named John Pugh was dabbling in the nascent sport of auto racing.



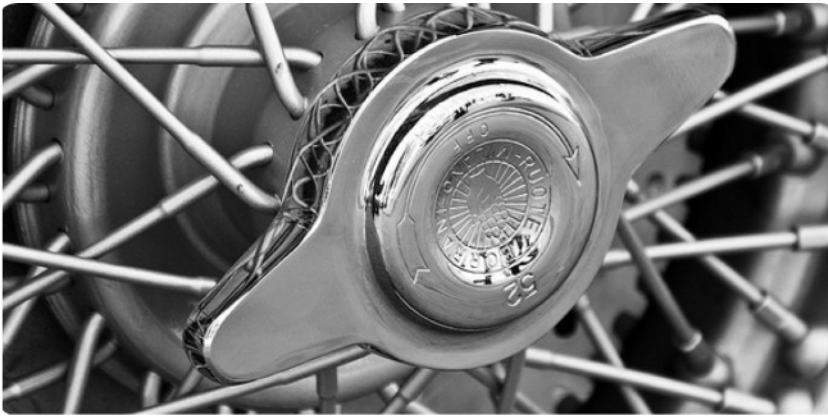
In the early days, tires went flat often. The entire tire was changed while the wheel remained attached to the car. Many of us have changed bicycle tires. It was like that, but much, much more time-consuming. Young John thought it would be better to be able to remove the wheel and replace it quickly.

In the early 1900s, he engineered and patented a detachable steel wire wheel, mounted on a splined hub with a center locking nut, what we now refer to as a knock-off wheel. Pugh's invention caught on quickly among racers as the advantages were obvious. By 1913, they became the exclusive style of the wheel used by Grand Prix cars. Thus, the idea of tire strategy was born, as tires could be made to perform better for a shorter period since they could now be easily changed.

The demand for Rudge Whitworth wheels was high, and their factory in Coventry was at capacity serving the nascent British automotive industry. To expand their sales, Rudge Whitworth wanted an outpost on the Continent. In 1922, they set up a licensee in Milan to manufacture wheels there. Carlo Borrani, born in 1887 in Napa, California, to Italian parents that had immigrated there, returned to Italy to start Rudge Whitworth Milano.



Borrani had immediate success. Within the first year, the company supplied wheels to Alfa Romeo, Isotta Fraschini, Fiat, Bianchi, Lancia, and Auto Union for their race cars and top-tier production cars. An early adopter was Enzo Ferrari, who insisted on using them when he was leading the Alfa Romeo racing efforts, and would later continue their exclusive use for his namesake racing and production cars after the war.



In the 1930s, the name was officially changed to Ruote Borrani S.p.A. ("ruote" is Italian for "wheels"), mainly at the behest of Benito Mussolini, who was cleansing the country of Anglicized names. The Italian outpost made advancements of their own in concert with their diverse and enthusiastic customers. Borrani's most notable improvement was manufacturing the outer rim of an aluminum alloy, which was significantly lighter and reduced the unsprung weight.

After WWII, to meet the growing demand for Italian sports cars, the holding company changed names and moved its manufacturing to a suburb of Milan. After a successful period for wire wheels, the cast aluminum wheel gradually took over the market. Looking to stay relevant, Borrani began mounting a pressed steel wheel disc into their existing aluminum rims.

These "bimetal" wheels, which were already produced as early as 1954, had their fair share of success. They were mounted on famous brands such as Alfa Romeo, ASA, Abarth, Fiat, Lancia, Maserati, and others. Borrani wheels weren't just for Italian cars. They were notably used on early Porsche 356s, Corvettes, and even Ford GT40s.

The Borrani Wheels Difference

John Pugh's original design for Rudge Whitworth wheels was a game-changer. The idea of a quick-change wheel simply hadn't been needed yet. As we see throughout the history of the automobile, racing is the mother of invention of these safe, strong, and light wheels. Here are the key qualities that made Borrani's better:

Splined Hub and Tapered Mating Cones. The low-profile splines provided tremendous strength that could handle acceleration and deceleration. The end was rounded so the wheel could be positioned on the axle in one motion, no longer requiring it to be mated at a specific angle of rotation. Today, this design is still utilized on modern Formula One cars.

Self-Tightening Locking Nuts. This was a big step for safety! The center locking hubs were designed to tighten under load by featuring reverse threading on one side of the car. The nuts were easily removed with a few blows of a soft hammer.

Forged Alloy Construction. The differentiator between what was being done in Coventry and elsewhere, was that Borrani used aluminum alloy rims that reduced weight and improved steering characteristics, while also being tough enough to handle the extreme loads of Grand Prix and endurance sports car racing.



Borrani wheels on the Ferrari 125S

Ageless Beauty. Borrani wheels are a perfect marriage of form and function. Whether chromed or painted, they are evocative and add sophistication to a car. The knock-off spinners were offered in two- and three-wing designs that in and of themselves became iconic. Their popularity made them fashionable, setting off a decades-long period in which they were utilized on the most successful and beautiful cars. Today, they epitomize what a sports car wheel should look like.

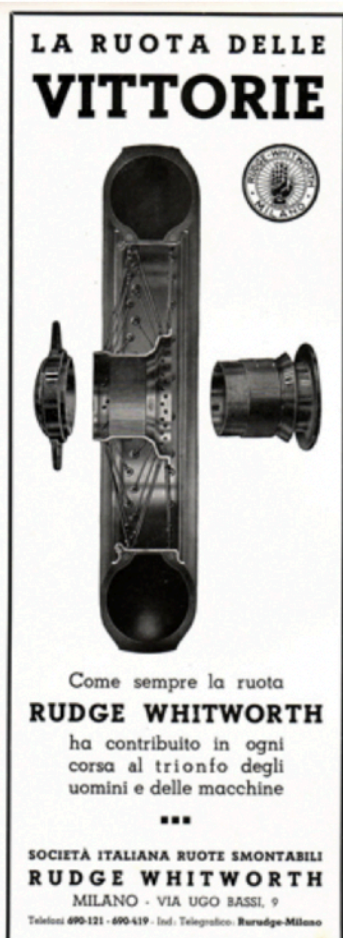
All Borrani rims are identified by a stamped RW-code of four or five digits, the unique Ruote Borrani Milano stamping, and a stamped internal production number. The hubs are also coded and the numbers correspond to technical specifications.

Borrani Today

The legacy of Ruote Borrani is forever etched in automotive history. However, the company as it exists today is a shadow of its former self. At its height in the 1950s, Borrani was producing 15,000 wheels per month. In the 1960s, cast aluminum wheels were becoming popular. Some Ferraris carried Borrani wheels into the early 1990s.



Borrani Bimetal



An ad before it was known as Borrani

Today, the entity operates as [RuoteMilano srl](#) as part of the international automotive concern Zeta Europe BV, a Dutch outfit. Borrani primarily manufactures wire wheels out of a facility near Milan for both automobiles and motorcycles. Their main production is wire wheels for collector vehicles, but they also have modern designs that are aftermarket upgrades for modern production cars including Audis, Maseratis, Minis, and Fiat 500s.

Borrani wheels are still iconic and highly sought after, which keeps the market for originals hot, with sets selling for upwards of five figures. It is hard to imagine a product that is as well known as the cars it is fitted on, but Borrani wheels have arguably attained that enviable and well-deserved status.

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



Happier Than A Dog With a New.....

By Dave Doroghy

You will recall that the end of episode TWO in this excruciatingly long saga of my car breaking down on Vancouver Island, had me catching the ferry back to the mainland minus one British Racing Green 1966 Plus Four Morgan. Some might say it's a bit reckless and irresponsible to just dart and leave your car in the hands of a stranger. After all I had only known Steve for two hours. That thought never even occurred to me. As a matter of fact, I felt the car was in better hands with Steve than with me. However, when I got his first note, with his extremely well written diagnosis and button-down plans to fix my car with his friend Brad, I did feel a bit guilty, but never the least bit worried.

Steve's email that I just referred to was copied into my last column; it arrived in my Outlook inbox at about the same time I landed home to Vancouver the night of the serendipitous breakdown. After reading it on my phone in bed, I slept well knowing that both my car and I were safe and in a much better place than we were twelve hours earlier broken down on the side of a busy road. The next day I got this new email which had more details on the work they were doing. I was very appreciative for the quick and thorough update, and as I have already mentioned Steve's writing is really readable and makes sense even to a non-mechanical guy like me. See for yourself:

Dave:

Brad popped out and we went over the ignition system this afternoon. After checking it over in person, he basically concurred with the contents of the email I sent you last night: faulty coil, possible wire shorting out to ground or the PERTRONIX module misfiring. At first, the car turned over and over for us, but wouldn't start as there was no spark. We changed the ignition coil and the engine turned over and over but still wouldn't fire. Then we checked the high tension coil wire leading to the distributor and there was no spark at first. Then suddenly, a small weak spark similar to what happened on Sooke Rd yesterday. We took out the new coil and hooked up your original coil and the same symptoms didn't change: weak spark, not enough to fire the engine. This tells us that replacing the coil made no difference, so that was not the problem.

We let it sit for a few minutes and when we tried it again, the engine caught and fired. We turned it on and off several time and occasionally it would fire, but not consistently. We let it run for a while longer and shut it off. When we tried it again, it fired up each and every time and ran quite smooth, as it did yesterday. All that to say, by isolating, eliminating and/or replacing each component the culprit would appear to both of us to be the PERTRONIX pickup module inside the distributor: there were no apparent shorts in the wiring to be found, and replacing the coil made no difference. It also confirms that the internal wiring of the car and the ignition switch are not the problem either. They are over 50 years old, but still seem to work just as the Prince designed them.

Lordco has one of the kits in stock in town, and I will pick it up tomorrow and put it in. They are in the \$135 dollar price range with our discount, but don't worry about the money right now. We just need to get it reliable again. As you remember, the kit consists of the magnetic piece on the centre cam that we tried to glue and the actual pickup module that receives the signal. As luck would have it, we need to replace the magnetic pickup anyway as it is damaged and buying the kit will also allow us to replace the module that is suspect.

It is not a big job at all. If you're happy with all this, I will let you know when it is done.

A day after getting the email that you just read, I got the next email that I am including in this column. Reading it intensified my guilt (just a little) but it also made me chuckle to myself in three different places.

My long-distance guilt flared up on two counts. As you will read Steve who had already spent part of a day working on my car with his friend Brad, out of the goodness of his heart, then had another mechanical breakdown while test driving it and had to push my car home. Pushing a 56-year-old Morgan is something I am used to doing but unleashing that aerobic drudgery on a good Samaritan I hardly knew, did make me feel slightly uncomfortable.

Then I read on and learned that my ability to inconvenience total strangers knew no boundaries. I laughed out loud when I read that while pushing my Morgan home another unsuspecting fellow got roped into my web of incompetent laziness. Little did I know that while I was napping on my couch at home, not one, but two people were pushing my car.

