



The Morgan Link

Vol 6 No 5

The Magazine of the Pacific Morgan Owners Group

May 2021



From the Editor's Desk...

The state of the weather seems to always be the opening of my article. With Morgans that were designed for wind-in-your-face, open-top driving, we always look to the weather before we set off on any journey. That is not to say we won't brave the rain, fog, storms, wind, and cold, but we do it with many different layers and weather protection. I remember the hardy ones like Mike Powley, who never put his top up and most frequently drove his Morgan in all weather in shorts and flip flops, although in the colder weather he would be sporting a raccoon hat with tail!

Fortunately, it is now that time of year when we can look forward to the sunny days so that even the less-hardy can enjoy the rides. Those who haven't been joining us throughout the winter can now get their Morgans out of hibernation and give them their first coat of polish for the year. It is a great time when we are able to renew old acquaintances who we haven't seen over the winter. Welcome back, I say, and let's all have great drives!

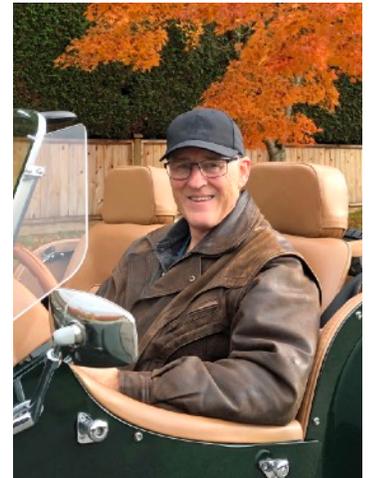
We are very sorry this month to hear of the passing of Roland Gilbert and Faye Sterne. We have printed their obituaries and send our condolences to their families and friends.

I hope the longer editions of the Morgan Link have given you some enjoyment over the winter. I will endeavour to keep up the pace and hope that you find time to read our magazine. Many contributors have put a lot of effort into these editions on your behalf, so please have a read and maybe consider dropping a line and a photo or two so we can highlight your car or an adventure you had.

A new addition this month is Jacque Gallien's photography and art. He has a good collection of Brigitte Bardot material, along with her 1967 Morgan Plus 4, 4-seater. Jacque is Vice-Chairman of the Belgian Morgan Owners Group.

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

May 2021

Editor – Steve Blake

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

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

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

Report from the Executive - May 2021

By Steve Blake, Chair

The directors had a Zoom meeting on April 13, 2021. All the directors were in attendance including four who were out of town. Steve Hutchens joined from Bellingham, Jane from Victoria, Tom from the Sunshine Coast, and Chris from Laredo, Mexico. Our meeting this month was low-key as we had little on the agenda.

Jane Cowan let us know about Roland and Pat Gilbert and Faye Sterne. She volunteered to write an article on Roland and Pat for the next Morgan link.

We had a discussion around participating in drives and it was pointed out that we have been given permission from the Ministry of Health to carry on with our drives. A copy of the letter we received from them is included in this edition. We will continue to stay on top of this situation and will notify you if there is a change that affects us. We will continue to follow the Provincial Health Orders so members are not put in an awkward position or feel at risk.

There was a discussion around having "town hall" meetings by Zoom so members could get together to chat. It was decided that this would not be popular because most people felt Zoomed out after Zooming with family, friends, and with meetings for other clubs, work, or hobbies. If there is a need or desire from the membership, let us know and we will revisit this idea.

We talked about the Covid-19 insurance issue that concerned the Old English Car Club. It was felt that insurance for this would be too expensive and of no practical use to us.

The group was informed that Nigel Matthews was going to do more presentations for us. The last one was on Intermeccanica (reported in this edition) and in June we will have a surprise tour of a big name garage.

Random conversations ended the meeting on a high note!

Stay safe!

New Members

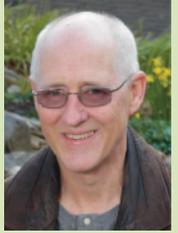
**No new members this month
We currently have 94 memberships
(169 members)**

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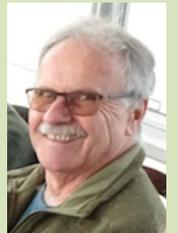
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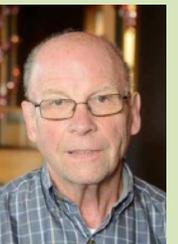
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Membership, Regalia

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Contents

Page 2 – From the Editor’s Desk

Page 3 – Chair Report

Page 5 - On the Road

Page 7 – Remembrance

Page 9 - The Archive Room

Page 13 - Ministry of Health letter

Page 14 - Inlet Drive, Burnaby to Pitt Lake Run

Page 17 - Morgan Art - Valentin Tanase

Page 18 - Morgan Art - Jacques Gallien

Page 19 - Dorg’s Morg

Page 23 - Wild Road Signs

Page 24 - Rags to Riches

Page 26 - Morgan West

Page 27 - Everything is coming up Morgan!

Page 29 - Morgan Cars Mid-Atlantic

Page 30 - Famous People with Morgans - Belmondo

Page 31 - A Sad Morgan

Page 32 - From the Oasis Garage

Page 33 - Andrew Smith - A Morgan Metal Craftsman - 4

Page 36 - Morgans in the Movies

Page 37 - Malvern Memories

Page 38 - The Morgan Public House Today

Page 40 - Morgan Fantasy Photos

Page 42 - Intermeccanica: Story of the Prancing Bull

Page 48 - PACMOG Website

Page 49 - Looking Back

Page 54 - Events

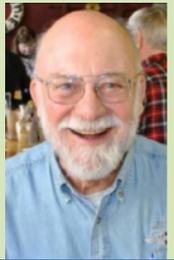
Page 58 - Car For Sale Last Month

Page 59 - Marketplace

Page 61 - Membership Application

Non-voting member attending
Board Meetings as Secretary

Steve Hutchens
sphutchens@gmail.com



Cover Photo Credit:

This month’s cover photo was submitted by Ken Butler of his rental Morgan fording the stream at Glen Roy on the Isle of Man.

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, Susan Blake, Pat Miles, Lorne Goldman, Tom Morris, Chris Brunt-Tompsett, Tom Everts, James Gilbert (MMC), Alistair Crooks, Valentin Tanase, Jacques Gallien, Ron Theroux, Dan Kelly, Andrew Moore, Nigel Matthews, Gary Bell, Win Muehling, Jane Cowan, Kit Raetsen, Chris Allen, Ken Butler, Norm Mort, Marv Coulthard, James Battison, Brian Nixon

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 through CG &B Group Insurance
Markham, ON L6G 1C3

PACMOG Constitution:

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

On the Road!

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



Christine Limmer in Lorne Goldman's Plus 8 in Quebec - Win Muehling photo



James Battison in his 1965 Morgan Plus 4, 4-seater - James Battison photo



Dan Kelly back in 1993 test driving the Mayor of Kelowna's Morgan.



50th Anniversary Morgan Plus 8 from the Morgan Motor Company post on Timeline Photos

Thanks to Lori Van Houten Frick of Morgan Cars Mid-Atlantic for connecting me with this collection. We will see more of these photos in future issues.

Remembrance

Sadly, last month we lost two members of our Morgan community. We send our condolences to the families of Roland Gilbert and Faye Sterne. Ron Theroux told me that Roland was best man at his and Yvonne's wedding. Faye Sterne was the wife of Bill Sterne, brother of our member Bob Sterne. Bill and Bob were the sons of the legendary Morgan importer and racer GB Sterne.

Thoughts from Bob Sterne,

The last time I saw Fay was just after Bill passed away, at the Nursing Home in Comox.... She had good days and not so good, but recognized me each time I was there to visit.... When she was still living at home she had a fall, which meant she could not longer cope, and Bill couldn't look after her, which put her in the home.... The last straw was a leg infection which went gangrenous and caused a stroke.... She was a wonderful woman, and a fabulous hostess.... I will miss them both....

Thoughts for Ron Theroux,

Sorry to hear Faye has passed away as well . She had been in an extended care home in Comox for a number of years. I believe she and Bill had two sons living out of province. Roland and Bill were life time friends from High School in Sidney.... The Morgan connection. Roland was our Best Man for our wedding 60 years ago. He influence my decision to buy our Morgan. I bought it after showing it to Yvonne on our first date.

Faye Sterne

July 27, 1933 – February 25, 2021



Fay Sterne, born on July 27, 1933 in Elk Lake, Ontario, died peacefully on Thursday, Feb. 25, 2021 at The Views at St. Joseph's care home in Comox, comforted by her family.

She is survived by her loving brother Wayne, her devoted sons Karl, Greg and Ian, as well as many beloved grandchildren, great-grandchildren and extended family. She was a light to all who knew her, a wonderful woman who knew how to make everyone feel at ease. She lived a remarkable life alongside her great love, William (Bill) Sterne. They were married in 1956 and for over 60 years they traveled the world together and devoted themselves to military service and to family until his death in 2018.

The last few years of Fay's life were spent at The Views and her family are deeply grateful for the love and care she received from all the staff there. Fay will be put to rest at Beechwood National Cemetery in Ottawa, Ont., next to her husband.

Roland George Andrew Gilbert

GILBERT, Roland George Andrew October 13, 1935 - April 10, 2021 Roland was born in Melville, Saskatchewan, to Olive and Fred Gilbert. Roland had an older sister Donna (deceased) and has a younger brother, Robert. During his childhood, he spent time in several cities as his father was a high ranking test pilot moving from base to base. He shared many memories of that time, with his favourites from Shediac, New Brunswick. After the war, the family moved west, spending time in Victoria and then Sidney, British Columbia. It was here that Roland acquired his love



for the ocean. Many days at the beach turned to many days as an adult on the ocean in his boat. Roland graduated from North Saanich High School, attended Victoria College and then went to UBC, graduating in 1958 with a Bachelor of Science. It was through his sister that he was introduced to the love of his life, Patricia Ann Macguire, from Duncan. The rest is history... they married in 1958, and had two children, Brad and Ann-Marie. After living in Vancouver, then New Westminister, Roland and Pat resided in Coquitlam when they started their family in 1960. In 1962 with kids in tow, they moved to Calgary, then Saskatoon, returning to Coquitlam in 1967. In 1981 the Island was calling and they happily moved to Central Saanich, where they spent the rest of their lives. Roland and Pat loved to entertain at their home overlooking Island View Beach and would not take no for an answer. Always warm and welcoming, many friends and family benefited from their generosity and kindness. Dad just enjoyed being with people and sharing time together. Nothing exemplified that more than time with the NorthWest Morgan Owners rallies and Noggin and Natter events galore. Much travel, good times with many friends travelling in their beloved 1961 Morgan. Dad retired from Merck Pharmaceuticals in early 1995 allowing him to spend time with his wife, his beloved 1961 Morgan and his treasured wooden cruiser, the Seaclan. With these two toys, there was always a reason to 'fiddle' in the garage, listening to jazz. And if the boat and car were ok, there would be a neighbour's toaster to fix or knives to sharpen! Dad enjoyed supporting not for profit groups like the Royal City Sports Car Club (founding member), the Scouts (he earned the King's Scout Award), and the Legion, most notable Branch 37 of Sidney where he was president for a number of years. Later he spent years organizing the Branch 37's Poppy campaign. In addition, he was a strong advocate for the Victoria Drug Caddy group, and the Northwest Morgan Owners group, organizing events to bring people together. Roland will be greatly missed by many. He came from a time when community mattered and did his best to provide support whenever he could. Roland is survived by his children and grandchildren, Brad (June) Kevin, Brie and Ann-Marie (Murray) Isabelle, and John. A memorial service for both Pat and Roland is planned for the future, when Covid-19 restrictions have eased. In lieu of flowers, please consider the Alzheimer's Association or your local Legion.



The Archive Room

Morgan's All-New Museum Experience, is Officially Open

The Morgan Motor Company is completing the redevelopment of its visitor attraction, the Morgan Experience Centre, with the opening of its all-new interactive museum experience, The Archive Room. As of 17 May 2021, in line with the easing of COVID-19 restrictions, The Archive Room is open to all visitors to Morgan, both throughout the week and every Saturday.

The Archive Room is home to the full company archives, containing more than a century of artefacts, documents, photographs and footage that chart the unique history and heritage of the brand. The centrepiece of the room is a full-length cabinet that houses individual items of historical significance, each with their own story. Next to each item is a button that allows visitors to bring the artefact to life as part of an audio-visual installation. Some of the more prominent items include a 1930s Leica camera belonging to the company's founder, HFS Morgan, thousands of original press cuttings dating back to 1910, each beautifully documented in 'scrap books' by George Morgan (father of HFS), and original blueprints and historical parts from the earliest days of the company.





