



The Morgan Link

Vol 7 No 5

The Magazine of the Pacific Morgan Owners Group

May 2022



From the Editor's Desk...

We just experienced the best weekend of the year, the Vancouver ABFM at Van Dusen Gardens and the Vancouver to Harrison inaugural drive. The weather was spectacular with temperatures hitting 22 degrees celsius on the drive.

This month, we have the last instalment on Ron Akehurst's restoration of his Morgan. The restoration process is different for every car and I find these types of stories chronicling members' experiences very enjoyable. They also highlight the talents that club members have and what efforts they go to in order to keep our vintage Morgans on the road.

Our "Out of Range" section features Dennis Glavis's article on their tour to the West Pinnacles National Park. It is always interesting to read about our members outside BC and how they are enjoying their Morgans.

Dave Doroghy will not be able to complete the fifth part of his interesting tale of his breakdown on Vancouver Island until next month. He still has one step left to complete that will not happen until the beginning of June.

Laurel Gurnsey is joined by her husband Colin in presenting articles this month. Colin explains how he managed to stop his wing and mirror bouncing while Laurel is "cleaning up" in her article. You must read it to see what I mean!

Larry Emrick and Bob Sterne bring us up-to-date on GB Sterne's Morgan Plus 4 Super Sport which is now in Norway.

Chris Bright's article covers the SU Carburetor while Gary Bell shows us how to make a "hidey-hole" under the back deck of a 2-seater Morgan.

Thanks to all of you who have contributed to this edition!

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

May 2022

Editor – Steve Blake

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

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

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

Report from the Executive- May 2022

By Steve Blake, Chair

The club members were busy preparing their cars for the great Vancouver ABFM at Van Dusen Gardens so no issues were brought forward to the executive.

Thanks to Brian Nixon for organizing the drive to Stave Falls and the lunch at the Black Sheep Pub. Great day!

One item we have been carrying forward is name badges. Those people who never received a name badge should let Brian Nixon know. He will co-ordinate with Bob Wadden to make sure you get one. They are still free to members if you pick them up from an event. There is an additional \$3 charge for local mailing. International rates on request.

We are still waiting for more replies to our request for ideas for a new name badge. Again, let Brian Nixon know if you have any ideas of how you would like the badge to look, type of material, fastener etc. Do you even want a badge or should we dispense with them? Let us know your thoughts.

Several Morgans have come up for sale and we have three listed in this edition of the Morgan Link. I know there are some of you looking so, contact the members selling their cars and let's see if we cannot keep them in BC.

Our annual Van Dusen BBQ was another success with steak dinner and fresh-made rhubarb crisp and ice cream for dessert. It was nice to have some members from south of the border join us. Thanks to Pat and Ken Miles for hosting the party at their house again. They were most gracious hosts!

It is nice to see events opening up again and we are all looking forward to a summer of drives, shows, and adventures with our Morgans. Let Ken Miles know if you have any ideas for an event and a date. We could use a couple more drive organizers. Just pick a date for a picnic, drive, or meet at a pub.

Stay safe!

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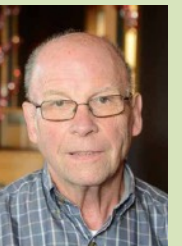
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Non-voting member attending
Board Meetings as Secretary

Susan Blake
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Cover Photo Credit:

This month’s cover photo was taken by Dennis Glavis with his wife’s 2005 Morgan Roadster “Elvira” on their recent tour to the Pinnacles in Southern California.

Contributors

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

Susan Blake, Dave Doroghy, Ken Miles, Pat Leask, Andrew Smith, Pat Miles, Tom Morris, James Gilbert (MMC), Alistair Crooks, Valentin Tanase, Jacques Gallien, Gary Bell, Laurel Gurnsey, Colin Gurnsey, Roger Mulloy, Ron Akehurst, Dennis Glavis, Brian Nixon, Larry Emrick, Bob Sterne, Chris Bright, Morten Uglum

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PACMOG Constitution:

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

On the Road!



Steve and Susan Blake's 1991 Morgan Plus 8 at the Wednesday Night A&W display.

Brian and Sandi Nixon's 1970 Morgan 4/4 on the Spring Fling. (Steve Blake photos)



Out of Range!

The West Pinnacles National Park Tour

By Dennis Glavis

When I received the flier for the “Finding Fault at the Pinnacles” tour, I just had to go! I had organized a similar trip 30 years ago and this is great countryside for a Morgan tour. This tour was organized by the Morgan Sports Car Club of Northern California with Jim Taylor, Doug Hamilton, Angie Larson, and Ellen Jo Baron putting the event together. They really put a lot of work into the event...the handout sheets probably totalled 20 pages for the 3 days.