It got even more bizarre when I met with Steve after the repair and he told me that not only was the second guy pushing (as you will soon learn by reading the email) a local auto mechanics instructor but he taught a course in auto electronics. My car comes down with an ignition problem and Professor Spark Plug magically appears out of nowhere!

The second thing that I found amusing about Steve's email was the way in which he expressed his pleasure about getting my car running. I knew of a few figures of speech involving our feelings and animals similar to the one he used, and that I took the liberty to feature as the title of this Dorg's Morg column. As "Happy as a Pig in Shit" comes to mind. And I am aware of several expressions referencing the canine community. "His Bark is Worse Than His Bite" "Working Like a Dog" and "I Double Dog Dare You". But never, ever have I heard this..... "Right Now I'm Happier Than A Dog With a New Dink" I love it and plan to adopt it into my vocabulary and future writing.



Finally, it struck me as very kind and generous and a bit ironic that after all the work he had done on my behalf, that Steve actually washed my car. Being the laziest Morgan owner in our Club, you can imagine that the car certainly needed a bit of a scrubbing.

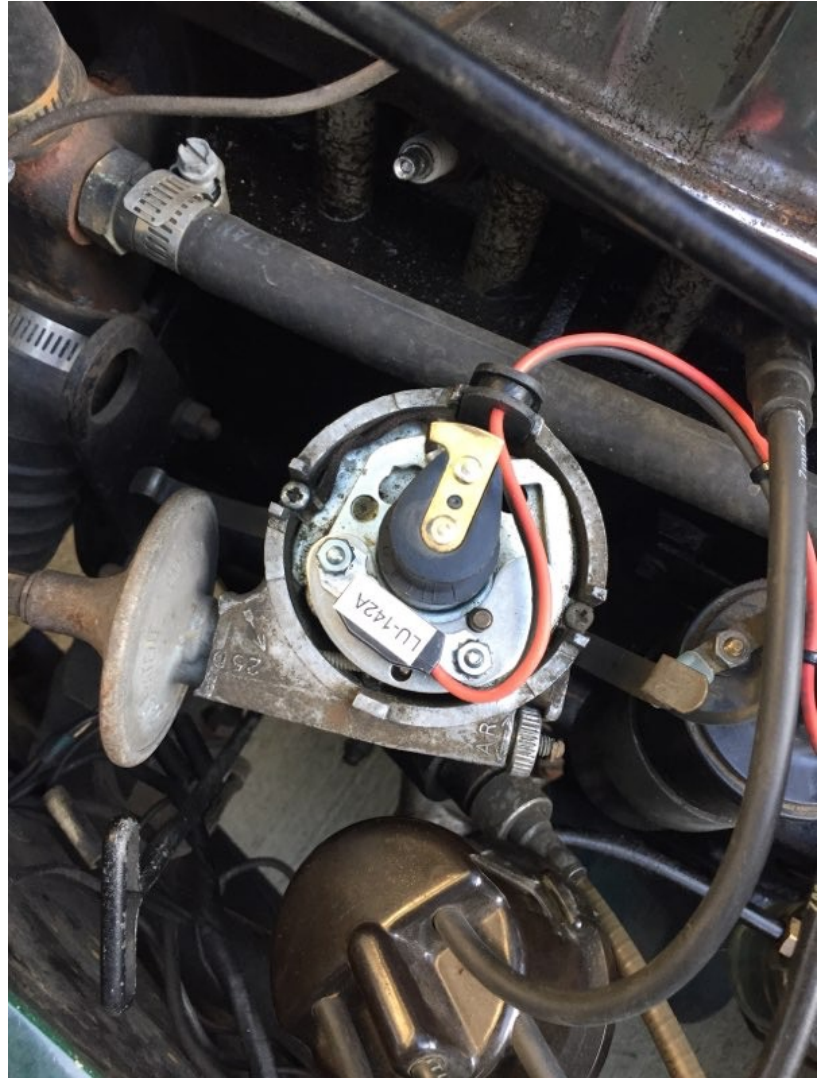
Dave:

Just a quick email about the car. Brad and I went over everything that we could think of yesterday but couldn't get the ignition to fire consistently. Once the new ignition module was installed this morning, it struggled to get going. Not sure if I flooded it, but after a while it started up and ran really smooth. Ever the optimist, I hopped in it and went down to the stop sign at the end of the road, then I got out and pushed it back home!

Ironically, as I was about two doors from my house, a fellow pulled up and asked me if I needed a hand pushing it. He was quite interested in the car and seemed to know all about Morgans. Turns out he was a retired mechanics teacher from Camosun College and with his help, we ran through all the wiring checks again, the spark plug check and he even saw the extremely weak spark at the coil.

With both of us still baffled, we put all the wires back and when I hit the key it flashed up and I drove it home. Go figure.

Brad had refreshed my memory yesterday on ignition coils, impedance, continuity, resistance, induction and especially the importance of good grounding systems in vehicles. I racked my brain to determine "what didn't we touch" three times and when I took the distributor cap off, that little ground wire, (shown here in the first and second pictures) was calling to me. It had not been touched in 55 years. I unscrewed it, cleaned it up, cleaned up the plate it sits on and I then I wire brushed the threads of the little screw and even the washer that helps secure it. I then washed it all down with cleaner and put it back together.



The car started first try and after it warmed up, I took it across Wishart Road and it never missed a beat. I then took it in ever widening circles down past the school, up Triangle Mountain, down by Royal Bay and even along Veterans Memorial towards the Mall. On my way home, I even went through the infamous intersection at Kelly and Sooke roads where you and I first met each other and spoke about the joys of owning an old car. At this point in time, it's running really well and has not misfired once in the 15 or 20 miles I put on it.

Always a sucker for punishment, when I finished roaring around in it, I brought it home and gave it a bath: (picture three).

I know it's counterintuitive to pour water on an old British sports car with wiring problems, but when I took it for a quick once around the block, it ran flawlessly. With that small quality control check finalized, I will consider it fixed at this point in time. Not to sound rude, but right now I'm happier than a dog with a new dink.

You can leave it here as long as you need to and I will re-tarp it, or, I can move it to Metchosin. Let me know what you wish. No problem leaving it here until you come over again next week, if that works best for you.

Steve

After reading Steve's note I was indeed happier than a DORG with a new dink.

But wait, there's more! I told you that I was going to drag this happy roadside incident into five separate Dorg's Morg columns. Three down, two to go.

In my next article, I will dispense with all this technical mechanical stuff and you will learn about a joy ride Steve and I cooked up for him and his grand kids.

(Photos by Dave's new best friend, Steve)

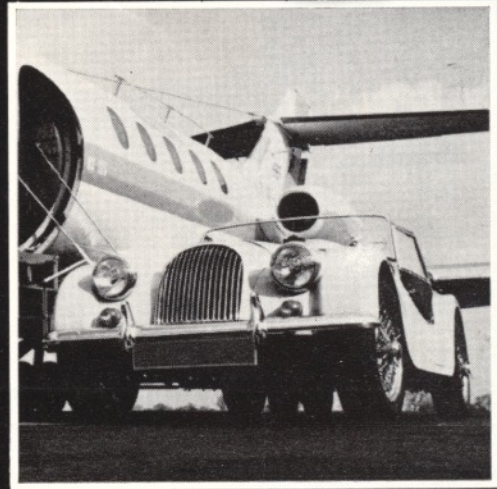


Old Morgan Ad

By Steve Blake

I was rummaging around in my file cabinet and found this old Morgan ad I picked up many years ago.

MORGAN



first of the real sports cars

At the heart of this great car, is craftsmanship; every Morgan is still handbuilt with the sort of care that is now almost unknown.

To this, the latest modern refinements have been added—powerful brakes, positive steering and full weather protection, including a new fresh air heater fitted as standard throughout the range. Each model is fully road tested before leaving the factory.

The unique and powerful Morgan plus 8 must be the cheapest and most economical V8 on the market and is supplemented by the stylish 4/4 1600 which is produced as a 2 seater or 4 seater open touring car.

The classic Morgan, a unique motoring experience.

See it at your nearest Morgan dealer.

Allon White & Son Ltd.,
The Garage, High Street,
Cranfield, Bedfordshire.

Bolton of Halifax Ltd.,
Salterhebble Hill,
Halifax, Yorkshire.

Burlen Services,
The Greencroft,
Salisbury, Wilts.

John Britten Garages Ltd.,
Arkley, Barnet, Herts.
and at 31 Moscow Road,
Bayswater, London W2.

John Dangerfield Sports Cars,
113, Staple Hill Road,
Fishponds, Bristol.

F. H. Douglass,
1a South Ealing Road,
Ealing, London W5.

Mike Duncan, 92 Windmill Hill,
Coleygate, Halesowen, B ham.

Lifes Motors Ltd.,
32—36, West Street,
Southport, Lancashire.

I & J MacDonald,
Maiden Law Garage,
Lanchester, Co. Durham.

Malvern Sports Car Co.,
41, Howsell Road,
Malvern Link, Worcestershire.

Parker Bros. (Stepps) Ltd.,
63, Cumbernauld Road,
Glasgow G33 6LS.

Phoenix Motors,
The Green, Woodbury,
Exeter, Devon.

David Silverstone Ltd.,
1339 London Road,
Leigh-on-Sea, Essex.

Mike Spence Ltd.,
Reading Road,
Henley-on-Thames, Oxfordshire.

Robin Kay,
1a Ceylon Place,
Eastbourne, Sussex.

Morris Stapleton Motor Ltd.,
Reece Mews, 6 Kendrick Place,
London SW7.

Vicarage Automobiles Sales Ltd.,
Vicarage Lane Garage,
Hailsham, Sussex.

West & Campbell,
Market House, 5 Crookham Road,
Fleet, Hants.

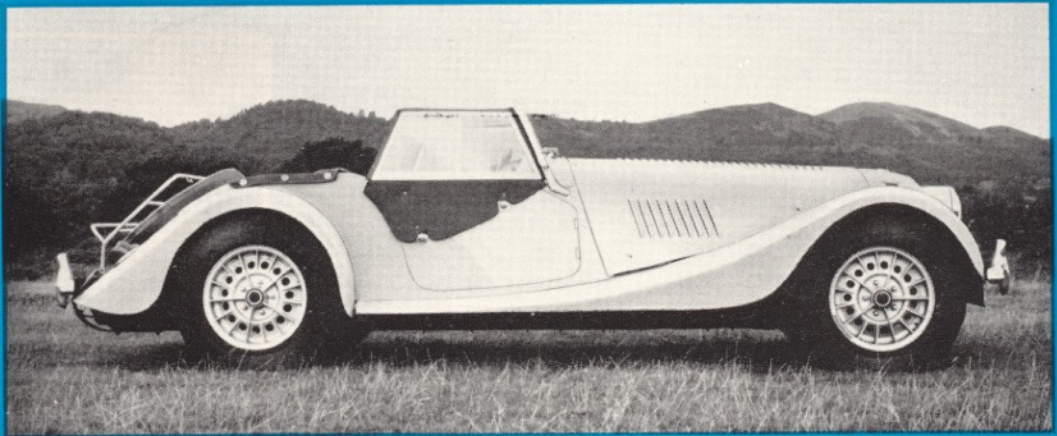
Sports Motors (Manchester) Ltd.,
250, Plymouth Grove,
Manchester M13 0BC.