Five large-scale projectors situated around the room display rotating content that delves into all aspects of company history and provide a backdrop to the room. The remaining walls are adorned with artwork and abstract frames, Morgan parts and trophies. In the centre, seven cars are displayed and represent all eras and models, with a mixture of company heritage fleet and vehicles loaned by private owners. At launch, models including a 1910 Runabout, 1938 4-4 previously owned by HFS Morgan, a 1977 Plus 8 race car owned by Graham and Oliver Bryant, a 1 of 100 Aeromax and EV3 concept car will all be on display alongside other vehicles.

A 'Design Your Morgan' area introduces visitors to the basic principles of drawing a Morgan car, and how the design and development process works, with added insight from Morgan's designers and engineers. A lightbox drawing board, tracing paper templates and pencils allow budding designers to put the Morgan creations of their imaginations onto paper, to take home or share on social media.

The Archive Room brings the Morgan story to life, building upon the ever-popular Morgan Experience offering of factory tours, sports car hire and experience drives. The Morgan Experience Centre itself underwent a full refurbishment in 2020. The redesigned space includes a retail showroom for Morgan's on-site dealership, Morgan Works Malvern; a new restaurant, The Canteen; and a gift and lifestyle shop. It also serves as home to Morgan's ever-popular factory tours, the behind-the-scenes insight into how these unique vehicles are made.

The exterior of the building benefits from new stand-out features including the 'jewel box' display for showcasing the latest and most significant models, a sculptural entrance foyer, and a covered vehicle display area which echoes the crests of the Malvern Hills, the foothills of which are the location for the building. These features are constructed using modular timber structures, the material chosen to represent the ash body frame used in every Morgan sports car.



“As one of the longest established automotive manufacturers in Britain, the history of Morgan is both fascinating and extensive. From trials victories that helped to propel the company in its early years, through to the incredible history of our Pickersleigh Road factory and our more recent post-millennium advances, The Archive Room enables us to tell the story of Morgan like never before.

The interactive installations and activities offer something for all ages and interests. Whether you are a lifelong Morgan aficionado, or on your first visit to the factory, we have curated The Archive Room to remain relevant for all. And most importantly, like the company itself, it will continue to evolve.”

Steve Morris, Chairman and CEO, Morgan Motor Company



(All photos courtesy of Morgan Motor Company)

Permission to Drive!

There was concern from a couple members prior to our April drive as to whether our drives were allowed under the Provincial Health Orders. In order to make everyone aware of the current regulations and to confirm our right to drive, I contacted the Ministry of Health twice. First, I phoned their helpline and was assured we could do our drives and secondly, I contacted them directly and was sent this reply confirming we could do our drives. We just have to maintain social distancing and wear masks if we are out of our cars.

Steve Blake
Chairman
Pacific Morgan Owners Group
sblake@telus.net

Dear Steve Blake:

Thank you for your email of April 23, 2021, regarding the COVID-19 pandemic. I am responding on behalf of Dr. Bonnie Henry, Provincial Health Officer. I apologize for the delay in communication.

We appreciate you writing to the Ministry of Health regarding the Provincial Health Officer's orders pertaining to the Pacific Morgan Owners Group drive on May 15, 2021. At this time, the orders do not restrict individuals from participating in drives together, as long as the drive does not become a social gathering. It is important that physical distancing is maintained, and masks are worn when in close contact with others.

Please note, effective April 23, 2021, using the extraordinary powers under the Emergency Program Act (EPA), an order restricting non-essential travel between regions of the province was implemented and will be in place until May 25 at midnight. The order combines BC's five health authorities into three regions of the province, the Lower Mainland and Fraser Valley Region, the Northern/Interior Region and the Vancouver Island Region. Should your drive involve travel between regions of the province, it will be prohibited by law. For more information on travel restrictions for non-essential travel, please see: <https://www2.gov.bc.ca/gov/content/covid-19/travel/current>.

We are asking everyone to follow the orders of the Provincial Health Officer in an effort to reduce the spread of COVID-19 within our communities and to protect our hospitals, our schools, our families, our workplaces, our communities and our elders.

I appreciate the opportunity to respond, and hope you find this information helpful.

Sincerely,

Thomas Guerrero
Executive Director

Improvement through every concern.



Patient and Client Relations
Corporate Issues and Client Relations
Ministry of Health

Inlet Drive, Burnaby to Pitt Lake, Pitt Meadows Run

By Brian Nixon

Once again Mother Nature cooperated with a perfect day for a PACMOG run!!!

In an effort attract more participants, an invitation was extended to Austin Healey Club and the that was graciously accepted. A total of 13 cars were in attendance of which five were Morgans. The Group assembled at the chosen meeting point of Hastings Street and Kensington Avenue in Burnaby between 10:30 AM and 11:00 AM on Saturday, May 15, 2021.

With Brian and Sandie Nixon in the lead, the Group headed east to Inlet Drive and followed the Barnet Highway along the Burrard Inlet past the Suncor Refinery and the Reed Point Marina to Port Moody. A short trip down Moody Street to Murray Street brought the Group to "Brewery Row". It has been named Brewery Row for the proliferation of micro-breweries over the past several years offering local brews such as Parkside, Twin Sails, Moody Ales and Yellow Dog to name a few. With the outbreak of COVID causing people to stay more local and the residential development in Port Moody, Brewery Row has been consistently busy, but it was a little early for the Group to stop for a refreshment.

The next leg of the journey took the Group up Eagle Mountain to Westwood Plateau which was once home to the Westwood Motorsport Park. Originally built and operated by the Sports Car Club of British Columbia, it was the first purpose built, permanent road-race track in Canada. The neighbourhood retains a link to the track with street names such as Paddock Drive, Deer's Leap Place and Carousel Court.

[Beloved Westwood track lives on in racers' hearts - Vancouver Is Awesome](#)



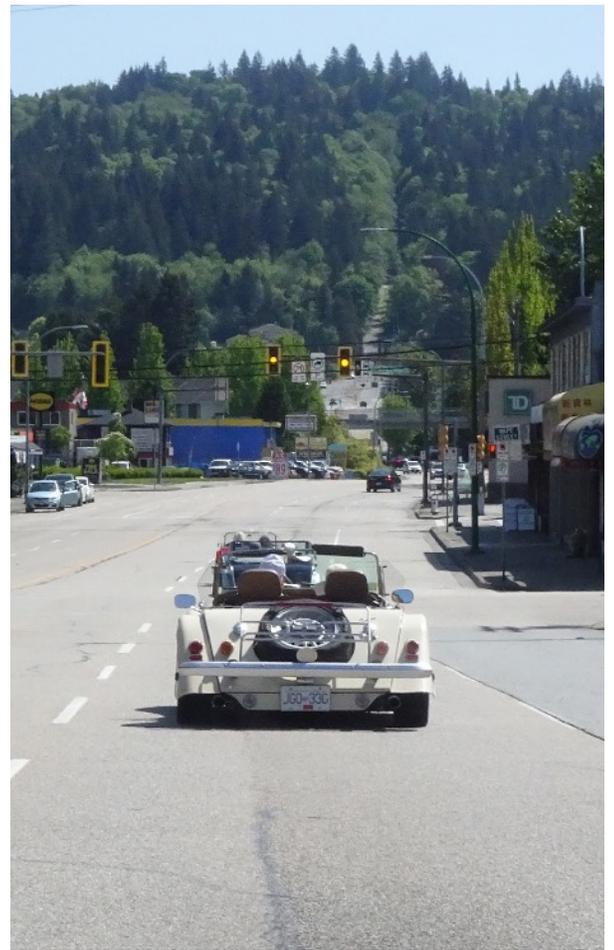
Today Westwood Plateau features a 12 hole executive golf course and a challenging 18 hole golf course carved out of the natural terrain where snow-capped peaks are visible in the distance. Beyond the golf courses, the route took the participants down Plateau Boulevard which was host to the two “Street of Dreams” home displays when the area was developed.

A short trip down Lougheed Highway to Dewdney Trunk Road in Pitt Meadows and the Group was in the “country” where there are several Blueberry farms on the way to a stop at Swaneset Bay Golf and Country Club. From Rannie Road there is a long, scenic drive to the Clubhouse which was rumoured to be the most expensive in Canada at the time it was built. If you are golf movie fans, the Clubhouse will seem familiar as Happy Gilmore with Adam Sandler was shot at Swaneset.

After a short stop at Swaneset, the Group headed North toward the Coastal Mountain range to Pitt Lake and the termination of the run. There was not a cloud in the sky, so the snow-covered peaks looked rather magnificent.

Comments from participants (Nixons, Miles, Blakes, Kellys, and Moss with their Morgans) included “I’ve lived here all my life and never been to Westwood Plateau”; “I have not been out this way for many years”; “I didn’t know the areas we passed through existed”. There were many people along the route that waved, used their horns and gave a thumbs up!!!!





(Steve and Susan Blake photos)

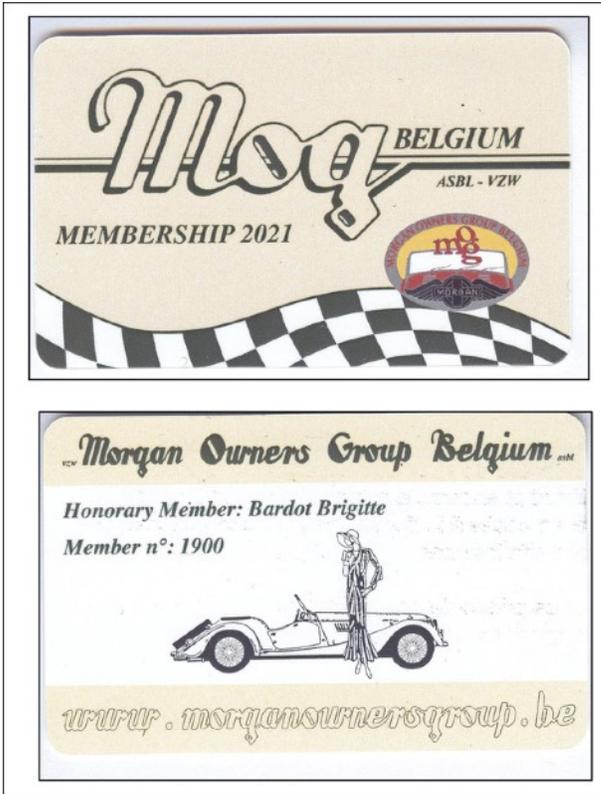
Morgan Art by Valentin Tanase

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.



les plus belles années de
ma vie je les ai partagées avec
ma Morgan, nous étions un
symbole de beauté, de puissance
et de passions pas inaperçues!
Vive ma Morgan!

Brigitte Bardot 2020
2021



Translation of Brigitte Bardot's message.

*I shared the best years of my life with my Morgan,
we were a symbol of beauty and power and did not
go unnoticed!*

Long live my Morgan!

Brigitte Bardot



The Ever Elusive 10W50 *By Dave Doroghy*

Motor oil, like bags of potato chips comes in all sorts of flavours and varieties, made by an array of different manufacturers. As far as I'm concerned, they both have too many brand extensions or derivatives. Or to put it another way and use a word that I have come to dislike lately, chips and motor oil have too many variants. And often the one variant you want, you can't find. Park that thought for now.

I drive my 1966 Plus Four Morgan so little, I rarely need to change its oil. I have had it for fourteen-years and altogether, have put less than three-thousand miles on it. So, it's not like I'm on a first name basis with the staff at the local Mr. Lube. Once nine years ago I changed the oil myself with the help of my friend Keith, who drives a 1962 TR3 with the same engine and as such knew how to remove the oil filter and drain the pan. The oil in my Morgan has been changed a few other times since then when I have taken the car into the shop over the years for different repairs.