We started with 9 Morgans at the meeting spot, the Windmill Restaurant in Soledad, California. One fellow drove down from north of Seattle, I drove up from Valencia, Jack and Carol Gordon drove from Santa Cruz, some from the San Francisco Bay Area, and others from the East Bay. I did 2 of the 3 days, covering 566 miles. Day 2 ended about 30 miles from my house. Day 3, basically backtracking, would have left me 220 miles from home.



The 3 nights started in Soledad, Ca., home to the Soledad Brothers who overtook the Soledad Maximum Security Penitentiary back in 1970 and were accused of murdering a prison guard. Overnight in King City, next night, after proceeding along Highway 198 and Highway 33, then Highway 138, almost to Lake Hughes to view the other half of the long dormant volcano plus the remains of one of California's first hillclimb courses. This was raced in 1950 and 1951 by Phil Hill, Richie Ginther, other “mucho Famoso” drivers. Overnigheted in the town of Frazier Lake with the 3rd day doubling back to Cambria, home of MogWest, for the final night...next day everyone drove up Highway 1/Big Sur Coast to Carmel, then onward to everyone's home.

"Finding Fault at the Pinnacles" Spring Mog April 10-13, 2022 (Decide* by March 22 !)

presented by Jim Taylor and Doug Hamilton

Join us on our 3-day/3-night tour, to see first-hand, and drive over some of California's most interesting geological features. Our resident Consulting Geologist, Doug Hamilton, will describe the origins of the rock formation at Pinnacles National Park, AND its long separated twin the Neenach Volcanics formation 200 miles along the San Andreas Fault.

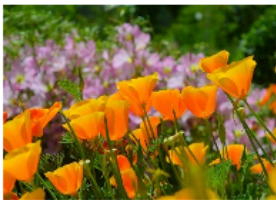


We will meet at the Windmill Restaurant, 1167 Front St., Soledad, at 11:30 am. Sunday, April 10th to begin the tour.

Our trip south from the Pinnacles to the Neenach Volcanics will follow the fault line as closely as good roads will allow. We will stop for Doug to point out key features.

ALSO the tour will include seeing and experiencing one of the earliest sports car competition venues on the West Coast and Jim Taylor will talk about two Morgans and their owners who participated in the 1950-51 Sandburg Hillclimb events, along with Phil Hill (in his 8C2900 AlfaRomeo), as well as early racers Jack McAfee, Richie Ginther, and Johnnie von Neumann, among other luminaries.

Later we will see the site of a tragedy also (in)directly related to early sports car racing in California — James Dean's fatal crash in his brand new Porsche 550 Spyder. Doug Hamilton drove past the site mere minutes after the crash. He will share that long-ago day with us. All will be amply documented by your event planners.



There might be wildflowers and nice central California weather too, and there's sure to be great Morgan roads to drive. Even if you can't bring your Morgan, you are welcome. Decide before March 22 and let us know if you are coming; if we don't get a quorum, we need to cancel the blocks of rooms.

There are at least 10 rooms available each at Keefer's Inn, King City – 831-385-4843 (April 10), Holiday Inn Express, Lebec – 661-248-1600 – Ask for AAA or AARP rate (April 11), and Cambria Palms Motel, Cambria –805-927-4485 (April 12). Room costs range from \$120-\$140/night. Call ASAP and book early. Say you are with "Morgan Car Club." Individual cancellation can be made 72 hours before check-in (3 pm).

Bring your National Park Pass or get one now (www.usparkpass.com)

***PLEASE CONTACT US IF YOU WILL BE JOINING THE GROUP**

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We had fabulous drives, a great geological education, mostly courtesy of retired geologist/longtime Morgan owner Doug Hamilton. Highway 198 is totally spectacular, eventually crossing the San Andreas Fault where the winding road keeps moving, dropping away suddenly and crossing the Parkfield active seismic field and grade.



When I peeled off to go home, leaving the main group, I drove the old racecourse, total shambles of 75 year old tarmac,, disintegrated and upheaved/ unused for that length of time. Turns out I had driven the same road and ex course, not knowing it had been a racecourse when plotting out my Annual Phil Hill Memorial Rally event and looking for a different route to Lake Hughes, maybe 15 years ago....

(Dennis Glavis photos)





Editor's Note:

It is always very interesting for our club to see how members who live a considerable distance from us enjoy their Morgans. Some belong to other Morgan clubs, some join other sports car or British car clubs. Others join hot rod, custom car or antique car clubs. These groups give opportunities to use their Morgans in organized events while some just go it on their own and wander as the spirit moves them. All these adventures are interesting to our membership because it gives us ideas for future wanderings of our own. Keep the stories of your drives with your Morgans coming!