PLUS 8

2-seater. Powered by a superb aluminium V8 engine of 3528c.c., this is our latest model. 0—70m.p.h. in 7.5 seconds, with brakes to match. Front and rear track widened to give even better stability and handling, with a very full specification.

£2162.86

(Basic model incl. VAT)

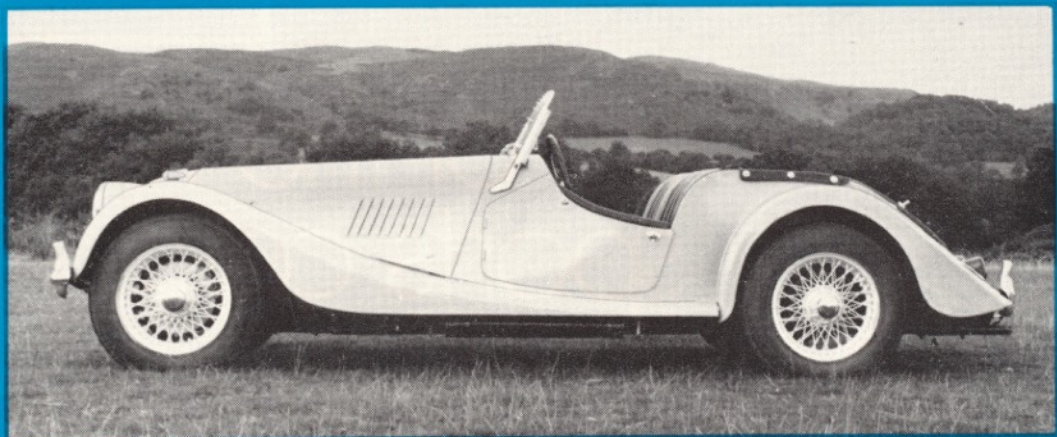


4/4 1600

2-seater. This car is fitted with a lively 1600c.c. cross-flow engine giving good acceleration, and economical motoring even though speeds in excess of 100m.p.h. can be attained.

£1569.43

(Basic model incl. VAT)

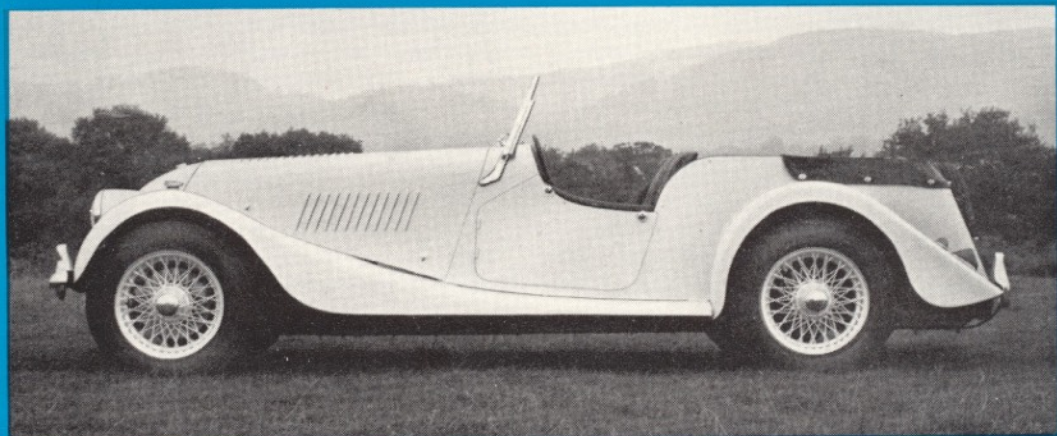


4/4 1600

4-seater. Just about the only open 4-seater sports car available today—and there really is sufficient room for 4 people. The specification is otherwise similar to the 4/4 2-seater model which allows sufficient power for the larger body.

£1694.43

(Basic model incl. VAT)



Morgan

MORGAN MOTOR COMPANY LIMITED
Malvern Link, Worcestershire. Tel: Malvern 3104/5

ADAMS, HEREFORD

Another Urban Auto Myth

By Allstar Crocks

This year will see three significant automotive related events celebrate their 60th anniversary should you be an aficionado of products from Maranello, Hethel or Malvern. They are in order, the launch of the desirable Ferrari 250 GTO, the ultra competitive Lotus 23 and last but by no means least, the class win at Le Mans of Chris Lawrence's Morgan +4 Super Sports. The latter car completed 2255 miles at an average speed of 94 mph. OK, it was 56 laps behind the 2nd place 250 GTO, but hey it's not bad for a tractor engine that was conceived 15 years beforehand and it made the licence plate TOK 258 pass into Morgan folk lore!

According to Chris Lawrence in his autobiography *Morgan Maverick* published in 2008, it was he who instigated the fitting of a Morgan 4/4 body to a +4 chassis which reduced the height of TOK 258 by almost 4". Lawrence claimed that this was against the wishes of Peter Morgan and that he, Lawrence, obtained 4/4 body panels by subterfuge from the factory. His plan was exposed when the ACO contacted Peter Morgan, it was a factory entered car, and requested TOK be presented for the Le Mans race in BRG. Realizing that Lawrence had just resprayed the car in red, Peter Morgan offered to respray the car at the factory in the revised colour. (It was Peter Morgan who also had the foresight to paint the hard top in white to keep the cockpit temperature down during the race.)

Lawrence went on to claim that to avoid the wrath of Peter Morgan, he told his mechanic to deliver the car to the Pickersleigh Road factory first thing in the morning and make himself scarce. Sure enough, an incandescent proprietor put a call into Lawrence that same morning with a few choice words about the low line body on the +4. Peter Morgan rang back later in the day, having cooled down, and said he would announce a new model, a +4 Super Sports with the low line body to appease any queries regarding homologation with the ACO.



(Photo of 1964 Morgan Plus 4 Super Sport courtesy of www.collectioncar.com)

A more recent publication, *Morgan Sports cars The LawrenceTune years 1961-64* published in 2014, suggests that the above was a figment of the late Chris Lawrence's imagination. Accessing Morgan Company records and speaking with those involved with Morgan racing activities at that time, show that Peter Morgan was the one who initiated the use of the 4/4 body on a +4 chassis for competition. Company records reveal that chassis number 5153 was built in 1961 with this revised specification and was registered for road use as 170 GWP. As a result TOK 258 was returned to Malvern to be rebuilt with 4/4 bodywork. Lawrence only supplied the engine and the hardtop for this car. His co-driver at Le Mans, Richard Shepherd-Barron, recalled the arrival of the new low line version of TOK in red prior to the Le Mans test weekend in April. Therefore the factory respray referred to by Lawrence did take place but Peter Morgan was fully aware that TOK 258 was now equipped with a low line body which contradicts the claims made in *Morgan Mavericks*.

To further muddy the waters, +4 Morgans were supplied with LawrenceTune engines with the high line body and are often referred to as Super Sports, however, Morgan homologated the low line 4/4 bodied +4 with the FIA as a Super Sport with the option for a 2138cc engine. Technically speaking it would appear that a true Super Sport is one produced with the more petite 4/4 body.

For anyone interested in the minutia of the Malvern marque during the glory days of the early 60s, this book is a must for your library. Not only does it cover Morgans in competition in Europe but also in North America where a certain G.B.Sterne features heavily.

One final myth occurred in February 1962. A heavily modified AC Ace fitted with a Ford V8 engine was airfreighted to a Mr C. Shelby in California. Shortly afterwards, production commenced at the Thames Ditton factory of these vehicles which while being shipped across the Atlantic morphed into Shelby Cobras!



The above post card is available from www.boutique.lemans.org



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THREE WHEELERS

NEW 2023 Morgan SUPER3 THREE WHEELER – Order yours today as US vehicles soon to begin production



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

1933 Morgan MX4 SUPER SPORT

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

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

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

2003 Morgan Plus 8 – Jaguar Silver Grey Metallic, Mulberry Red Leather // **18K MILES!**

2001 Morgan Plus 8 – Jaguar Grey Metallic/Mulberry Red Leather // **12.5K MILES**

WWW.MORGANWEST.NET



1984 Morgan Plus 8 Isis

TURBO CONVERSION – Special Corsa Red/Cinnamon leather // **PROPANE-POWERED**

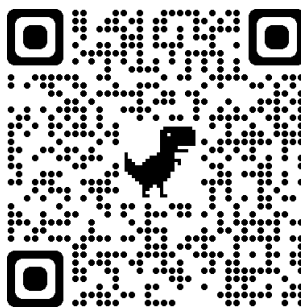
1963 Morgan Plus 4 SUPERSPORT

– Dark Blue, Black leather, Black 72 spoke wire wheels // **LEGENDARY RACING RECORD — UNBEATABLE IN BOTH EAST AND WEST COAST VINTAGE RACE VENUES!**



1956 Morgan Plus 4 FOUR SEATER

– Dark Red body/Black wings, Black interior // **DRIVES LIKE A BRAND NEW MORGAN!**



1949 Morgan Four/FOUR SERIES 1

– Tan body with chocolate wings, Chocolate leather // **PRICE DROP!**

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DENNIS GLAVIS, MANAGING DIRECTOR
3003 PICO BOULEVARD, SANTA MONICA, CA 90405

US Market - "Replica Car Law"

04th March 2022 Dear Dealer Partners,

We have been advised by our contacts within SEMA that the Replica Car Law has finally been passed by the United States government. This long-awaited legislation, within a strict framework, will allow a formal re-entry for our iconic Morgan 4-wheeled products into North America. At this stage, we just want to acknowledge this, and share a couple of early press articles. We expect there to be wide-spread coverage of this in future, with Morgan products likely to be referenced, as our cars are tailor-made to suit these new rules.

[Replica Car Companies, Start Your Sales | Newspress USA](#)

[The Kit Car Industry in USA to Boom Thanks to New Federal Regulations \(thegentlemanracer.com\)](#)

The team is working through the our launch plans, and we will be in touch with our US partners in the coming weeks to discuss. For all other global dealers, please be aware that we will be planning to divert available Plus Four and Plus Six production to support US market introduction at the earliest opportunity. **Dealers should secure their build slots requirements for remaining Q3 build slots as soon as possible as there will be a shortage.**

Regards Marcus

This means new Morgan Plus Fours and Plus Sixes will be available soon!



Our policy is specifically designed to fill insurance needs of
Antique, Classic, Special Interest
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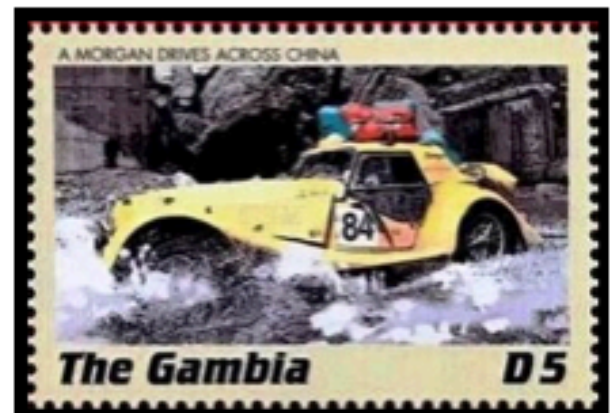
604-263-3400
info@pellinginsurance.com
8480 Granville Street
Vancouver, British Columbia
V6P 4Z7

Morgan Stamps

By Steve Blake

A number of countries have raised money through their sale of Morgan stamps to philatelists and those collecting Morgan automobilia. I have included some below. If anyone has any others, please send me a scan and we display them in a future edition.