So please give me a break when you learn that recently I wasn't sure what type of engine oil to pour into the thirsty old gal. She had been sitting idle in my garage for six months, and when we fired her up and I checked the dip stick, it was very low on the essential golden lubricant. My other buddy David, who was with me at the time, and who has forgotten more than I have ever known about the mechanical workings of cars asked me what type of oil it took? When I told him I didn't really know, it made me feel like a bit of a dipstick, so I called Keith. Keith was great, without skipping a beat he blurted two numbers and a letter. They were a 10 a W and a 50. I figured that shouldn't be too hard to remember and I hopped in my Morgan and off to the gas station to buy a quart, or a litre, or a 175 ml container, of whatever size the motion-lotion was dispensed in nowadays. I had a twenty-dollar bill in my pocket, and I figured I was set. Let the lubrication begin

When I got to the local Petro Canada and went inside they had a huge display of potato chips and a tiny display of motor oil. I remember a time when it was the other way around. The station sold only two types of motor oil and 15 to 20 varieties of potato chips. They had 5W30 and they had 5W20 in the dinky sad and forgotten dusty motor oil rack in the back of the store near the washroom. The massive bright green point of purchase chip rack, on the other hand had Salt and Vinegar, BBQ, Pickle, Ketchup, Honey, Mustard, Spicy Hot, Lemon Zest, Italian Spice, Ranch and.....I could go on and on – but you get the picture.



As I left the station, empty handed, I realized that I knew exactly what each flavour clearly stated on the bags of chip tasted like, but I was a bit fuzzy on what the first and second numbers, separated by a capital W on the two lonely quartz of oil on the shelf stood for. So I decided to ditch this pop stand and go to a serious bona fide automotive shop that I was certain would have more motor oil selection. I went to Lordco.

On the way there my Morgan overheated and broke down near the intersection of 49th and Oak. Luckily for me, it happened not far from another gas station. Now with steam coming out of the radiator, I needed water too though, which as far as I could remember came in only one variety. After the car cooled down and I drove the 100 meters to the station I couldn't see a hose outside anywhere in the parking lot, so I went inside, past the huge potato chip rack, and I asked the clerk where I could get some water for my car's radiator. She didn't know and didn't have the time to find out. Then some polite stranger overheard my request, and it just so happened that she had a big jug of water in the back of her truck and feeling sorry for me she told me to meet her outside. Before I left that Esso station, I did a quick check of the inadequately stocked motor oil shelf. They had three varieties of motor oil, and it felt like I was checking the numbers on a lottery ticket as I scanned a 5W20, 10W40 and 10W30 looking for my magic number to come up. No luck. So I bought a bag of ketchup flavoured potato chips instead and went out to meet the nice lady with some water in the parking lot.



Finally, after letting the car cool a bit more, as I ate the stale Old Dutch chips in the warm sunlight, I decided to leave the station and headed to a company that I knew took engine lubrication a bit more seriously. Arriving at and walking into the Lordco I was rewarded with what surely had to be the world's largest display of motor oil. The Lays, Nalley's and Old Dutch Labels at the first Petro Canada were replaced by Penzoil, Valvoline and Castrol logos. The colorful cans and different shaped bottles and jars of oil on the 50-foot-long isle had so many different combinations of numbers on their labels it would leave even the most focused and well-educated mathematician dizzy and confused. Slowly walking down the modern, well-lit but narrow shelf pathway I gawked at a wide array of numbers including 10W40, 20W30, 5W20, 5W30, 5W40, 5W50, 15W20, 15W30, 15W40, 20W30, 20W20, 5W60, 10W70 and thirty or forty other derivations that meant absolutely nothing to me. On that Rubrik's cubes shelf of infinite number combinations I saw every possible numerical permutation expect for the elusive 10W50.



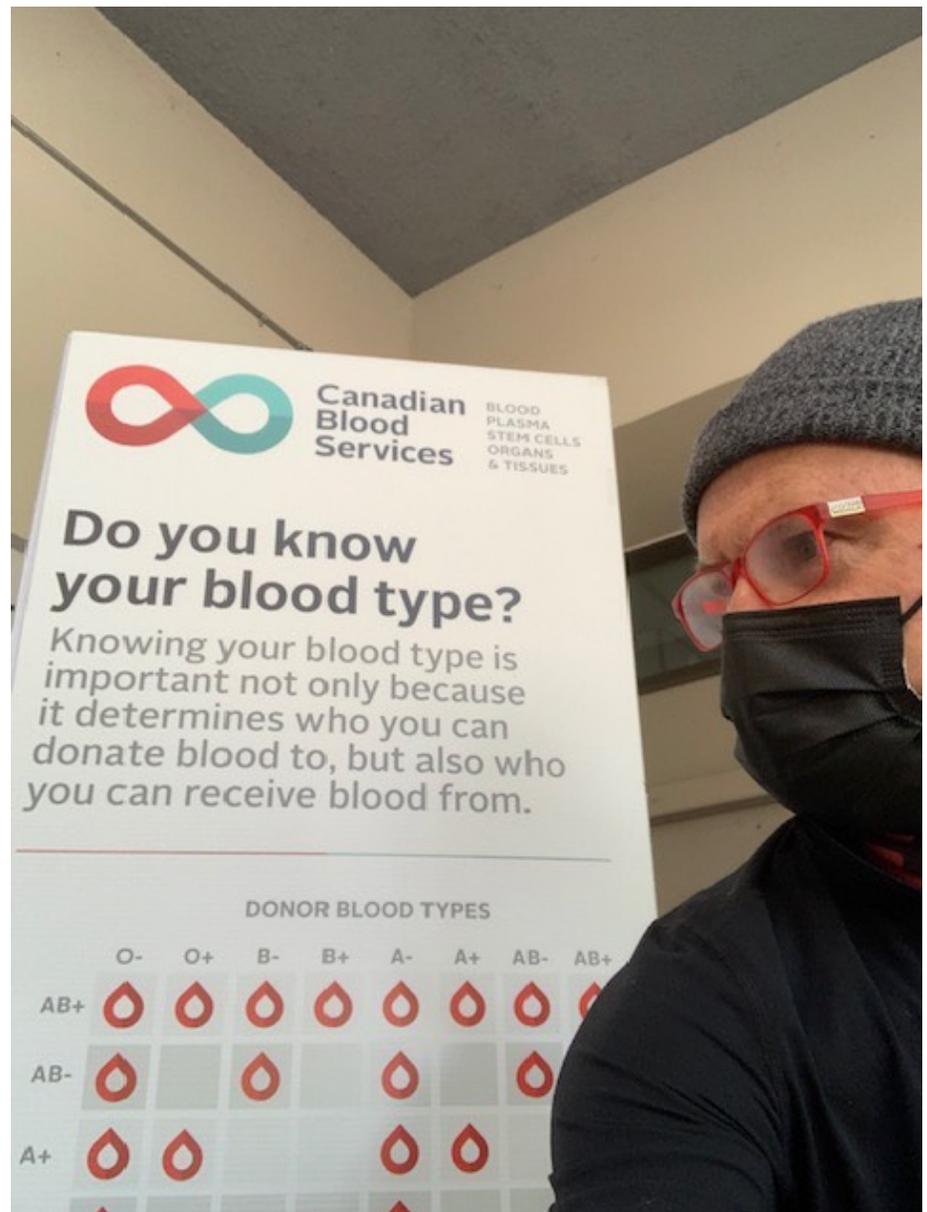
After 15-minutes my eyes were sore from searching so hard, and reading motor oils cans so carefully, I sheepishly sought assistance. A friendly looking young lady in her early twenties with a grey metal clip board and the name "Sarah" embroidered in thin red thread letters on her blue shirt, was taking inventory in the light bulb isle next to the motor oil isle. I got her attention and asked for help on my 10W50 quest.

She came over and for five minutes we searched together but to no avail. She thought Bernie on the front counter might know, and as we waited in line to talk to him, I asked her what the different numbers on the motor oil jugs stood for. I sort of vaguely knew it had something to do with viscosity. I kinda thought that was a fancy word for oil thickness or its ability to flow. And the lower number is how viscous (if that's a word) the oil is in the winter, and the higher number is how viscous the oil is in the summer. I wanted to learn more though, but she politely told me "I just started working here over the weekend and am not sure what those numbers mean".

When we finally got to Bernie, he was much less friendly, and somewhat irritated when I asked him about viscosity. I think Bernie like the chips at the Petro Canada was a bit passed his due date. After pretending he was busy, he reluctantly came out from behind his counter to help us search for the 10W50. He seemed uninterested in my car, or my story about the two gas stations that didn't carry it either. He couldn't find the 10W50 and snarled at me to just use another grade which I told him I was reluctant to do. As we parted, he looked at me like I was slightly touched and had an attention deficit.

A couple of thoughts occurred to me as I left Lordco empty handed with my feelings hurt. First of all maybe Keith had made a mistake and there is no such oil as 10W50. He after all was a retired weatherman, and I can't tell you how many times the predicted high and low temperatures have been incorrect. Maybe I wrote the numbers down wrong. There was an extremely good chance of that based on Bernie's assessment of my IQ. Then I thought who cares? Oil is oil and if I am off by ten stupid viscous points will it really matter in the grand scheme of things. Then I thought, as a regular blood donor, having topped 90 donations in my lifetime I know how picky they are at Canadian Blood Services about blood types. I happen to be B Positive and they would never transfuse my blood to someone who was AB negative or O negative. It might kill them. And what do those letters on my blood donors car stand for anyway?

But that's blood and we're talking oil here. I have had lots of experience with another type of oil – olive oil. Once I ran out of olive oil for a salad dressing I was serving for a dinner party for some old high school friends. In the salad dressing that had mustard and honey in it as well I strayed from the recipe and substituted Canola oil instead and it made very little difference to the taste. I knew I was over thinking this whole thing, but at the same time I just wanted to PROPERLY finish what I had started. What part of 10W50 don't you understand Bernie? This can't be so hard. So I googled the closest Canadian Tire Store.



I'd give it one last shot there. Again, after arriving and entering the Iconic automotive behemoth, like Lordco they had mountains of motor oil. And then there it was, shining under the flat fluorescent light, like a nugget of gold, buried deep within pile of grimy dirt, I discovered a container of 10W50. My ear-to-ear smile was concealed under my virus mask, but my fellow shopping mates could view me tightly clutching the small black plastic jug tightly as I marched with purpose to the long line up at the check-out isle. Admiring the packaging more closely as I stood in line, I read some of the smaller print on the label. I was crestfallen to discover this oil was meant for a motorcycle engine. Foolsgold!

Feeling pangs of anger, confusion and disappointment I bailed on the check-out queue and made a b-line back to the automotive section. This time, I wasn't going to dick around with an inexperienced new clerk, or a sarcastic unfriendly behind-the-counter order taker. I asked for the Manager of the automotive section and when he appeared, I looked him in the eye and asked him straight on – can I use motorcycle oil in the old triumph engine in my 1966 Morgan Automobile. The answer was a stern authoritative NO. But at least he wasn't condescending, and he agreed to help me find the extremely rare car variety of 10W50 somewhere in this cavernous store of things made in China. Together we searched the shelves again, then he searched on-line, then he made a call and we went back to searching the shelves. Altogether, we had about ten-minutes of really good quality automotive oil time together whereby he took the time to really explain the concept of viscosity to me. I even ended up asking him a question that was probably a dumb question, but made me feel smart, and reinforced that I was actually paying attention to his lecture on how engines run under hot and cold circumstances depending on the time of year. I said “look, I don't even drive my car in the winter, so let's just drop the first number before the W and sell me some motor oil with only one number. The single number 50 will work just fine please.” But guess what ? Canadian Tire does not sell W50 Motor oil, or any other car motor oil with just one number. We never did end up finding the 10W50 at Canadian Tire and on the way home from that misguided and unfruitful little jaunt I decided to Google another Lordco just for the fun of it, a larger one. But to make a long story short that store was just as unhelpful as the first.



(Dave Doroghy photo)

So I went home and called my mechanic, who is also named Dave and left a message on his phone. He got back to me within the hour and told me that although 10W50 is the perfect oil for my particular type of engine, that 15W40 or 20W50 would work just fine too. You may be thinking just what is the point of this whole long dumb diatribe on numbers divisible by five and ten and the 23rd letter in the alphabet. There is no real point, the only point is I have too much time on my hands 14 months into Covid. On a final note, I wore my mask, practiced social distancing and washed my hands several times while writing and researching this greasy story.

I only took the mask off once to eat the potato chips.

Wild Road Signs



What is this road marker for? Chris Brunt-Tompsett spotted this while driving in Mexico. Think you know what it is? Email Chris (cabt@shaw.ca) and we will publish the answer and name of the first person to get it correct next month.



Rags to Riches

By Chris Allen

A rags to really riches story... in point form-----

- In winter of 2009, while visiting a firm next to Busters Towing off Cambie Street, in Vancouver, I saw an old, damp 1968 plus 8 RHD through the Busters chain link fence.
- Busters said there was no VIN number to deal with and I said I can show you where it is!
- At home, I looked up the VIN number in the roster and found that it belongs to Mr Padgham, a member of the Morgan Club.
- I phoned him to tell him where it was and he said, "It can't be!" and I say, "Oh! it be—"
- apparently it broke down years ago and he left it in an underground garage of an apartment building near UBC for years.
- the building was going to be sold and demolished. As there was no contact number for Mr. Padgham, the Morgan ended up at Busters lot. Mr Padgham had it towed to North Van to a relatives home and he phoned me and told me he would like to sell it.
- I introduced Mr Padgham to a friend of mine, Mr Mike Welland.
- Mr.Welland bought the car that day.
- Mr Welland intended to rebuild it, however, after some months of examination, he found that the job was beyond him so he advertised it for sale. Mr Plant of the Cotswolds, UK bought it, via the pictures, because it had an early VIN number R7010 and was right hand drive.
- After some considerable money spent by Mr. Plant, you can see the spectacular restoration results..on the next page.







MORGAN THREE WHEELER

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

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

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

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

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

ROADSTERS:

NEW 2022 Morgan Plus Six the new era of performance and refinement // *ORDER YOUR EXAMPLE*

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

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

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

2018 Morgan ROADSTER 3.7 liter V6 Montblanc white // *BEST IN SHOW WINNER, MOGWEST 2018*

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



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

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

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

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

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

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

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Everything is coming up
Morgan! . . .
By Norm Mort

Being a Morgan enthusiast over the years, I have collected brochures, artwork, over two dozen books and numerous other collectible items, but since I took possession of the wonderfully preserved and upgraded 1962 Plus 4 from fellow enthusiast and good friend Peter Pfal, I have gone whole hog over everything Morgan.

If I were to blame anyone for my continually evolving obsession then I would have to start with Peter. He acquired, saved and collected, so many great Morgan items over his 51-years of ownership and has kindly passed them on to me. Decades of Morgan club monthly newsletters and magazines, event plates, plaques, prizes, posters galore, books and more. As a result, his enthusiasm for Morgan has further sparked - no caused a wildfire, of even more enthusiasm in me for this unique, historic British marque.

In my garage, one very long wall has become a Morgan tribute in the form of just some of the posters, event plates, signs, etc. Peter had won all of the pewter and silver plate awards from all over North America and collected well over a dozen posters from these meets and races. I have added my own signs, framed brochures and pictures and have more to come as I shift things around.

Since, in the garage, my Plus 4 roadster has a few new items added, but I do not want to alter character and look of the Morgan with its wonderful patina and rich history. I feel what I have added or changed, provide a few more fond personal memories, as well as supplementing its history and tradition.



The first item fitted was an old British RAC badge that my late friend Michael Pistol had given to me for my Allard. It was of late fifties, early sixties vintage. It also counterbalanced the period German badge fitted long ago by Peter Pfahl.

The biggest change was further encouraged indirectly by Peter in so much he had purchased a pair of beautifully crafted "Brooklands" screens decades ago, but never had them installed for various reasons. Having always loved all cars with folding-down windscreens and having owned in the past a 1935 Morgan F2 with a folding windscreen, from taking possession of the MOG, I wanted to finally complete the installation.



The Morgan Link



May 2021

Switching from a fixed screen to a folding screen on a Morgan was not terribly difficult. A kit was available through a Morgan dealer in England that simply replaced the fixed side, chrome pillars with adapted chrome levered pieces. Round knobs on each side lock the screen in place, both when up or down. Peter had purchased the Brooklands screens with all the necessary mounting posts and adjustable parts. Installation was a little more difficult in that the entire wooden dash needed to be lowered to be bolted to the cowl.

A visit to the Morgan Car Company's official site led to a decision to order everything I liked in this Covid-19 time. As well as limited access to stores in the fall, my wife Sandy had been sidelined with a broken leg and infection since June. (A situation that was not even close to being partially resolved until a few days before Christmas, but is now improving steadily thank goodness.) Thus, with a carte blanche situation, my cart was slowly loaded with Morgan merchandise. More was added as it seemed the shipping cost jumped substantially with only a few items added, but twice as much more saw no increase in shipping. Considering the situation and the fact I would rarely find these items in North America - particularly in Canada; I bit the bullet.

As well as ordering the usual t-shirt, there was a vintage-looking metal sign, a bookmark, two china coffee cups, a clay Deco mug, a pin, two different key chains and a stuffed Morgan Teddy Bear - large and keychain- size (Sandy's a collector). Although the site had some books, I had pretty well all of them with my Morgan book collection approaching three dozen. Despite shipping and an added import tax, everything arrived safe and sound and was of excellent quality. I also bought a Morgan hoodie and another t-shirt from a Canadian supplier.

Apart from having a few more posters and pictures to frame, I think I have both run out of wall space and items to acquire. Unless that is, I find more!

And please note, regardless if you are a Mustang, Chevy C10 pickup truck, Citroen or Nash etc. enthusiast; there's lots out there to collect if you are infatuated with your marque or model.



Thank you to Old Autos Newspaper for permission to re-print this article by Norm Mort from the March 15, 2021 issue.



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A New Addition for Steve!

Susan Blake commissioned Michael Stockdale to paint this 16" X 20" acrylic work of art for a 10th Anniversary present for Steve. The idea came from a photo Steve took when taking part in the Cruise the Shore fundraiser for the Lions Gate Hospital Foundation. The photo was taken at Ambleside Park in West Vancouver, looking back across the Burrard Inlet to Stanley Park, Vancouver and the Lions Gate Bridge.

We are caricatured in the painting, along with our 1991 Morgan Plus 8 and 1967 Austin Healey 3000. This is the 7th painting by Michael in our collection as we love his work.

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Famous People with Morgans

By Steve Blake

Jean-Paul Belmondo, French Actor

Owned a 1963 Morgan Plus 4, No. 5446

J-Paul Belmondo was one of the greatest French actors of the 1960s. He starred in many movies but would not learn English or go to Hollywood. His great successes included "Breathless" and "That Man from Rio."

Belmondo was described as: "A later manifestation of youthful rejection... His disengagement from a society his parents made is total. He accepts corruption with a cynical smile, not even bothering to struggle. He is out entirely for himself, to get whatever he can, while he can. The Belmondo type is capable of anything. He knows he is defeated anyway... He represents something tough yet vulnerable, laconic but intense, notably lacking in neuroses or the stumbling insecurities of homus Americanus. He is the man of the moment, completely capable of taking care of himself - and ready to take on the girl of the moment too."



Actuarial sold the Belmondo Morgan at auction for 32,167 Euros. This is what they had to say about the car.

"The car on offer is a Morgan bought new in Paris by the legendary Jean-Paul Belmondo, from importer Jacques Savoye, as is obvious by the certificate provided by Morgan's French distributor. The car is third hand, bought in 1970, and the odometer shows 60,000km (37,000 miles), and has always been meticulously maintained. It is equipped with the indestructible Triumph TR4 engine of 2.2-litre. The steel body was either rebuilt or replaced in 2006, along with the radiator. The paint is in its original colour and the black leather interiors are original too. The car comes equipped with a wind deflector and the wooden dashboard features a mechanical Rally Halda tripmaster. The paint was redone a few years ago. Full of charisma and history, this car is not just a charmingly classic roadster, but a car with a very special provenance, having been owned by one of France's most legendary actors."



A Sad Morgan

By Marv Coulthard

A long time ago.... I belonged to an email group called eMog.... Electronic Morgan Owners Group. It was administered by a Morgan owner in Montreal, Lorne Goldman. At the closing of the group there were at least 1800 if not 2000 Morgan owners and fans from all over the world. It was the best resource ever for all things Morgan. From photos, local events, International events, small upgrades or modifications to help, and progress reports on full stripped down restorations, it was like one stop shopping. Even with all the social media now, there has never been anything to compare since. Sadly, it was closed down as Lorne wanted to retire and at the time there was nobody willing to take it on.

How about this one as an example? Time for new paint, I take the Morgan into the most reputable body/paint shop in Victoria. This shop does nothing but specialty and collector cars. In the shop when I drop it off is a 56 Caddy, a Porsche 356, a Jensen and a 30s Lagonda.. A week later he calls, he has to pull all the fenders off and send them out for sandblasting (crushed walnut shells process) as the patina (fine crack lines in the paint) had gone right down to the metal. 6 weeks later I get the Morgan back. Looks absolutely stunning! Blue Pearl Black is perfect in the sunlight. But, he hands me a 3/8th inch rod about 28 inches long that is treaded at both ends, with 2 nuts and washers at each end. This was left over! We have no idea where it went!!

I get home with the car and put all the rest of the outside bits on... bumpers, mirrors 'n stuff... Search the car all over. Not a hint at all what it is or where it belongs! Only thing I notice different is the bonnet is rubbing on the carburetor air intake cover. I ask on eMog... Immediately, get my answer from some member in England. The rod is a fine adjustment strut between the two front wings (fenders). it fits across between two small holes just in front of the top of the radiator. He says, "Go look at your front wings, at the bumper line.. If it looks sad, the wings are sagging, If happy, they are too high. The rod, correctly placed, should space them exactly 27 inches apart. I do this PERFECT! No more rubbing on the air intake. I have the Morgan shop manual.... Nothing in it about this one. So without this resource online I would still have a funny looking rod that goes someplace!



(Marv Coulthard photo)

From the Morgan Oasis Garage

By Cuthbert J. Twillie, Proprietor

Box 1010 - North 51, Terrace

Hoodsport, WA 98548

(360) 877-5160



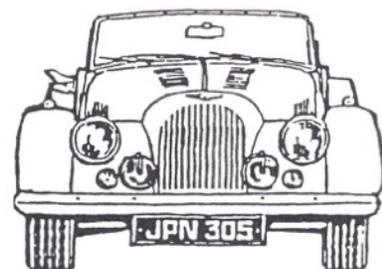
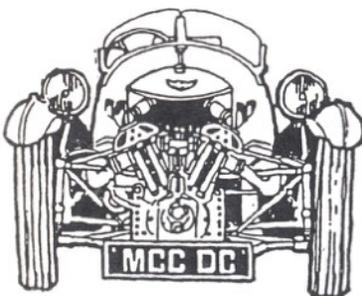
Friends

I am about to tell you of my first Morgan experience. Sometime in the early summer of 1956 I was "working a corner" at Arlington airport during a local sports car race. Not very long into this event I began to feel an upset stomach, I contacted the Course Marshall and he replaced me.

The sports car community was rather small in those days and a day or so later a friend told me "The funeral's on Saturday". What had happened was that a Formula Three Cooper had caught fire coming down the back straight, the driver (Pete Lovely, AKA Gerard Carleton Lovely Jr.) got the car slowed down enough to bale out, but the car still had enough weigh on to continue across the infield, pilotless, and across the start-finish straight-away and then into a parked, near perfect Porsche where they both continued burning. One of the course workers was sitting atop a VW Microbus just alongside where the Cooper crossed the straight-away. Seeing all this occur faster than it takes to tell it, he grabs a fire extinguisher, hops off the 'bus and across the track, dead in the path of a '55 Morgan Plus four two seater. Neither the worker nor the driver had a chance to avoid the deadly accident. The course worker was killed instantly. I believe this to be the only fatality in the North West's sports car racing history.

Now we move ahead to the spring of 1961. A pal of mine had just got out of the active duty obligation of his Marine Corps enlistment and needed some wheels. Dennis Pike an Englishman and a mechanic operated a shop called British Car Centre on Harvard Avenue just one door south of Pine Street. The shop was a great hangout for the Tea drinkers. The Hot Rodders called the sports car crowd Tea drinkers. Anyhow Dennis had heard that Ravenna Motors had a Morgan for sale for 400 bucks. Even in those days 400 was awfully cheap for any sports car, and neither of us was aware that the Mog was more than just another Limey car. Tony comes up with the 400 scoots and the Mog is his. It runs rotten but it was only a blown head gasket. I'll guess a head gasket cost \$7.50 in those wonderful days. So Tony's got a sports car for 407.50. Rumor had it that this was the car of the Arlington incident. He drove it everywhere and as I later heard "wrecked it in Canada". So maybe someone up there has a '55 two seater Plus 4, that once was green, that once was cheap.