(Stamps are from the collections of Jacques Gallien, Steve Blake and some open source from the Internet)

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And 10 Years of Experience with Morgan*



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717.932.6600

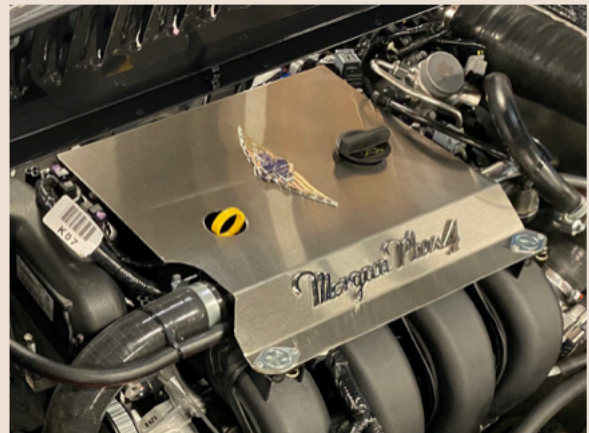


www.morgancarsmidatlantic.com

Apparently you can now visit friends... But
you must stay in the car



Thanks to Roger Mulloy!



Does your Morgan have a 2.0 L Duratec
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It needs an engine cover to help keep it dry!

Brushed stainless steel, complete with all Morgan badges

Easy for owner to install.

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Morgan Cars Mid-Atlantic

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info@morgancarsmidatlantic.com

Morgan Art by Valentin Tanase

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



Morgan Treasures from the Jacques Gallien Collection

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



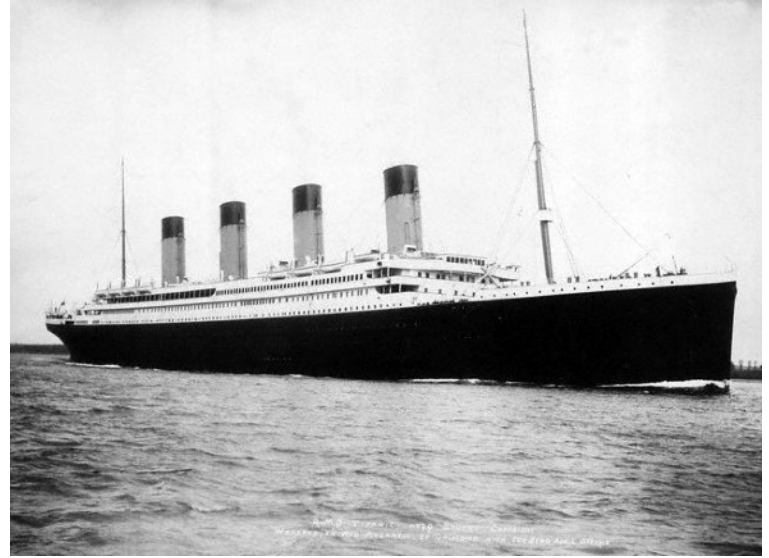
The Car That Went Down With the Titanic

By Laurel Gurnsey

When the RMS 'Titanic' set out from Southampton, England in April of 1912 and headed to its final meeting with a rather large iceberg, it put into motion an exhaustive search for survivors, a mystery about the mechanics of the tragedy, a search for the sunken vessel itself and years of books, plays and later on, movies.

What, you might ask, is a story about the Titanic doing in this issue? The 'Titanic' was a ship, not a car. And the date is before the era of Classic Cars anyway.

For years I had wondered if there were cars on the ship that night. A book called 'Titanic: Triumph and Tragedy' lists everything on the 'Titanic' and there it is: '1 case...auto... Mr. W.E. Carter... Renault'. Tucked away in the cargo hold was a Renault 35HP, owned by William E. Carter, of Philadelphia. Years later, his son,



William Thornton Carter II, was interviewed about the car for 'Encyclopedia Titanica' and confirmed that his father's Renault was 'brought aboard crated, having been taken apart prior to boarding.'



Sometimes one idea makes you dive right in to a whole other intrigue. The Renault opened up another story. Its owner, Carter, was on board with his wife Lucille, two children, maid, manservant, chauffeur, two dogs and the car. (A White Star Line list indicates the maid, chauffeur and manservant did not survive. Apparently the dogs also perished).

I discovered a bio of William that mentioned he was a polo player and brother-in-law of the president of the American Locomotive Company. It also mentioned that his wife divorced him very soon after the sinking.

What??? Why???? Now I was suddenly more intrigued about this 'why?' than the car.

In a special to the 'New York Times' on Thursday, 21 March, 1940, Carter's obituary mentions he had been a member of one of Philadelphia's oldest families. It was also a society run by rigid rules of etiquette. And the night the 'Titanic' sank, etiquette deemed it far nobler for the men to go down with the ship than to actually survive.

Carter's mistake, on the night of the sinking, was that he didn't drown. He was separated from his wife as the lifeboats were filled and made his way to the other side of the ship, finding a seat in a boat that was lowered and away before his family also escaped.

According to 'Encyclopedia Titanica', when the Carters reunited in New York City and returned home, Philadelphia and Newport society was aghast and proceeded to snub Mrs. Carter. She filed for divorce, claiming her husband had abandoned her on the ship. For the rest of her life, she avoided any discussion of the sinking.

(Top photo from Wikipedia, bottom photo from Encyclopedia Titanica)

The divorce split up not only the parents but also the children, as the son sided with his dad and the daughter with her mother. Carter lost his Renault but also his reputation and family.

www.vintagemotorcarsohio.com , <http://classiccars.com/listing-173952/1912-renault>,

Hemmings Magazine Blog (<http://blog.hemmings.com>) and www.conceptcarz.com, have photos/information about a 1912 Renault Type CB Coupe DeVille that is the twin of the one that sank. The car's new owner started researching its history, getting help from 20th Century Fox, which was making a replica of Carter's car for the movie 'Titanic'. Historic documents allowed Fox to accurately recreate their movie-prop Renault and to confirm that William Carter's Renault went down with the ship. He had filed an insurance claim for \$5,000. (Lloyds of London records). In 2008, the twin was valued at between \$250,000 and \$350,000 by RM Auctions, verified when I e-mailed Vintage Motor Cars in Ohio.

The 1912 Renault twin below is identical to the car purchased by Carter in Billancourt, France in 1911. 'Now a deep, rich red ...it is an exact duplicate of the car sitting on the bottom of the Atlantic.'



Connections to Classic Cars from Colin's research.

'The front nose characteristic of Renault, such as the 1912 35 HP one on the Titanic, was little changed until 1929 and shared that commonality with the era of the Classic Renaults. In 1929 the centre placed radiator was abandoned for a more conventional front placed unit. The F1 (Titanic one) evolved into the mighty 40 CV known as the Renault 45, a huge two-ton, 9.1-litre car capable of 100 miles per hour. In 1926 a 6-cylinder 40 CV held the world 24 hour record at Montlhery racing track at an average speed of 176.6 km/hr. A Renault is currently listed in the 2010 CCCA Handbook. These cars carried the best of French coach-building but as they became more opulent they also gradually became heavy and ungainly to drive.'

Article was previously published in the 'Bumper Guardian', the publication of the Classic Car Club of America.

(Photo from hemmings.com)

Famous People with Morgans

By Steve Blake

J. Lewis Spencer II - racer

Lew Spencer was a Morgan racer as well as a Morgan dealer. The following article is by Casey Annis.

On May 20, 2019, legendary West Coast Morgan and Cobra racer J. Lewis “Lew” Spencer II passed away from complications associated with Alzheimer’s Disease.

Spencer began his racing career in 1954 racing a Morgan +4 at an SCCA race in Bakersfield, California. Spencer would go on to race a series of Morgans—which he would affectionately name “Baby Doll”—off an on for the next 10 years with great success, in addition to becoming the West Coast distributor for Morgan, under his Lew Spencer Imports, Inc. banner.

In 1955, Spencer began racing an MGTC, but in 1956 he picked back up with his Morgan, notching up his first career victory, at Pomona. His Baby Doll Morgans would continue to terrorize the competition in West Coast SCCA events for the next three years, with Spencer racking up a series of victories, in 1959, at Pomona, Santa Barbara and twice at Laguna Seca.

In 1960, Spencer got his first crack at Sebring, where he co-drove an Austin-Healey 3000 to a 15th place finish. This led to Spencer obtaining rides in a series of cars over the next two years, including a Devin, a Sunbeam Alpine and a Porsche RSK. However, the arc of Spencer’s life would dramatically change in 1961, when he agreed to do some research for a fellow West Coast racer.



Spencer and his “Baby Doll” Morgan rack up another win.

According to Spencer, "Sometime in late 1961, I received a call from Shelby asking me if I could figure out the cost of an AC Bristol rolling chassis less engine and transmission. I met Carroll at the old Grand Prix restaurant one evening and talked to him. I brought invoices of what AC Bristols cost with me, and I knew pretty well what engines and transmissions cost. We just subtracted put the price of the engine and gearbox and estimated what the rolling chassis would cost. Carroll told me of his plan and I remember thinking, as we left the restaurant, 'There's no way Shelby's ever going to put that thing to together!'"

Of course, Carroll Shelby did in fact pull that deal together and when he did one of the first people he wanted to try the car was Spencer. Spencer was a co-driver with Phil Hill and Ken Miles, in the 1962 12 Hours of Sebring, where the trio finished 11th. Interestingly, Spencer also co-drove the factory Triumph TR4 entry at Sebring with Tullius and Kellner finishing in 35th place. The balance of Spencer's 1963 season was a busy one with him competing in 17 races in either the Cobra or his Baby Doll Morgan.

For 1964, Spencer drove the Cobra Daytona Coupe at Daytona, and a roadster at Sebring and Riverside, but devoted the balance of his year to driving the Shelby teams new Sunbeam Tiger, which Spencer categorized as, "...not my most pleasant experience." In 1965, Spencer again raced the Daytona Coupe, this time at Sebring as well as a handful of races in the new GT350 and Cobra roadster, before transitioning into a management role first at Shelby, then at Ford.

Spencer would become the team manager for Shelby's new Trans-Am operation in 1966 and would run that program until it was ended in 1969. Spencer would go on to manage the BFG Trans-Am team in 1970-1971, before transitioning into other work.

From of all of us at Vintage Road & Racecar we extend our deepest sympathies to Spencer's family and friends throughout the racing world.