Cuthbert



Andrew Smith - A Morgan Metal Craftsman - Part 4

By Steve Blake

I am reminded by Lorne Goldman that there is a reverence toward Morgan held by enthusiasts driving vintage Morgans. We don't visit the factory; we make a pilgrimage to the factory! We revel in the stories from Peter Morgan's time, when most of our cars were built. I asked Andrew some questions to see if I could discern any feelings different to ours. What I found was that Andrew was very dedicated to his work and really cared about Morgan much like we do. Because he learned his trade in a respectful time, I believe he also picked up the work ethic and pride in his contribution to each of the cars he built.

I asked Andrew if working at the factory was much different with Peter at the helm versus Charles. Andrew was very professional in his answer and did not say anything that would criticize any change that he may have felt or noticed. One interesting story was how the workers would take their coffee breaks in the morning or Friday lunch. In Peter's day, the fellows would sit out in the sun and chat, maybe a little longer than they should. Peter would come out of his office and walk down the hill, telling the "boys" it was time to get back to work. With Charles, there was no cozy chatting and the expectation was that they worked to the minute. While Peter would walk around the shop and talk with all the employees, Charles rarely did. It did have an impact on morale when you are used to a more caring atmosphere to one that is cold and impersonal.

I asked Andrew how workers felt about visitors at the factory. He said that some people didn't like it because the guests would get in the way. That has changed now because we don't have the same freedom to roam around the shop floor like the old days. Andrew said he liked talking to the visitors. I would try to figure out which car they had, if they had one. Some visitors were owners, while others just held an interest. Some wanted a car and for some, we were actually building it at that time. One time when he was working, while still apprenticing, I was working with Steve Morris on the wings and a visitor said, "This is my car! I have been waiting 8 years for this car." He had his name on a list and it finally came through. They had a picture taken with him and the car as it was being built.



Steve Morris (Lorne Goldman photo)



Attaching a wing from "How It's Made"

They had film guys coming around and movie stars such as Roddy McDowell. Princess Anne came round. Prince Michael of Kent was there one day. The secret service guys came round first with their sniffer dogs. One of Andrew's co-workers told him that one of the sniffer dogs wouldn't leave him alone. The dog wanted his lunch! Andrew was filmed once for the "How it's Made" series.

Andrew told me his wife had picked up an insurance brochure and there was a photo of Andrew paneling a body. He didn't even know the photo had been taken! A couple guys came round to the factory regularly and would ask questions and take photos. One German fellow, who was a regular visitor, wrote a couple books on Morgans. It was probably one of them who took the photo.

Some of the workers just wanted to get on with their work and not talk to people. The only time he had to say anything to the visitors was when he was doing bonnets (hoods) one day and he was putting in the louvers. This was before the time that they cordoned off the work areas. He had a group of Japanese tourists swarming him so they could get a better look. The louvering process was to push a panel through the louver machine and the apprentice would pull the handle to cut the louvers. Andrew couldn't push the panel through the machine because a couple of the visitors were down in front getting a good look. If he pushed the panel, it would have cut them. He told them, "Hold on a minute, excuse me, excuse me," to get them to move out of the way. Similar things happened in other dangerous areas of the factory. The fellow welding was in a cage but he was surrounded by visitors trying to put their heads into the cage to see what he was welding. They could have ended up with "arc eye" if they weren't moved to safety. It is the foolishness a few visitors that ended up with MMC having to cordon off the work areas and change our tour experience.

I asked Andrew how the workers got on with each other and he said got along very well. The company supported the workers and encouraged their socializing. Two days before the Christmas break, there would be a big cleanup of the shop. All the scrap was cleaned out and the place was generally given a good cleaning. The next day would be a big party. People would bring in food, like sausage rolls, beer and they would play cards. One of the benches was converted for table tennis. They would have a game of cricket with a bat made by the wood shop and a ball made from the tape that surrounded the aluminum panels. They would squeeze it and wrap it into a ball and that is what would be used as a cricket ball. Or sometimes we would just throw them at each other!

In the summer, the factory closed for two weeks for holidays. We would have a party prior to this holiday just like Christmas. This time things were a little livelier! There used to be a pond at the bottom of the road past the last factory building. It is now a parking lot. This pond was used as a source of water during the war. If the factory was ever bombed, because they were making airplane parts, the water would be available for firefighting. They were not bombed but the pond remained for years. It was disgusting and filthy! All manner of things were thrown in the pond including some failed projects from the machine shop. There was a game, to chase the apprentices, catch them, and throw them into the pond. Also, if somebody was getting married, or had been too cheeky to his mates, they would be tossed in.



The "pond" or reservoir is at the end past the last building

Life at the factory was good and hijinks did take place. Maybe after a pub lunch on a Friday, the workers would come back and zip tie an apprentice to a chair, use black felt markers to outline someone's goggles so they would end up with black circles around their eyes after using them, or there were nail gun fights.

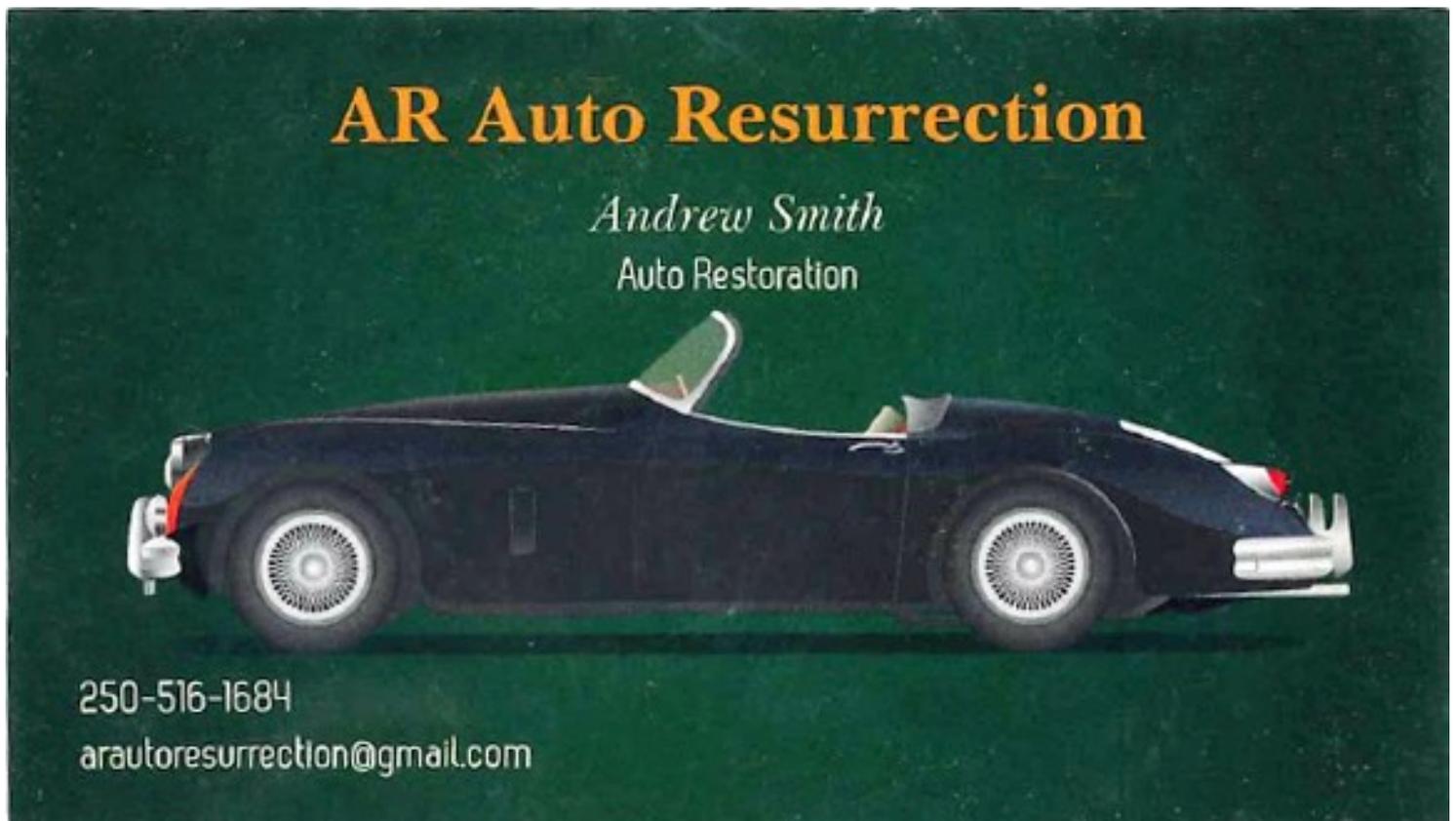
Morgan had a social club that you would pay into for 1 pound a week. The club would put on 3 or 4 bus tours a year to the beach or a theme park. Any money left over was used to buy the members a drink at the Christmas dinner.

The wages and benefits were basically the same as all the other car manufacturers. You did not want to lose your employees. However, when people leave, you would have to poach from others to fill the void. Morgan hired a number of people from Lotus and Jaguar to work in the development section.

I asked Andrew if any of the workers had Morgan cars of their own. He said there were about half a dozen. One of the guys in the chassis shop, Richard Tipping, built his own Morgan from scrap material. He found a chassis in the bin that had been used on a test car that had been crashed. He rebuilt the body. Most of the parts he was able to get from scrap but he did have to buy some of the parts from stores. To register the car, he had to get a "Q" plate and license it as a re-built.

While Andrew was there, workers purchased a couple of Morgans. The husband of a lady in the trim shop bought one as well as a couple of the guys in the office. One of the perks for working at Morgan was that if you wanted to buy one, you did not have to pay the dealer's fee and your car would be built straight away, once you paid your deposit. There was no 7-year waiting list, or however long it was at the time, for you. Your car would go into production straight away.

Andrew's insights into the everyday working life of the factory workers at Morgan have been quite insightful and we wish him well with his company. We will follow Andrew when he is rebuilding some member's cars. Andrew is currently working on Harry and Mandy Broersma's 1966 Plus 4, 4-seater.



AR Auto Resurrection
Andrew Smith
Auto Restoration



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arautoresurrection@gmail.com

Morgans in the Movies

By Steve Blake

Splitting Heirs

Starring Eric Idle, Rick Moranis, John Cleese, Barbara Hershey, Catherine Zeta-Jones

This 1993 movie starring a number of the Monty Python gang, was directed by Robert Young and written by Eric Idle. The story is about when a duke dies and leaves the title and wealth to his adult son. But who's the real son: the found baby raised in USA or the abandoned baby raised by a Hindi family in London? Comedy follows.

For us the star in the 1977 Morgan Plus 8 that is used in a car chase. Unfortunately, it crashed and burned at the end.



(Photos from Internet Movie Cars Data Base)

Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Factory owned cars in 2000

The Morgan Pub in Malvern in 2000



The Morgan Public House Today

By Steve Blake

If you make it to the UK to do a tour of the Morgan Motor Company factory, why not stop by one of the local pubs for lunch or dinner? The Morgan Public House is a highly rated pub and very close to the factory. It serves beer from the Wye Valley Brewery and is features the Morgan automobile in its decor.

Situated just up the road in Malvern, the Morgan Motor Company was originally based in Stoke Lacy - next door, in fact, to the current home of our award winning brewery! So, with such strong links, it's no surprise memorabilia of two proud British brands adorn The Morgan's walls (and windows!). Of course, while Landlords Lisa and Paul openly welcome visitors from far and wide to enjoy the pub's tranquil surroundings, The Morgan is equally popular with locals as the centre of their community. A comfortable interior and seriously tasty food mean that even when it's too cold or wet to enjoy the pretty garden, The Morgan is a great place to sup a pint whilst fantasising about motoring around the Malvern Hills in your dream Morgan car!