(Photos thanks to vintageracecar.com , Mecum, and morganchallenge.co.uk)

From the Morgan Oasis Garage

By *Cuthbert J. Twillie, Proprietor*

Box 1010 - North 51, Terrace

Hoodsport, WA 98548

(360) 877-5160



Bonnet Latch Brackets

By *Cuthbert J. Twillie*

Friends

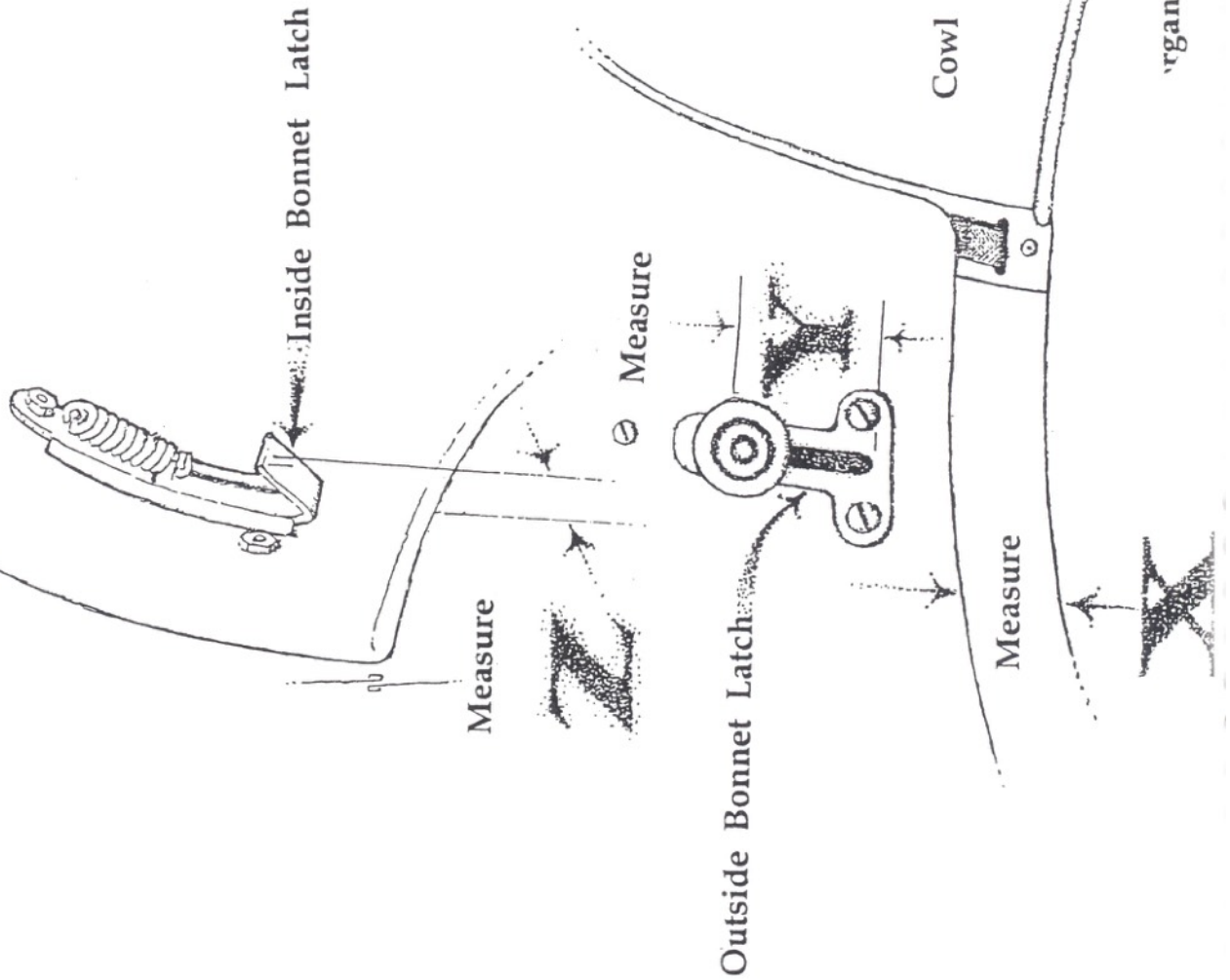
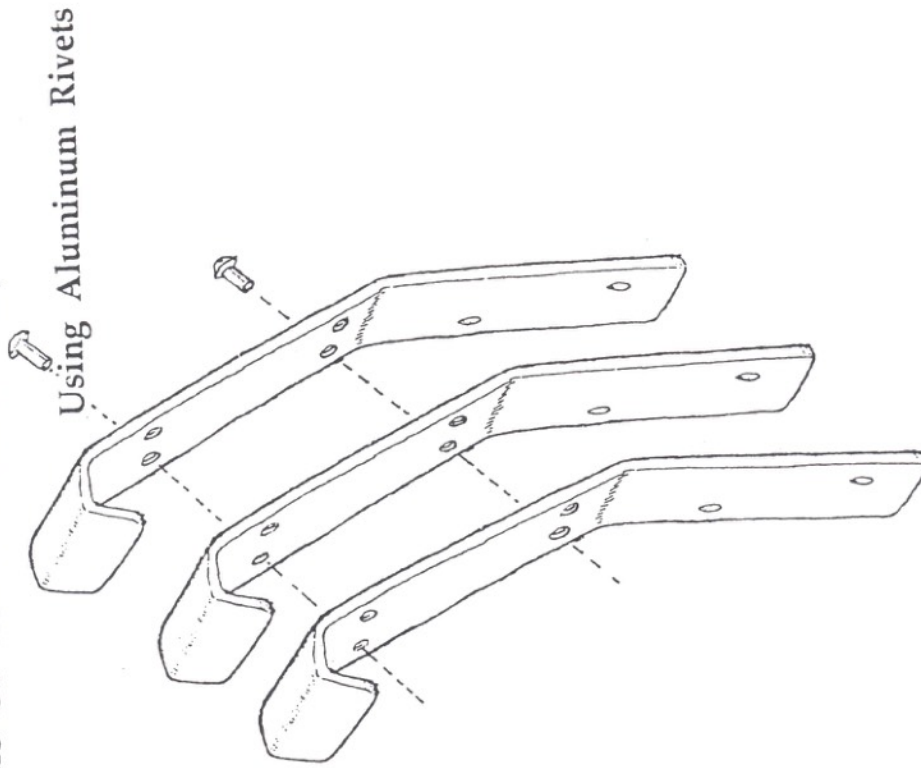
Couple years ago I bought polished Stainless Steel bonnet latch brackets. I managed to position the rear bracket correctly. The front bracket fastened in the old holes in the inner wings were 3" (three inches) from kissing the latches on the bonnet. There was no way the polished SS pieces were going to reach the latches.

I don't believe buying more latches from Linda, or Melvyn, or Worrall would give me the correct bracket. This is where you really begin to believe that no two Mogs are the same. This leaves making them from the dimensions on your particular car as the only reasonable way to have a front bonnet latch that works. Maybe this is why you see so many bonnet belts on Mogs.

It isn't all that easy to see what is happening down there as what you need to know is behind the closed bonnet. This leaves the method of measuring where the latch is going to be when the bonnet is closed. This will show you where the bracket must be. I measured the distance of the open gap between the bonnet side and the top of the wing. Then measured the travel of the latch and how much it is inside the bonnet's outer line. After measuring my latches (I could give you these measurements but they will be different on your car) I made a temporary bracket out of .030 aluminum. This was bent this way and that till the latch and the bracket were meeting correctly. Once the temporary bracket is shaped and is working the permanent one may be bent out of 1/8" X 1 1/2" steel flat bar using the aluminum piece as a pattern. Or you could take the pattern to a sheet metal shop who likes SS and have them make and polish you some nice SS brackets.

Another way would be to make a pattern that works out of .050 aluminum and then add 2 more .050 layers that are riveted or bolted together. When these are installed and painted they'll look just like the real thing, and they'll be a bit lighter. Remember what Colin Chapman said ? "Add lightness and simplify."

Three Layers Of .050 Aluminum Easy As X Y Z



A Morgan Life - Part 8

By Ron Akehurst

On Friday afternoon and Saturday morning, I re-fitted the dashboard, steering wheel, and tool tray, but nothing went smoothly, so progress was slow. On Saturday afternoon, I started on the taillights, and again ran into issues with fittings and trying to identify which terminal on the light was for the brake light and which was for the taillight. It turned out this could only be done by trial and error, but it took me a while to realize that. I then went on to one of the rear signal lights, but was frustrated to find out none of the single filament bulbs I had would fit into the bulb holder. I noticed that this bulb holder as well as the three new ones I had ordered each had two terminal connections, whereas my bulbs had only one terminal. I gradually realized I must have ordered the wrong bulb holders, so my first thought was that I couldn't go any further with the signal lights until I purchased the correct bulb holders.

On Sunday, I stood in the COVID-19 line-up at Canadian Tire twice - the first time for 20 minutes to buy some electrical fittings and stainless steel bolts, and the second time for 15 minutes to look for some grommets for the headlight wiring (which they didn't have.) In between, I got the second taillight together, but was unable to check that they worked because the batteries were dead. I went home and brought back my battery charger, but had to wait until the next day to check the lights.

In the meantime, I began to get more concerned about the fender beading. I met with Andrew first thing on Monday morning to discuss the possibility of removing the rubber beading and re-installing the old vinyl beading, which had been carefully removed and was in good shape. Andrew said this would cost an extra \$600 in labour. We closely compared the vinyl and rubber beadings and determined that the beads on both were the same and that with application of rubber dressing both were the same black colour. The only difference was that the vinyl was more shiny; however, this was a minor point. I expected that with regular washing and waxing there would soon be no discernible difference between the vinyl beading on the cowl and the rubber beading on the fenders. I thus decided not to replace the rubber beading at this time. If it were to be done later, the cost would be about the same as estimated above. Andrew worked for a couple of hours that day adjusting the beading to improve the gaps where necessary.

I then called Scott Drake regarding the bulb holders for the signal lights to ask if I could exchange the ones I had ordered incorrectly. He said I could, but when he checked his inventory he found he did not have the ones I needed, and he couldn't order them from Moss right away since Moss was closed temporarily due to COVID-19. He pointed out that the dual terminal bulb holders could be adapted to my signal lights, but I preferred to wait for the proper items, so I just cleaned up my old ones and put them back into service.

Then, I worked for the rest of the day finishing off the taillights and signal lights. At the end of the day, Andrew and I hung the doors, noting that both fit properly thanks to the earlier adjustment Andrew made on the driver's side door.

On Tuesday (Day 55), I installed the headlights and parking lights after spending most of the morning searching for appropriate grommets for the wiring into the headlight pods.

One remaining issue was the installation of the foam rubber padding on the door tops. I phoned Morgan Spares of New England on Tuesday to inquire if they had any of the old style foam pads in stock. They didn't, but said their upholsterer had successfully installed the new style pads in a number of older cars and offered to send me a few 'how-to' photos if desired. She also suggested that my upholsterer could call theirs if he had any questions while doing the work.