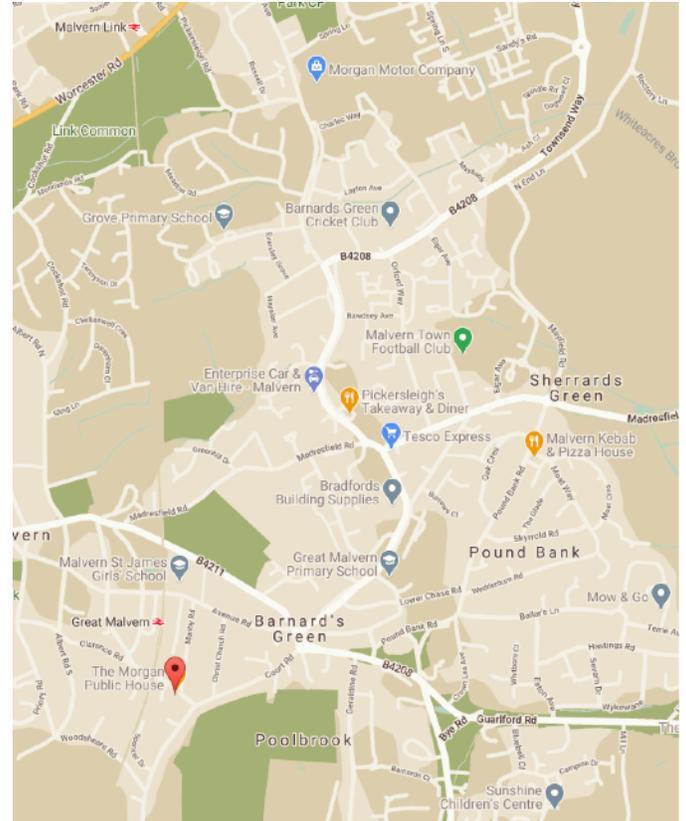
OPENING TIMES

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Thanks to the Morgan Public House for use of the photos



The Morgan Public House
52 Clarence Road
Great Malvern,
Worcester WR14 3EQ England

Morgan Fantasy Photos

I came across several interesting photos of Morgans shot as artwork or for ads or to capture a moment. This month we will admire some a fantasy photos discovered by Marv Coulthard. The rest of the photos did not get past my censor/proofreader! These were printed in the August 29, 2018 edition of Maxim. Enjoy the art!

Let Belgian Beauty Marisa Papen Take You On A Naked Journey Through Saint-Tropez

Submitted by Marv Coulthard

Marisa Papen is back at it.

This time, she is not alarming religious authorities by stripping down in Jerusalem or being tossed in Egyptian prison for streaking in front of the Pyramids.

Rather, the Belgian model looks at home in a place that celebrates some skin... the French Riviera. In these shots taken in Saint-Tropez by Werner Stoltz, Papen romps around the glitzy Mediterranean vacation spot, posing nude by vintage cars, hanging from yachts and lounging in cafés in the au naturelle.

Papen wrote on her blog that she had some hesitations about the shoot, but they weren't related to showing skin. "I honestly never thought I'd ever set foot in a place like Saint-Tropez," she said.

"I've been close quite some times but always made a big turn around it, just because in so many ways it goes completely against everything I stand for or believe in," she added.

"But I figured what if I'd go, and mess around a bit with this bling-bling borough."

"I have to admit, I had loads of fun. Enjoyed every minute of this weekend," she conceded. "Will I ever go again? Probably not."





Courtesy of Morgan Motor Company post on Timeline Photos

Intermeccanica - The Story of the Prancing Bull: 1959 Until Present

Presenter - Nigel Matthews

On May 11, 2021, the club was treated to our second presentation by Nigel Matthews. For those of you who do not know Nigel, he is the World Ambassador for Hagerty Insurance and the former head of the Collector Car policies for ICBC. Prior to his career in the insurance industry, Nigel worked as a craftsman in the automotive industry. Nigel is a world-renowned automotive judge and can be seen, often as Chief Judge, at Pebble Beach, Chantilly, Ville d'Este, Crescent Beach, Luxury and Supercars, and Van Dusen, to name just a few.

The presentation was done through a Zoom meeting and we had 15 members listening in. We experimented with an earlier time, making it possible for members in other time zones to listen in. However, this did not happen and probably was not convenient for local members. We will go back to 7:00 pm presentations in the future.

For those who missed the talk, Nigel has provide us with an article he wrote that covers the subject. We thank Hagerty and Nigel for permission to re-print this article, starting on the next page. Photos below are from Nigel's collection.



The Morgan Link

ESSENTIAL

Canada has no shortage of enthusiasts, and they come in all forms. Frank and Paula Reisner left their adopted Canadian home to live and work in Italy, where they created Intermeccanica, before returning to Vancouver. Montreal's Chantal Charbonneau fell in love with the Packard marque before she could even walk,



and her passion still shines through. And there's no question that the Horodnyk family of TFX International auto transporters literally keeps the hobby moving. Finally, Rob Myers' RM Restorations holds an increasingly important place in the international old car world, churning out concours winners for decades now.

CANADIANS



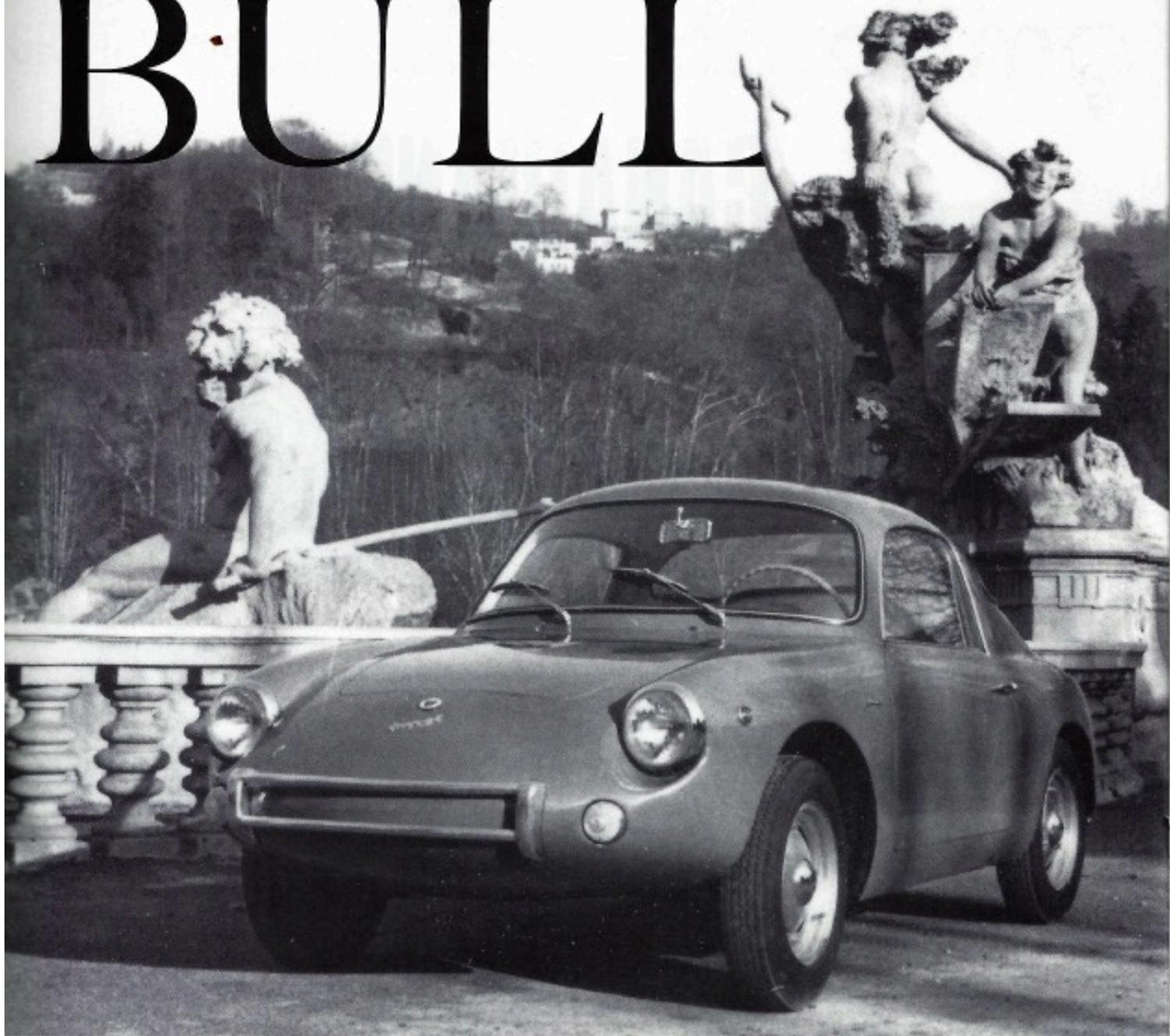
PHOTO COURTESY: INTERMECCANICA

by NIGEL MATTHEWS | photography courtesy INTERMECCANICA

FROM ITALY TO BRITISH COLUMBIA,
FROM EXOTICS TO REPLICAS,
INTERMECCANICA IS STILL GOING STRONG

The elegant little IMP 700 GT weighed just 926 pounds. It held great promise for Frank and Paula Reisner and proved itself on the racetrack, but only once, as a bitter rival put in motion the end of its production.

FORGOTTEN BULL



THE INTERMECCANICA

story began in 1959, when Hungarian-Canadian Frank Reisner became bored with his job working as a technical paint representative for an American company in Montreal, where he and his Czechoslovakian-Canadian wife Paula were living.

The Reisners took a leave of absence and returned to Europe to visit various car manufacturers. They gained entry to Alpine, Citroën, DAF, DKW, Fiat, Gordini, Panhard, Peugeot, Porsche and Volkswagen while touring in their Fiat 500. This extended three-month automotive expedition lasted 18 years, and it resulted in the birth of the legendary Intermeccanica brand.

During their travels, the Reisners met American Richard Hatch, who lived in Rome. Hatch had built a very successful business manufacturing bolt-on speed equipment for Italian cars. Frank Reisner came to the conclusion that if he could build a business like Hatch's he could live and work in Italy. The sale of his VW-based Devin Special back in Montreal supplied the cash to launch the business and register the Intermeccanica name, which was a modified version of Italmeccanica, an Italian company best known for its superchargers.

The company was registered in Montreal, and Reisner placed an advertisement in *Road & Track*. With two months lead time for the ad, the couple traveled to the Italian Riviera for a vacation. When they returned to Turin, P.O. Box 153 was full of



envelopes containing orders, cash, checks and money orders. They were off to a quick start.

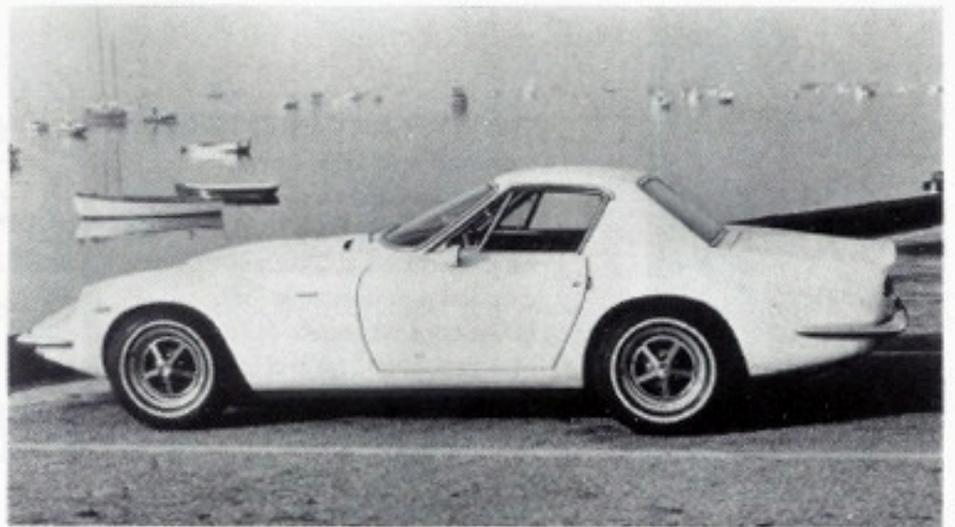
Intermeccanica offered a full line of speed equipment kits, including bolt-on free-flow exhaust systems. The exhaust systems were available for 50 different models of European cars. They sold particularly well in South Africa, and in North America they were sold under the Stebro brand name, years before the famous Abarth systems were available.

THE AUTOMAKER

From speed equipment, the next step was Formula Junior open-wheel race cars. Between 1961 and 1962, Intermeccanica built one complete FJ, along with 10 modified Peugeot engines for Illinois Intermeccanica distributor and speed shop owner Bill Von Esser. Having ventured into race car building, it was time for Intermeccanica to enter the world of sports car manufacturing — with the InterMeccanica Puch, or IMP. It caused a big stir when it won the 500-cc class at the Nürburgring, beating out the well-established Abarth team. Carlo Abarth was so outraged that the IMP won that he lobbied Fiat to stop Steyr Puch from selling its modified Fiat chassis to Intermeccanica. Abarth's efforts succeeded, and the IMP project ended after just 21 cars.

Reisner's next move was a bold one — to build his own car. After meeting California engineer Milt Brown at the 1960 Monaco Grand Prix, the Apollo project came to life. The Buick-powered sports car had a body designed by Ron Plescia. Intermeccanica built and trimmed the steel bodies in Turin and then shipped them to Milt Brown's





Left to right, top to bottom: Apollos in sheet metal production in Turin; the Ford-powered Omega promised great performance, especially compared to the Griffith; one-off Mustang wagon built for the J. Walter Thompson ad agency in 1965, a precursor to the Murena 429 GT; the Intermeccanica team during Indra production — Paula Reisner is fourth from the left in the second row, and Frank stands behind her; the Porsche 356 Speedster prototype; Indra notchback coupes in production.

International Motor Cars in Oakland, California, where the V-8 Buick engines were installed. The nose of the original prototype was too long, so Reisner commissioned former Bertone stylist Franco Scaglione to revise it.

Winning the best-in-show award at the 1963 New York Auto Show gave the Apollo GT project a boost and allowed the Reisners to meet Jack Griffith, who was promoting the TVR Griffith. By the time the couple returned to Turin, they held an order for 1,000 units of a new car to be called the Intermeccanica Griffith. Griffith had assembled a team consisting of Robert Cumberland (former GM designer) and John Crosthwaite (a chassis specialist who had worked at the BRM Formula One racing team) to shape the future of the Intermeccanica Griffith. Once again, Reisner commissioned Scaglione to fine tune Cumberland's drawings so that the car would be drivable and easy to build.

The Intermeccanica Griffith debuted at the 1966 New York Auto Show, and like the Apollo, the initial press reports were glowing. However, Ford soon cut off the supply of engines due to unpaid bills. Griffith flew to Detroit and managed to convince Chrysler to supply engines, but they were much heavier than the Ford units, so Crosthwaite had to make some chassis changes. American racing legend Mark Donohue was hired to sort out the driving dynamics, but he simply

couldn't make it work thanks to heavy oversteer and braking problems. Griffith's dream was over almost as quickly as it began. Another investor, Steve Wilder, soon came forward and, renamed the Omega, the cars were fitted with Ford engines

and assembled in America by Holman Moody. Wilder lost interest in the project, however, and it fizzled out once again.

Reisner decided the only way to make things work was to ship completed cars from his Turin facility. With production revised, in 1968, Intermeccanica built 28 cars dubbed the Torino and sold them to Genser Foreman of New Jersey. Ford was already using the name, however, so it was renamed Italia.

North American consumers fell in love with the sleek Italian design and the reliable American V-8 that could be repaired at any corner shop. By the end of production in 1972, close to 500 had been built, the majority being delivered to the United States. The remainder were sold in Germany through the appointed distributor, Erich Bitter.

BRANCHING OUT

In 1965, the J. Walter Thompson (JWT) ad agency had approached Intermeccanica about building a Mustang wagon for Ford. Intermeccanica built one prototype, but the experience led to another wagon in 1969–70, the Murena 429 GT. Just 10 were built, and all were equipped with four leather bucket seats, a bar, deep pile carpets and aircraft switches.

In 1971, Intermeccanica began work on the Indra project, which proved to be the final Italian-built, steel-bodied car in the company's name. The Indra used suspension and mechanical parts from Gen-

eral Motors' Opel subsidiary, matched with a Chevrolet 327 V-8, Hydramatic transmission, De Dion rear axle and four-wheel disc brakes, and the cars were sold through Erich Bitter to Opel dealers.

The Indra debuted at the Geneva Motor Show, where it was well received. Its American debut came in 1973 at the New York Auto Show, and the order book filled up quickly. However, as success seemed certain, GM had a change of heart. The auto giant halted supply of both the Chevrolet engines and the Opel parts and also stopped Opel dealers in Germany from selling the Indra. It was suggested by some that GM feared the Indra and the Astra, which was being developed by Opel, would have a negative impact on Corvette sales, or perhaps it was more to do with impending EPA regulations. We may never know, but the shutdown was a disastrous blow to Intermeccanica.

Intermeccanica continued for a few more years in Italy, assembling 50 replicas of the 1937 SS100 under the Squire name. It was powered by a Ford straight-six and used a ladder frame and live rear axle, and unlike prior Intermeccanica road cars, the Squire featured a fiberglass body.

The company's Italian chapter ended in 1975, when the Reisners relocated to California and refocused Intermeccanica as a builder of high-quality Porsche 356 Speedster replicas. In 1982, Intermeccanica moved to British Columbia. Then, in 1995, the firm introduced a replica of the German Army's Kübelwagen, and more than 60 have been built.

We've only touched the surface of this small and resilient car manufacturer. Most independents have struggled and failed, including Jensen, TVR, Iso and DeTomaso. Intermeccanica, however, has survived despite adversity. Frank Reisner passed away in 2001 but today Intermeccanica is run by his oldest son, Henry. From its new Westminster, B.C., facility, the company continues to produce the nicest Porsche 356 Roadster and Speedster replicas available. In the meantime, collectors continue to covet the beautiful Apollos, Italias, Murenas and Indras from Intermeccanica's rich past. //

"NORTH AMERICAN CONSUMERS FELL IN LOVE WITH THE SLEEK ITALIAN DESIGN AND THE RELIABLE V-8 THAT COULD BE REPAIRED AT ANY CORNER SHOP."



To learn more, read *Intermeccanica: The Story of the Prancing Bull*, by Andrew McCredie, or visit intermeccanica.com.



Website Report

By Tom Morris

www.pacmog.com

Fourth Annual MORGAN MOMENTS SNAPSHOT CONTEST Entries are now OPEN

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

Contest Rules

All photos must:

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

Judging Criteria

Entries will be judged by PacMOG members.
Votes will be cast at the end of the year via the website.
Voters will use criteria of their own choosing when casting their ballots.

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

**** UPDATE ****

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

Entries close at Midnight Thursday December 31, 2021

“Looking Back”

This new feature is looking back at old articles having to do with our club, PACMOG, and the club from which we originated, MOGNW. The two clubs have a close relationship and there are lots of great memories to share. In this section, we will re-print some of our old articles and photos. This month, we are finishing Win Muehling’s blog article of their trip to Montana in 2013 and printing the first part of Ken Butler’s trip to the Isle of Man in 2004.

Morgan to Man 2004 - Part 1

By Ken Butler

The idea for the trip came to me, in of all unlikely places, steaming around the Pacific Islands as Master of a small Tanker. Long lonely hours looking at the stars and day-dreaming!

I have always had a soft spot for the Isle of Man since sailing there on my parent’s yacht in the sixties and more recently, with my wife and children visiting in-laws who retired there. The idea of re-visiting during TT week and indulging in the fantasy of driving a Morgan around the Island appealed to me. Why a Morgan?

I have early childhood memories of watching the Morgan of the son of a neighbour in our cul-de-sac in Birmingham. With a distinctive sound, much more exciting than Grandpa’s Austin and the neighbour’s Hillman. It was black and had 2 spare wheels, so it must have been a ‘50 something +4? There was also an Allard down the street, but that’s another story; it didn’t have the appeal of a soft top, 2 spare wheels and probably a large rev counter in front of the driver - MG style.

My fantasy was fuelled by seeing ads in one of the British Car Magazines I sometimes indulge myself with. You can rent a Morgan. Well, there you are! Drive from London via Malvern (of course) to the IOM ferry. Top down - English weather permitting via “A” roads, no Motorways, thanks! Visit a few old friends and haunts on the way to the ferry.

Who better to accompany me than my friend and companion of 29 years - my wife, Marion. She comes from a motoring background, her father Ken Brierley was a privateer in several Monte Carlo rallies plus a club racer at Silverstone in Jowetts in that circuit’s early days. Unfortunately, Marion was unable to come with me but gave me her blessing. Maybe next time.



Ferry Line-up at Pier Head, Liverpool

Finding a Morgan to rent for, say 2 weeks, would be expensive no doubt, plus ferry and gas (petrol). But, it would, hopefully, be the trip of a lifetime. Could I get my hands on a +8? Oh, to dream, but any Morgan would do. Visions of the beautifully pampered and turned out Morgans at Victoria's (Canada) annual Father's Day picnic came to mind. Would the slightly "agricultural" machinery (sorry) stand up to it? Would my pocket? Would my wife? -or leave me at the first Railway station! My budget prohibited staying in "Olde English Inns" in the country but rather, with friends who knew my quirks and eccentricities from way back.

Comfort? Memories of cold upper body and burning feet on trips from Liverpool to the Midlands in a friend's MG came to mind. Do they have heaters? I know +8s do, but the early ones that the trusting souls rent out? Time will tell!

The route would have to be tailored by time and weather. Bearing in mind that the object was to get to the IOM in time for the TT and visit mother-in-law who has never forgiven me for taking her daughter off to the colonies!

The dream evolved from its first idea in 2001 to finally be realized in 2004. I researched the subject and concluded that renting was preferable to buying. Who knows, a couple of weeks in a suspect, unknown vehicle, with typical English weather, may have turned a dream into a nightmare.

Using the magic of the internet, I contacted Wykhams in London, who indulged my fantasy and quoted me for my projected trip including taking the car off to the Isle of Man. One request I had, at my wife's instigation, was that it not be green! Something to do with a superstition, which is a quaint English tradition.

Arriving in Reece Mews, Kensington, hot off the long flight from Vancouver, I was awed by the array of Mogs - was one of these going to be entrusted to me? I obtained my first driver's licence in the UK many years ago when driving was less restricted. Usually, going direct to the Isle of Man, I get reacquainted with driving on the left. Actually, on the Island's narrow roads, there is no left or right, so by the time I get to the Main roads, I have it sorted out!



Point of Ayre

Having signed a piece of paper and given Bill a copy of my driver's licence, he brought round a lovely Ivory 4/4 with sparkling, chrome wire wheels and red upholstery. Bill then gave me a quick lesson in putting the top up; it was a typical English May day, sunny but with grey clouds around. Flying in the face of reason, I opted to keep the top down, but compromised on Bill's advice by keeping the side screens up. No Radio-who cares! A GPS might have helped later. After a run through of the controls, a look under the bonnet, 1800 Ford Zetec engine. "If you go over a humpback bridge fast, you may have to reset this thing before it will start" or words to that effect. As if...Tool kit and big wrench (sorry spanner) for the wheel nut. He explained the fly off hand brake, but it took a couple of attempts to get the hang of it. It was opposite to what I was used to - fly off not fly on! The only thing that he didn't think I was ignorant of was where reverse is! It took a couple of attempts to find that! Don't push down-lift up idiot!

My small duffel bag just fit behind the seats, as I hoped. Installed, belted in with a lovely sound echoing around the Mews, I was off. Oh, the joy of the open road? Well, Kensington, and all of London's traffic! Navigating from memory and a mental image of the tube map, I managed to wind my way out of London. The good handling and acceleration saved me when I found myself in the wrong lane at roundabouts and needing to "dive" for my exit. I resisted the urge to upset the BMW Z and Audi TT convertibles that seemed to be everywhere, also with the tops down. If I had known where I was going for sure, Traditional British Sports car may have left them in the dust!

Then Horror! A few drops of rain-what folly, not to start with a roof over my head! What now? I didn't fancy stopping in the wilds of Chiswick, or wherever I was, to attempt to put the top up. In spite of Bill's tuition, these things should be first attempted in private. Fortunately, the rain never transpired. I found myself on the M25 heading towards my friend's near Brighton. Having got used again to being so close to the road with a wheel behind my right ear and that fabulous louvered bonnet stretching in front, I decided to stop at Pease Pottage service area for a cup of tea and to catch my breath.

My initial impressions of the Mog were very good. I must admit, it was more "civilized" than I imagined. The gear shift was slick, acceleration and braking excellent, even though I was only taking it quite sedately. Visibility behind with the top down was, of course, excellent. My only problem was that I had difficulty seeing the speedometer over the wheel, or under it, without moving my head. My feet were not cooking and never did, of course, there isn't room for a "dead pedal" for the clutch foot. The seat was really comfortable and supportive but I hate the dentist chair head rests. I think they spoil the looks, sorry. Everything seemed taut, no rattles and the ride was not bone-shaking, just firm as a sports car should be. The tyres seemed a little "chirpy" but I did a little experimenting with pressures later on. The car had several thousand miles on it and was a '98. Even in jaded London, the car drew some thumbs ups and admiring glances (or was it me?). I arrived at my friends in Hurstpierpoint, having confirmed that a Morgan is not the car to drive on the Motorways. Not that it cannot match the speed but its a waste of a good car. I was wanting to enjoy the roads and countryside, not look at the back of semi-trucks, and having travellers in company cars flashing by me, way over the speed limit.