When I arrived at the shop early Wednesday morning Andrew had already installed the hood and was looking at the gaps. I was surprised to see a tight gap in the right front corner and a wide gap in the left lower rear corner. Andrew fiddled with the front cowl and then spent another hour working on it, doing what - I don't know. When I looked at it again, everything was evened up and the fit was better than I remembered it ever being.

While he was doing that and other things, I installed the hood latches. Unfortunately, I hadn't paid much attention to the machine screws used to mount these pieces. If I had, I would probably have noticed there was a mixture of fine and coarse threads, and one of the screws on each latch was too long and interfered with the latch spring. So I had to go on another search, looking for 1/2 inch and 3/8 inch long stainless steel machine screws, which was largely unsuccessful. The only 3/8 inch long machine screws I could find were at Canadian Tire (so I had to line up again, this time in the rain), and they were only available with Robertson heads, so they would have to be replaced again later. (A few weeks later I ground down four 1/2 inch long slot head machine screws to 3/8 inch to get the correct length screws for the latches.)

Once the hood latches were in place, Andrew worked on the catches, adjusting three of them to accommodate the new positioning of the hood, and fabricating the fourth to replace an over-sized one that had been fabricated by CMC to suit the misaligned hood.

Continued next month!



A promotional graphic for AR Auto Resurrection. The background is a dark green textured surface. At the top, the text "AR Auto Resurrection" is written in a bold, orange, serif font. Below it, "Andrew Smith" is written in a white, italicized serif font, followed by "Auto Restoration" in a white, sans-serif font. In the center, a dark blue Morgan sports car is shown in profile, facing left. The car has a white top and distinctive wire-spoke wheels. At the bottom left, the phone number "250-516-1684" and the email address "arautoresurrection@gmail.com" are listed in a white, sans-serif font.

Morgans in the Movies

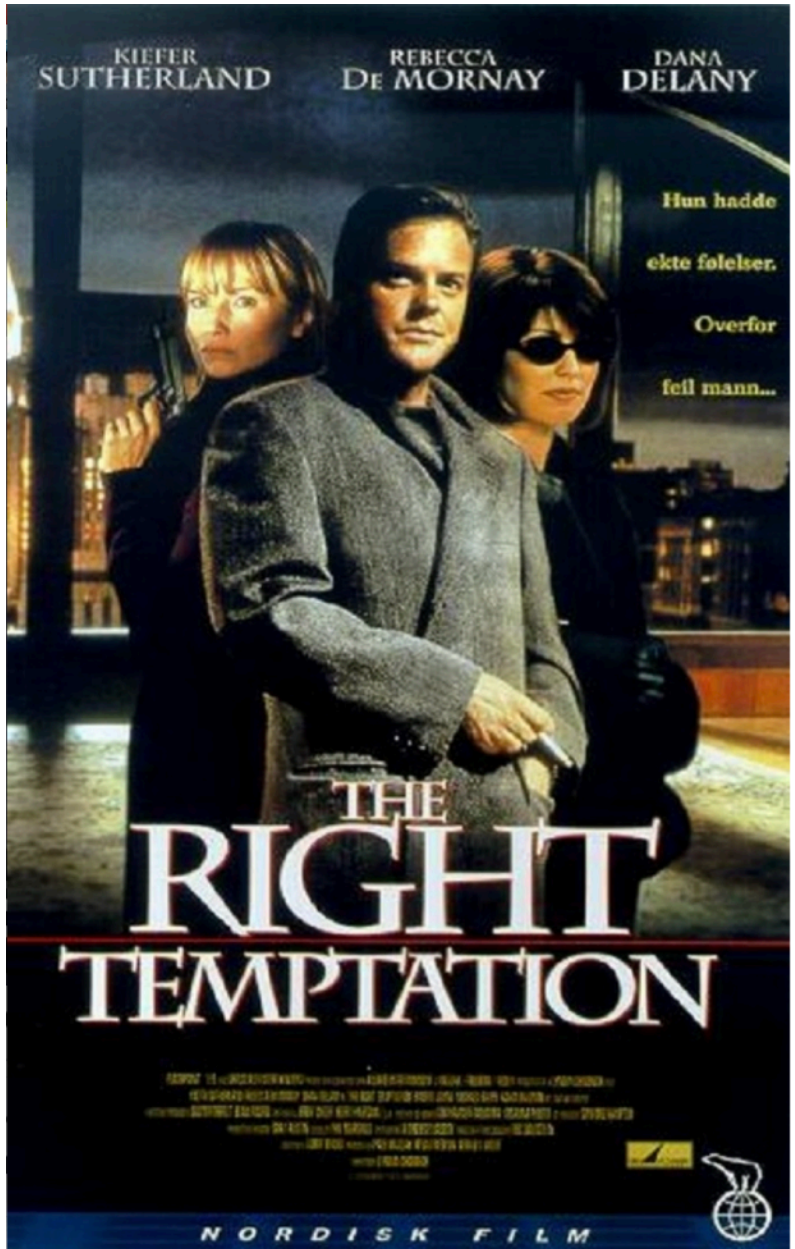
By Steve Blake

The Right Temptation - starring Kiefer Sutherland, Rebecca De Mornay, Dana Delany

This 2000 thriller movie was directed by Lyndon Chubbuck and filmed in Utah. It was released in May, 2001.

The storyline as described by rotten Tomatoes is as follows. *Private investigator Derian McCall (Rebecca De Mornay) is hired by Anthea Farrow-Smith (Dana Delany) to shadow her husband, Michael (Kiefer Sutherland), who Anthea suspects is having an affair. The unusual assignment turns downright dangerous when McCall begins her own liaison with the wealthy and seductive Michael. As the illicit relationship progresses, McCall is forced to wonder at Anthea's mysterious and potentially malicious motivations, and to fear for her own safety.*

For us the star of the show are the Morgans. You must watch carefully and you will see two different Morgans being driven by Michael (Kiefer Sutherland). The opening scenes show him driving a 1962 Morgan Plus 4 Super Sport. This car morphs into a Plus 8 as the show progresses. The IMCDB.org data base only lists the 1962 Morgan for the movie but look at the evidence. I did screen shots throughout the movie and you will see the differences. Note the width of the car, the different wheels, number of wiper blades, mirror positions, hood scoop, etc.



The photo to the left is the one shown in the IMCDB for the movie. It is described as a 1962 Morgan Plus 4 Super Sport. Notice it only has two wiper blades and the hood scoop shows the probability of it being a Super Sport. It could be restored to look like a Super Sport but you would need closer inspection to figure that out. On the following page, I will show sets of photos to show the two different cars.



Above is the 1962 Morgan Plus 4 Super Sport and below is the Morgan Plus 8. Note the hood scoop on the Plus 4. The Plus 4 has wire wheels versus alloy, narrower stance, two windshield wipers versus three, lower bumper with over-riders, different mirrors, nine lift-the-dot snaps on the top fastening it to the windshield versus 10 on the Plus 8, no side markers, etc. Your trained eye will pick up other differences. It is interesting watching the cars switch back and forth during the movie.



Correction on “Suburban Girl”

We have an interesting correction from the movie, *Suburban Girl*, that we highlighted in the January Morgan Link. The car that was identified in the Movie data base was not a 1992 Morgan Plus 8, it was a 2005 Morgan Roadster. Thank you to Robert Horsley, our member from Washington, who is the owner of this “Star” car. Robert researched it to confirm and here is what he has to say.

“Just one thing. Your article about the Morgan in “Suburban Girl” has the automotive “star” wrong. It is not a 1992 +8, but 2005 Roadster owned by a fellow club member of yours - me! I've seen a couple articles about this under the various headings of Morgans in the Movies but it hasn't bothered me that the right car wasn't mentioned. Maybe it wasn't my car. Till now.

When I bought the car in the winter of 2014 it included the manual, build book, and a DVD of a movie it starred in. I REALLY enjoy the car, the movie not so much. However, when I finally watched it - there was the car - the colour, the same upholstery, instruments, all the detail like the ensign badge on the bonnet and the Roadster logo on the boot, and other options.

I tagged Dennis Glavis from Morgan West with a copy of your article and he replied- "[Robert is that the photo still of the car in the movie at the bottom of this synopsis of the movie? If so, that is a Roadster, not a Plus 8...one can tell by the headlight encroaching into the wing shape on the headlight's outside...Morgan Plus 8's headlight have a space between their outer circumference and the wing.](#)" He didn't remember much more

I also emailed Morgan Spares who had sold the car originally but Linda didn't respond with much. But today she called for my credit card for an order of windscreen wipers (yes, they do work sort of and there are three of them anyway...) and I asked her again but this time with the name of the original buyer - David Jacobsen. Oh him, yes she remembered selling him the car. Still is in touch with him. He wanted the car to match his Prius, the same colour, so they sent the paint code for Toyota Seaside Pearl to Malvern. The car was delivered on October 19, 2005. Not long after, Linda got a call from a film company wanting a Morgan for the shoot. She felt too busy and not interested so put out the word to the club. David Jacobsen responded and they used his (now my) Roadster. Apparently the filming was fun, he got to hang out with the crew, and the food was great. Linda felt a little regret that she hadn't volunteered when she heard about it.

I have asked Linda if she could put me in touch with David Jacobsen but haven't heard back yet.

Still, I sit in the same seat Alec Baldwin's butt was in!"



(Photo submitted by Robert Horsley)

Battery Maintenance Tips

By the Moggie Mechanic

One of the most important parts of your car and at times one of the most neglected is the battery. As long as everything is working we tend not to bother with it until that dreaded time when we try to start it and it either turns over very slowly or just clicks. Then is a time for panic!

A little bit of maintenance and TLC can make sure that the times this happens are rare. For those of you with a four seater Morgan it is hard to forget the battery but those of you with two seaters rarely see your battery and this can lead to trouble. The terminals, supports and leads to the battery need to be checked regularly to make sure that they are not growing white furry stuff. Make sure that you check the leads as well as the terminals, as the corrosion has been known to travel down the battery leads and is virtually invisible until your car will not start. Check also the supports and the shelf to make sure that neither is slowly disappearing. To do this, take the battery out yearly and check that the supports are still intact. Clean up any battery corrosion (which is white) with a solution of baking soda in water and treat any rust or bare metal on the supports with a wire brush, then rust destroyer similar to "Rust Mort" and finally give it a good coat of paint. This will stop the battery ending up on the pavement, the garage floor or even the road when you go over a bump. In the four seater it is wise to check that there is no rust under the battery as it has been known to rot through the firewall with little damage visible from the top. Clean it as indicated earlier. A thin coat of Vaseline or Fluid Film on the terminals will help impede the reoccurrence of the white fuzzies but still allow for good electrical contact.

Most of you, I am sure, know how to jumpstart a car using someone else's battery, but I have frequently heard discussions and questions when a group is trying to use a set of jumper cables. If in doubt, cut out these instructions and keep them with your jumper cables. You also never know when someone else is going to have to use your jumper cables.

1. Inspect the battery and make sure that it is not leaking or cracked. (If it is don't even try to boost it.)
2. Connect one end of the positive (red) cable to the positive post of the dead battery. Then connect the other end of the positive cable to the positive post of the healthy battery.
3. Connect one end of the negative (black) cable to the negative post of the healthy battery. Connect the other end of the negative cable to a metal part of the dead car's engine-a shiny piece of metal on the engine block for instance (avoid greasy-oily parts). Be sure that the cable will clear anything moving when the car starts. It is not recommended to attach the negative cable to the dead battery (although that is what I have usually seen done) as doing so could explode the battery if sparks ignite hydrogen gas emitting from the battery.
4. Next start the engine of the good car, and then start the dead car. Disconnect the cables in the reverse order taking care not to touch the positive and negative clips together.

Happy Motoring MM

(First published in the NW Mogazine)



Got Juice? Five Facts About Battery Chargers

By David Conwill (Article courtesy of [hemmings.com](https://www.hemmings.com))

I considered calling this piece "I've been charging my batteries wrong and four other facts about battery chargers." In fact, a lot of this is going to come off as common sense for those who have taken the time to read the manual for their battery charger. That's because it comes to us not only via advice from our friends at [Clore Automotive](https://www.cloreautomotive.com), but simply by virtue of a close reading of both the manuals for their "CHARGE IT!" line of portable and wheeled chargers, which have information specifically targeted at older exotic and classic cars and tractors, and a review of the instructions for my own DieHard charger, a circa-2010 legacy of my father, which seems to no longer be in production. They're interesting and useful tidbits that may have eluded those of us who learned how to charge a battery via instruction or intuition.

1. There's a reason for the range of amp-selection choices

Your charger, like mine, probably has several different settings to choose from. As seen below, mine has 2A, to use for smaller batteries, like those used in motorcycles and lawn tractors, and in certain other instances; 12A, "Fast Charge" for automobile starting batteries and marine/deep-cycle being charged with no special urgency; 30A, "Rapid Charge" for attempting to get a car or boat started in a hurry; and an 80A "Starting Mode" designed to work as a stand-in for another car when jump starting. I used the latter a couple times driving my '64 Rambler through the subzero Michigan winter of 2013-'14 and I can vouch for its efficacy. The Charge It devices have similar settings: 10A for charging deep-cycle batteries, 40A for "Maintenance-free Automotive or Marine Cranking" units, plus a "high-amperage" starting mode.

Read the whole article at the link below. Some valuable comments to go with the article.

https://www.hemmings.com/stories/2022/03/22/got-juice-five-facts-about-battery-chargers?refer=news&utm_source=edaily&utm_medium=email&utm_campaign=2022-03-22

The Pep Boys Manny Moe & Jack *The Pep Boys Manny Moe & Jack* 49

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9. HEAVY DUTY BATTERY BATTERY
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Alfa	1933-35 Standard Six	4.95	6.45
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Chrysler	1933-35 Six	4.95	6.45
Chrysler	1934-35 Six, Six, Six, Six	4.95	6.45
Chrysler	1935-36 Six, Six, Six, Six	4.95	6.45
Chrysler	1936-37 Six, Six, Six, Six	4.95	6.45
Chrysler	1938-39 Six	4.95	6.45
Chrysler	1939-40 Six with 17 Plate	4.95	6.45
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Chrysler	1945-46 Six	4.95	6.45
Chrysler	1947-48 Six	4.95	6.45
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Chrysler	1951-52 Six	4.95	6.45
Chrysler	1953-54 Six	4.95	6.45
Chrysler	1955-56 Six	4.95	6.45
Chrysler	1957-58 Six	4.95	6.45
Chrysler	1959-60 Six	4.95	6.45
Chrysler	1961-62 Six	4.95	6.45
Chrysler	1963-64 Six	4.95	6.45
Chrysler	1965-66 Six	4.95	6.45
Chrysler	1967-68 Six	4.95	6.45
Chrysler	1969-70 Six	4.95	6.45
Chrysler	1971-72 Six	4.95	6.45
Chrysler	1973-74 Six	4.95	6.45
Chrysler	1975-76 Six	4.95	6.45
Chrysler	1977-78 Six	4.95	6.45
Chrysler	1979-80 Six	4.95	6.45
Chrysler	1981-82 Six	4.95	6.45
Chrysler	1983-84 Six	4.95	6.45
Chrysler	1985-86 Six	4.95	6.45
Chrysler	1987-88 Six	4.95	6.45
Chrysler	1989-90 Six	4.95	6.45
Chrysler	1991-92 Six	4.95	6.45
Chrysler	1993-94 Six	4.95	6.45
Chrysler	1995-96 Six	4.95	6.45
Chrysler	1997-98 Six	4.95	6.45
Chrysler	1999-00 Six	4.95	6.45
Chrysler	2001-02 Six	4.95	6.45
Chrysler	2003-04 Six	4.95	6.45
Chrysler	2005-06 Six	4.95	6.45
Chrysler	2007-08 Six	4.95	6.45
Chrysler	2009-10 Six	4.95	6.45
Chrysler	2011-12 Six	4.95	6.45
Chrysler	2013-14 Six	4.95	6.45
Chrysler	2015-16 Six	4.95	6.45
Chrysler	2017-18 Six	4.95	6.45
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The world's most powerful battery value

Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Morgan Motor Company photos



Morgan Fantasy Photos

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





(Photos from Morgan Motor Company's Timeline photos

“Looking Back”

This new feature is looking back at old articles having to do with our club, PACMOG, and the club from which we originated, MOGNW. The two clubs have a close relationship and there are lots of great memories to share. In this section, we will re-print some of our old articles and photos. This month we look back at the March 2005 issue of the NW Mogazine with some softening advice! Thank you to MOGNW.

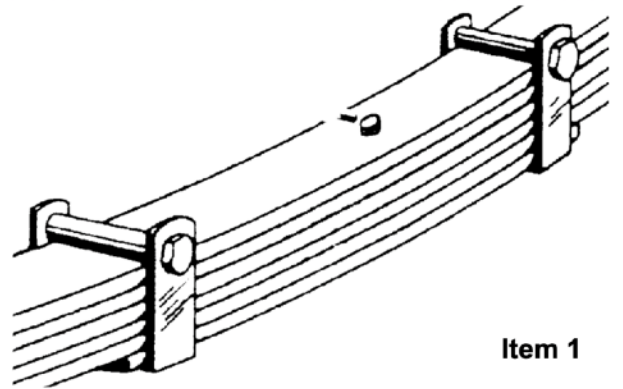
The Morgan Shop

Robert Couch



How to make the rear of your Morgan ride a bit softer

I found out years ago when I started to restore Morgans that they sure can ride a bit stiff, especially when fitting new suspension parts to a car. One of the areas that I looked at was the rear springs. I found that new springs from Morgan usually come painted together, that's right even paint between the leaves. The first set that I took apart and cleaned and then reassembled with grease between the leaves made a difference in the ride at the rear of the car. So I have been doing this for about 25 plus years now and when I put a new set in a car and don't clean and grease the springs I do notice a difference in the ride quality. I have never had any luck reconditioning the rear springs as they are so small that the reconditioning does not seem to last long. So if your springs are worn a new set should be purchased and installed. Forget about getting springs made here in the States, the smallest spring width made here is 1 1/2 and Morgan springs are 1 3/8. If you are going to use your old springs it might be a good time to replace the end eye bushings, u-bolts/lower plates, and center bolt. These items tend to take quite a beating. Morgan Spares Ltd. has all the parts in stock that might be needed for the job.



First remove the through bolt and spacer tube on springs that have clips like this (Item 1):

or use a hammer and chisel to bend back the folder clip like this (Item 2):



Mark the end of each spring with a center punch so that the leafs can be reassembled the right way around, there is a forward and backward to the leafs. Remove the center bolt. This bolt has a 5/16 BSF thread so don't throw the nut away. This is a weak point in the rear springs. This bolt is known to loosen and even break off and in combination with loose u-bolts the spring begin to move all over the place. If the bolt shaft or threads are in bad condition replace it with a new one. If the bolt and nut are okay then set them aside, cleaning them really well so that a liquid thread-locker can be used upon reassembly.

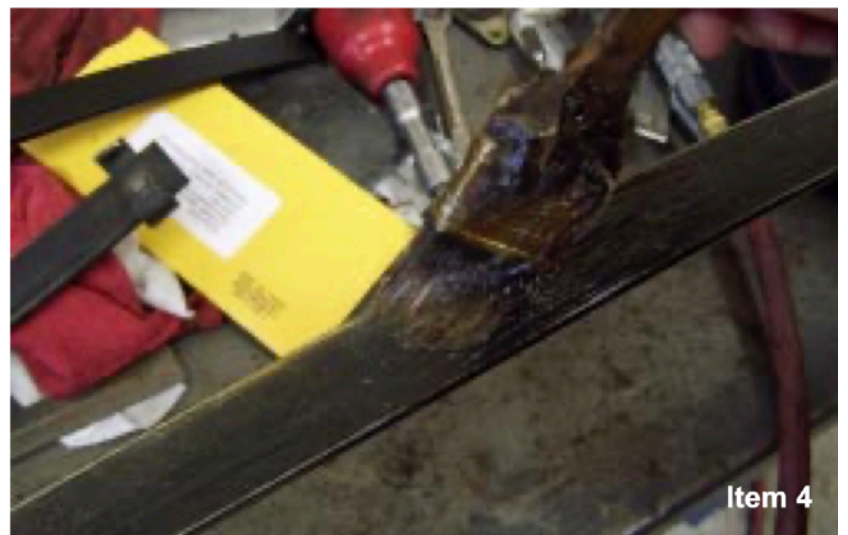
Each leaf can now be cleaned down to bare metal. I use a glass bead cabinet to do my springs (Item 3).

I use a black spray paint on the leafs, using just enough to cover the bare metal. Now the leaves are ready to brush some grease on. I use wheel bearing grease (Item 4).

The springs can now be reassembled. The best way to retain the center bolt nut is to use an internal tooth star washer and liquid red thread locker. The folder type retainers can be squeezed in a vise and the ends hammered down flat.

I also wrap my springs with a good brand of electrical tape to keep out dirt though this does not need to be done (Item 5).

Reinstall the springs and enjoy a ride that's a little bit better.



(Thanks to the NW Magazine and happy memories of Robert Couch)

Upcoming PACMOG Events

By Ken Miles



Watch your emails for news of the next drives

(Susan Blake's photo from the navigator's seat)

Save the Dates!

April 24, 2022 - St. George's Day Show in Fort Langley - contact LAMBs

April 30, 2022 - PACMOG drive - info to follow

May 21, 2022 - Vancouver ABFM at Van Dusen Gardens - see Western Driver for information
BBQ at the Miles' - Let Ken know if you are coming by May 1st - kengmiles@telus.net

May 22, 2022 - Drive to Harrison - See Western Driver for Information

2022 Vancouver All British Field Meet



The Greatest Show on British Wheels, Vancouver ABFM, is looking forward to welcoming everyone back to the celebration at VanDusen Botanical Garden on **Saturday, May 21, 2022**.