Now was the time to put the top up, carefully remembering the sequence, it was quite easy and quick. My good friends, Roger and June, decided to have a barbeque in my honour, so of course it rained! Not just rained, it poured monsoon-like and hailed! The interior of the Mog stayed dry, no leaks anywhere.

The following day, I was getting over jet lag, and had my first drive with the top up. A little wind noise, but excellent visibility behind, and quite cosy. The three tiny wipers coped easily with the rain. A short trip into Brighton, shopping and a cruise along the front.

Next day being Sunday was also a sight-seeing day to the magnificent chapel of Lancing College, Shades of Delderfield's "To Serve them all our Days"! A Cricket match going on. We hoped to visit Arundel Castle but it was closed to the public. Instead, we visited the wildlife sanctuary close by. One of my requirements during a visit to "The Old Country" is to sample the local brews so this was also accomplished in a local hostelry.



Lancing College

The following day, I regretfully had to say goodbye to my friends and head North. Top down again, I headed through Sussex and I even

met a Mog going the other way who gave me a wave. I took a circuitous route to avoid the Motorways and see some of the still wonderful lush countryside. I did notice that several small villages now have speed bumps and chicanes to slow traffic passing through, plus the mobile and static cameras to catch the speeders. I tried to observe the speed limits, traffic was light by UK standards. I only went into sports car mode when the roads were empty and clear. Not rising to the challenge of baby boomers in their BMW M3's and other rockets who seemed to be in a great hurry.

My friend had given me a route print out door to door to my destination but, unfortunately, not having a navigator, I could not follow it carefully. "Turn left in 220meters " etc., was too technical for me. Skirting Basingstoke, Abingdon, staying on A or B roads and sometimes deviating from my route by following a sign instead of the instructions, I wound up in familiar territory. Through Woodstock and into Stratford where there appeared to be some sort of bike around the town charity thing going on, it being Sunday. Over the Avon, wave to the Bard, I managed to avoid the congestion as I headed off west of Warwick and wound my way into the north west side of Coventry.

Arrived at my friend's house who was suitably impressed by my means of transport and that I had actually found my way to his door. His wife insisted that the Mog be garaged over night alongside his Jaguar. He was not impressed when I called it a Ford! Anyway it saved me having to put up the top again.

Next day, we drove from Coventry in the Jag to Broadway which is as charming as ever, but seemingly invaded by bus loads of Japanese tourists. Of course, we had an excellent pub lunch. If time had allowed, we should have gone to the NEC to the Motor Show but there is only so much time.

Saying my goodbyes the next day, I was suffering from a sudden head cold which I blame on breathing other peoples germs on the flight. With the top down to blow the germs away, I headed for the Vale of Evesham and Worcester. Stopping off to call on a family friend near Pershore, I decided to have an early stop and doctor my cold. The previous year my wife and I had happened on the "Beckford Inn," an 18th century coaching inn on the Evesham to Cheltenham road at Beckford. I decided to return there and have a short drive to Gt Malvern which I had booked to visit the next day. The Morgan was tucked away behind the Skittle alley for the night, with the top up for security. (Part 2 will be in June's Morgan Link.)



Laxey Station (Ken Butler photos)

Morgans to Montana 2013 - Part 3

By Win Muehling

Glacier to Couer d'Alene- the End! - Monday, September 16, 2013

Sunday night dinner in the Lake McDonald Lodge was excellent, with lovely surroundings, good food and excellent service.

Monday is our last day on the road. Rain during the night and some showers experienced by some of us on the way to Couer d'Alene. WM Lee took one group on a detour around the east side of Flathead Lake in order to stop at Seattle Morganeer Steve Miller's place for coffee and donuts and see his collection of cars. This side trip was thoroughly enjoyed by the participants, even though pressed for time.



The rest of the group made their own way down the Flathead Valley. Wheat fields, ranchland, ghost towns and a couple of mountain passes. Quaint cafes and bars. No shortage of opportunities to play the slots!

Remarkably enough, pretty well everyone arrived at the resort at the same time. Some washed the mud off their cars, while others seemingly seemed to have avoided the dirty sections of road.

Our last dinner once again started with a short boat ride to "Cedars" restaurant where we had enjoyed our inaugural dinner nearly two weeks earlier - This was by popular choice, and no one was disappointed. Here we were joined for our final dinner by Val and Terry, formerly of North Vancouver, and more recently, Summerland. (Unfortunately, their Plus 4 was still in sick bay and they had to take alternate transportation.)

Everyone agreed that this had been a great experience for all of us, and once again a big round of applause was given to WM Lee and Judy! One more sleep, and we would all disperse and each drive another few hundred miles to our respective homes. Total milage? Well over 3000 miles.



(Photos submitted by Win Muehling)

Upcoming PACMOG Events
By Ken Miles



Watch your emails for news of the next drives

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

Save the Date!

Wednesday, June 16, 2021 - Nigel Matthews Presentation

Sunday, June 27, 2021 - Chris Allen leads us on a drive - details coming in your emails

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

Good Morning BCCI Member Clubs,

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



July 10, 2021

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

Here is how it will work:

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

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

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

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

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

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

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

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

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

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

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

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

Victoria British Car Club
Britsinthepark@gmail.com

Crossing Our Fingers for September!!!

Updated April 1, 2021

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

The Vancouver ABFM is tentatively scheduled for September 11, 2021 with the Whistler Run on September 12, 2021. Of course, this is dependent on decisions made around the Covid-19 pandemic.

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

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

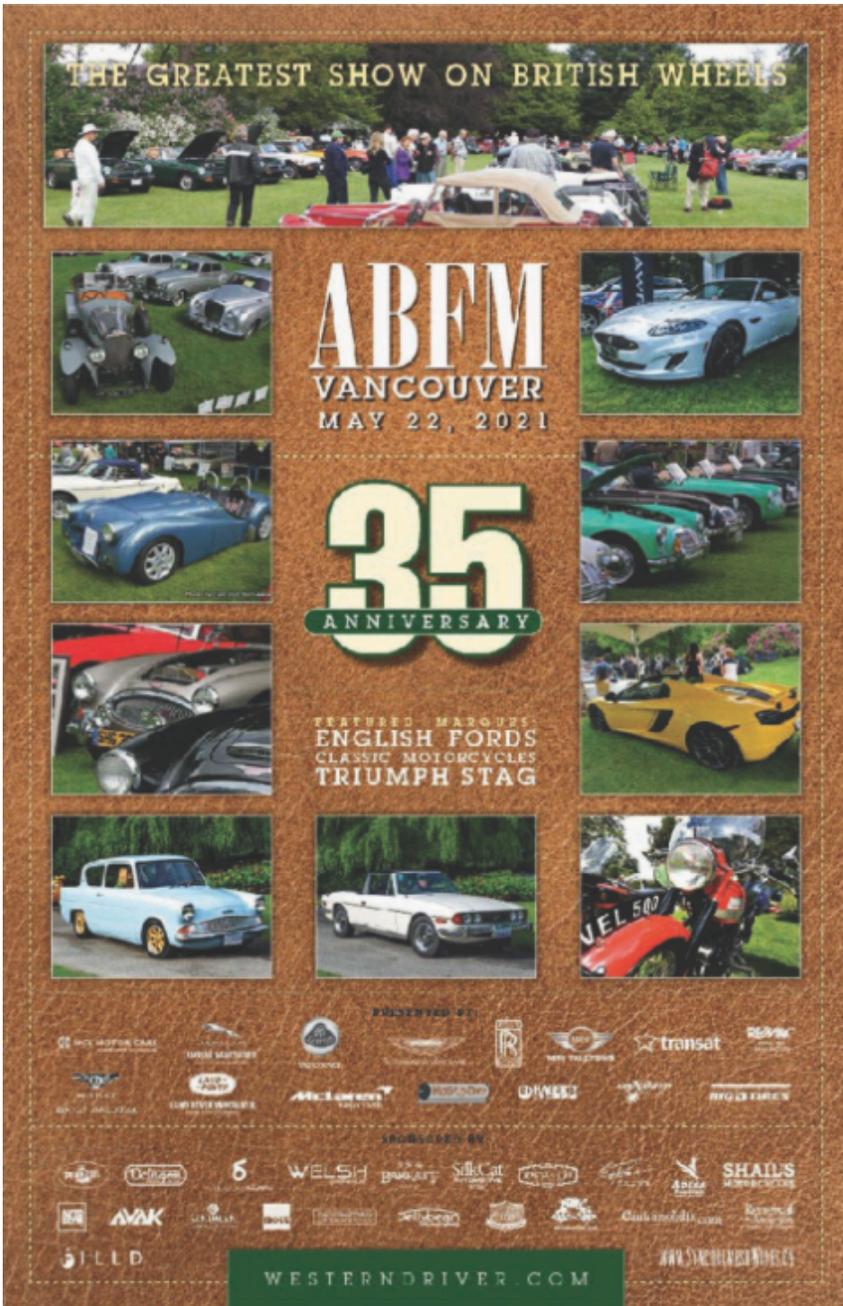
The 2021 Show will celebrate the 35th event (delayed one year due to the pandemic) and the 34th year to be staged at the world-class VanDusen Botanical Garden, Vancouver.

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

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

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

Please keep checking back to www.westerndriver.com for event updates and registration details.



1956 Supercharged Morgan Plus 4 Sold Last Month

By Steve Blake

This 1956 Morgan Plus 4 was purchased by the seller in 2013 and subsequently refurbished with work including a repaint in red and an interior refresh as well as engine, electrical, and suspension upgrades. Power is provided by a Judson-supercharged 1,991cc inline-four mated to a four-speed manual transmission. Features include red and black leather upholstery, a Haartz convertible top and tonneau cover, a Marvel Mystery oiler fitted to the supercharger, Koni shocks, a custom-made rear luggage rack, a replacement Bluemels Brooklands steering wheel, a wooden dash with refurbished instrumentation, a front badge bar, and Marchal headlights. This Plus Four is offered with manufacturer's literature and workshop manuals, factory dual SU carburetors, and a clean Texas title in the seller's name.

Sold on April 13, 2021 on
BaT for US\$38,000

BaT Essentials

Lot #46196

Seller: [thepondercollection](#)

Location: [Marshall, Texas 75672](#)

Chassis: TS8593ME

49 Miles Shown, TMU

1,991cc Inline-Four

Judson Supercharger

4-Speed Manual Transmission

Red Paint

Red & Black Leather Upholstery

Haartz Tan Soft Top & Tonneau Cover

Custom Luggage Rack & Badge Bar

Koni Classic Shocks

Steel 16" Wheels w/ Excelsior Tires

Dual SU Carburetors Included

Private Party Or Dealer: Private Party

Model Page: [Morgan Plus 4](#)

Category: [British](#)



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 1964 Morgan Plus 4 sold on BaT for US\$40,000 on May 3, 2021.



This one family owned 1971 Morgan Plus 8 was bid to US\$41,000 on BaT on May 5, 2021 and did not sell.



This 1961 RHD Morgan Plus 4 DHC sold on BaT for US\$28,500 on May 11, 2021.



This 2005 Morgan Aero 8 sold on BaT for US\$102,500 on May 19, 2021.

Editor's Note:

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

FOR SALE
1956 PLUS 4 - CHASSIS # 3407

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

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

Contact Lloyd Reddington. 250 655 9431
lloydreddington@icloud.com



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

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

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

PACMOG Regalia

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

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



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

\$25 CDN* (plus shipping)

Badge measures 3.5 by 4.25 inches overall

*Club members only, all others please inquire



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

\$2 CDN* (plus postage)

Patch measures 3 inches in diameter

*Club members only, all others please inquire



www.regbeercoachbuilder.ca

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

Martin Beer & Stephen Beer

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



Steve Sillett

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

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

604-530-1433 www.panelcraft.ca



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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

2021 Membership Application

(Please print in block letters)

2021 Membership:

Membership is only \$10

Make out cheques to "PACMOG"

Send dues and completed form to:

Pat Miles, PACMOG Treasurer

15410 Kildare Drive

Surrey, BC V3S 6B9

Date _____ New _____ Renewal _____

Last Name _____ First Name _____

Spouse/Partner Last Name _____ First Name _____

Address _____

City _____ Province/State _____ Postal / Zip _____

Home Phone _____ Cell _____ Other _____

Email Address _____

Spouse/Partner Email _____

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

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

Engine _____ Chassis Number _____

Unique or notable characteristics _____

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

Engine _____ Chassis Number _____

Unique or notable characteristics _____

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