“After two years hiatus as a result of the COVID-19 pandemic, we are pleased to welcome HAGERTY, the world’s largest collector car insurer and automotive lifestyle brand, to partner with us as the Presenting Sponsor,” 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 through the show’s Youth Judging Awards program, an award to recognize and support young people.

“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 classic car ownership,” said Stewart. “We are thankful for HAGERTY’s support in these important ABFM programs.”

Featured marque anniversary celebrations, carried forward from 2020 & 2021, are Triumph Stag’s 50th, English Ford’s 100th, and Jaguar E-Type’s 60th anniversary.

A unique look at the future will be showcased in an ElectraClassic vehicle display, showcasing the trend of combining classic looks with modern drivability.

The restart of the Vancouver ABFM will be a day to remember, with an entertaining gathering of British-built classics, exhibitors and vendors on display on the Great Lawn of the beautiful VanDusen Garden.

“After the 2020/2021 pandemic years of cancelled events and social isolation, we are looking forward to opening the gates at VanDusen, seeing the classics roll in, and welcoming everyone to our much-cherished event,” said Joan Stewart, co-chair of Vancouver ABFM.

Register for the Vancouver All British Field Meet with the following link.

https://www.westerndriver.com/?page_id=13302

Or go to www.westerndriver.com for complete information.

The associated drive to Harrison Hot Springs will be on Sunday, May 22, 2022. You can register at:

https://www.westerndriver.com/?page_id=13470

Again, you can get full information on this event on Western Driver’s website.

www.westerndriver.com

Harrison Hot Springs is new destination for 2022 Vancouver ABFM All-Brit Car Run

For the past 27 years, the Vancouver-Whistler ABFM Classic Car Run has travelled the Sea to Sky Highway on its Vancouver to Whistler route, culminating with a car display in the Olympic Plaza and Creekside locations.

That route is no longer an option, as the Whistler Resort Municipality has introduced a new Green Eco policy that prohibits all carbon-burning vehicles from renting their facilities, effectively eliminating classic car events in the Village.

One route closes & another opens

As a result of these changed circumstances, the Vancouver ABFM Whistler Run will offer a new and improved replacement event—the Vancouver-Harrison All British Run—already affectionately dubbed the *Searching for Sasquatch Rally*.

With this fresh opportunity, the event organizers intend to increase the day's fun factor, including entertainment, barbecue lunch, optional overnight hotel stay, plus awards and lots of prizes.



Ensuring the fun element will be the event's official MC, our very own ABFM judge John Allen, Harrison Country Club & Resort owner, our event's official venue.

Check out the event details below, and please send in your registration form—sooner rather than later, so we can finalize plans for this fun, classic-car day.

Date: Sunday, May 22, 2022 (Victoria Day Weekend)

Start Location: [KMS Tools, 110 Woolridge Street, Coquitlam \(opposite IKEA\)](#)—Coffee & donuts provided to start your journey.

Registration Deadline: All participants must preregister by April 25, 2022. Pick up Entrants Pack & Rally Plaque on the Sunday at KMS start or at VanDusen on Friday, May 20, 2022, 5:30pm-8:30pm.

Start: Convoy together or individually between 10am-11am; route map provided.

Route: Via scenic route 7 to Harrison Hot Springs. 114kms via Hwy 7: Coquitlam – Maple Ridge – Mission – Agassiz – Harrison Mills – Harrison Hot Springs (**Scenic 7 route**)



To Register:

https://www.westerndriver.com/?page_id=13470

Destination: Harrison Country Club RV Resort, 400 Hot Springs Rd, Harrison Hot Springs, BC—a three-minute walk to the Village and lakefront. Optional overnight hotel accommodation, contact tourismharrison.com/stay/ or Best Value: **Harrison Lake Hotel**, book early as this is a busy holiday weekend.

1:pm-3pm Optional Barbecue Lunch @ \$15/per person (Hamburger, Veggie Burger; Salad, Dessert, Coffee, Water, or bring your own. Awards, Prizes & Entertainment. MCs: Harrison Country Club RV Resort owner/ABFM judge John Allen & co-event organizer Joan Stewart.

*An intimate spring-time showing of
British motorcars and motorbikes*

SUNSHINE COAST, BC



ALL BRITISH FIELD MEET

Noon-5PM Sat May 7, 2022

UPDATE NO. 3:

- ✓ ONLY 10 PLACES LEFT FOR CARS!
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- ✓ STEWARDS / ORGANIZERS, CONTACT:
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IAN ROSSITER IANHR49@ICLOUD.COM
- ✓ LOCATION: BRICKER CIDER CO, 6642 NORWEST BAY ROAD, SECHLT (NO PARKING ON NORWEST PLEASE)



B

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HAND CRAFTED ON THE WEST COAST
THE OLD FASHIONED WAY

The Old English Car Club & Saanich Historical Artifacts Society

15th Annual Restoration Fair & Swap Meet

Sunday, June 5, 2022 10am – 3pm (rain or shine)

Heritage Acres, 7321 Lochside Drive, Saanichton



Participant Information

- On-line registration is available by emailing the form directly to the registrar Kim Parker and payment via Paypal is available. Visit <https://tinyurl.com/2p85mhwp>
- All registrations received on or before May 20 will be acknowledged by email.
- Please check in at the gate on Sunday where you will be directed to your setup location.
- Spaces will be assigned on a first come first served basis and the organizer's decision on placement is final.
- Gates will open at 7:30am on the day of the Fair for set up. Vendors are requested not to start selling before the official opening at 10:00am.
- British cars in the show and shine will be admitted any time after 8:30am.
- No refunds of registration payments will be made unless cancellation is received in writing on or before May 20.
- Unauthorized vehicles and vehicles parked in the roadways or obstructing access will be towed at owner's expense.
- The Old English Car Club and the Saanich Historical Artifacts Society and their agents and licensees are not responsible for security.
- Participants are not permitted to sell food.
- Tear down is not to start before the Fair closes at 3:00pm.
- Participants are required to remove all their equipment, parts, tools, literature and the like plus any garbage from the site.
- Smoking is discouraged on the site and is not allowed in any building or covered area.

We look forward to seeing you at the Fair and hope you have an enjoyable and successful event!

Information and queries:

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2234richard@live.ca

Kim Parker
250-656-3128
kp3128@shaw.ca

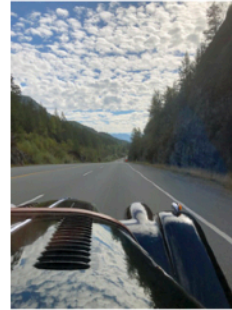


Proceeds of this event support



Sea to Sky All British Rally 2022

www.seatoskyallbritishrally.com



North Vancouver to Whistler
Saturday, September 24th, 2022

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

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

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

Be sure to register early and fill in the quick entry form at
www.seatoskyallbritishrally.com

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

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

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



2005 Morgan Roadster Sold Last Month

By *Bring-a-Trailer*

Sold for US\$84,000 on BaT on
February 3, 2022

This 2005 Morgan Roadster spent time in Florida, Michigan, and California prior to its acquisition by the seller on BaT in November 2019. The car is finished in Connaught Green over Biscuit leather and is powered by a 3.0-liter V6 mated to a five-speed manual gearbox. Features include a green soft top, 16" knock-off wire wheels, LeMans-style bumperettes, Simmonds wind wings, a bonnet strap, luggage rack, air conditioning, and an Alpine stereo. Service in March 2020 included replacing the radiator, radiator fan, water pump, oil cooler, and air conditioning condenser. This Morgan Roadster has 5k miles and is offered with service records, factory books and manuals, accessories, a clean Carfax report, and a clean Colorado title in the seller's name.



The Morgan's exterior is finished in Connaught Green and features a green soft top and matching side curtains. Additional features include driving lights, Simmonds wind wings, a bonnet strap, a rear luggage rack, a badge bar, LeMans-style rear bumperettes, and dual polished exhaust outlets. The sale includes a green boot cover and tonneau cover.

BaT Essentials

Lot #64908

Seller: **flyer101**

Location: **Broomfield, Colorado 80021**

Chassis: SA9RA260X50A11104

5k Miles

3.0-Liter Ford V6

Five-Speed Manual Gearbox

Connaught Green Paint

Biscuit Leather Upholstery

16" Knock-Off Wire Wheels

Simmonds Wind Wings

Magnaflow Mufflers

LeMans-Style Bumperettes

Air Conditioning

Alpine Head Unit

Luggage Rack

Clean Carfax Report

Private Party Or Dealer: Private Party



The Morgan Link



57



March 2022

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

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

Recent Sales and Auctions



This 1957 Morgan Plus 4 sold on BaT for US\$26,000 on March 25, 2022.



This 2013 Morgan 3-wheeler sold on BaT for US\$38,750 on March 12, 2022.



This 1961 Morgan Plus 4 was bid to US\$26,500 on BaT on March 14, 2022 but the reserve was not met.



This 1970 Morgan Plus 8 racing car was bid to US\$75,500 on BaT on March 26, 2022 but the reserve was not met.

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!

Looking for a project?

A number of people mentioned that they were looking for a Morgan to restore. Here is one that I found for sale at the Beverly Hills Car Club. Click on Hemmings link for more details. The asking price is US\$10,750.

<https://www.hemmings.com/classifieds/dealer/morgan/plus-4/2564693.html>



The car is missing its doors. Check the archives. We have had a couple articles on building doors.

Note the factory air cleaner

(Photos courtesy of Beverly Hills Car Club)

Editor's Note: I purchased my 1956 Jaguar XK140 FHC from Beverly Hills Car Club. They were easy people to work with and addressed any issues I had.

Beverly Hills Car Club



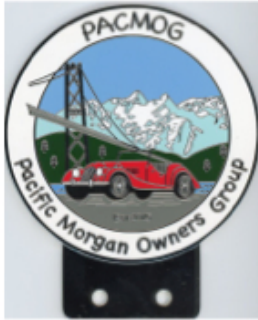
Beverly Hills, CA 90210 | 310-975-0272



PACMOG Regalia

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

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



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

\$25 CDN* (plus shipping)

Badge measures 3.5 by 4.25 inches overall

*Club members only, all others please inquire



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

\$2 CDN* (plus postage)

Patch measures 3 inches in diameter

*Club members only, all others please inquire



www.regbeercoachbuilder.ca

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

Martin Beer & Stephen Beer

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Mono, ON L9W 6C7
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Steve Sillett

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

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

604-530-1433 www.panelcraft.ca



AUTOBAUER
AUTO METAL RESTORATION

Terry Firestein

604 910 0857

www.autobauer.ca
autobauercanada@gmail.com

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

Pacific Morgan Owners Group

2022 Membership Application

(Please print in block letters)

2022 Membership

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

Date _____ New _____ Renewal _____

Last Name _____ First Name _____

Spouse/Partner Last Name _____ First Name _____

Address _____

City _____ Province/State _____ Postal/Zip Code _____

Phone _____ Cell _____ Work _____

Email address _____

Spouse email address _____

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

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

Engine type _____ VIN or Chassis number _____

Comments? _____

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

Engine type _____ VIN or Chassis number _____

Comments? _____

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