Drive to Stave Falls, Maple Ridge

By Brian Nixon

Unfortunately, the Lower Mainland of British Columbia's weather in May has not been conducive to driving a convertible or conducting "Morgan runs" and May 14th was no exception. The conditions in the morning were 7 degrees C and raining although the rain became drizzle and the temperature rose to 11 degrees Celsius.

The drive to Stave Falls attracted only five Club members, three driving Morgan's and two daily drivers due to the inclement weather. Everyone met at the chosen starting point on 200th Street in Langley, BC, at 10:00 am for a 10:30 am departure.

With Brian and Sandie Nixon in the lead, the group drove North on 200th to Maple Ridge and turned east through a residential area. The next leg of the route took the participants to Lougheed Highway where we would follow the Fraser River for several kilometres past a few sawmills. However, we were heading east along the Lougheed Highway in Maple Ridge in a light drizzle when we approached a slow moving tandem dump truck. Brian Nixon hand-signalled (slight problem with his turn signals) to change to the left lane to pass, Steve Blake and Ken Miles both followed signalling with lights! Brian and Steve continued on unbeknownst to the drama happening behind. A Ford F-150 pickup truck tried to overtake Ken and they brushed wheels. Fortunately, for Ken, it was just like the chariots of the Roman warriors or a James Bond movie, the eared knock-off of Ken's front wheel made contact with the Ford's tire and tore a chunk of rubber out of it. No damage was done to Ken's car, other than possibly needing an alignment. The driver of the Ford was left on the side of the road having to change his flattened tire. The message is clear, "Don't mess with Morgans!"



(Steve Blake photos)

Once we turned left on to Hayward Street the drive became more interesting as we drove through a heavily forested area enroute to Stave Falls. In addition to great scenery, there were several twists and turns along the route. It was a stop near Stave Falls where Steve Blake and Brian Nixon realized that the others were no longer following. After passing Stave Falls, it was on to the Black Sheep Public House in Maple Ridge for lunch. Two of the participants could not stay but Chris and Alayne Brunt-Thomsett interrupted a trip to the store to drive over and meet the group for lunch at the Black Sheep.

Despite the rain, it was great to get the Morgan out for a drive and have lunch with kindred spirits!



The Morgan Link



May 2022

The Vancouver ABFM at Van Dusen Gardens 2022

By Steve Blake

It was with great relief that the Vancouver Parks Board allowed Joan and Patrick Stewart to again host and organize the Vancouver ABFM at Van Dusen Gardens. It was a brilliant sunny day and there was a joyous atmosphere in the air as people got together for the first time since early 2020. Covid sanctions stopped the show in 2020 and 2021. Enduring this hard time, the Stewarts soldiered on and brought us a weekend of events that was second to none!

On the field, we saw many new cars and some old ones that had been refurbished. It was a delight to be able to meet up with old friends and admire the cars on display. We had 24 Morgans in attendance which was a healthy number, however, paled to the 51 Lotus sports cars. Jaguar, MG, Jaguar, Triumph, Mini and Landrover were well represented. Some special cars included an Avon racer, a Riley boat-tail, two MG J2s, and several custom Bentleys and pre-war sports cars that were amazing. One Lotus Omega was the Paris show car. The field was rounded out with a number of specials, including a 1962 Austin Healey 3000 that was converted to all electric. It was nice to see many cars make the trip from the USA, as far away as San Diego.

The following Morgans won awards in their respective classes. For the 4/4, Brian and Sandie Nixon took first place with Les and Melissa Burkholder in second. In the Plus 4 class, Larry Vale from California took first with Kit Raetson and Joanne Cockshutt in second. Steve and Susan Blake took first place in the Plus 8 category with Tom Morris and Elaine Davie in second. In addition, the Blakes won the "Neatest Little Car" award for their "new" 1939 MG VA Tickford Drophead Coupe.

By 5:00 pm we were all off the field and on our way to the Miles's for a celebratory steak BBQ!





Post-ABFM Barbeque

By Steve Blake

Traditionally, we have always had a post-ABFM Barbeque to continue the Morgan camaraderie started on the field at Van Dusen. The official club barbeque, open to all PacMOG members and guests, was held at Pat and Ken Miles's house in Surrey. They have graciously hosted this party for several years. When I delivered the steaks on Friday, Pat was covered in flour as she was baking buns, home-made rhubarb crisp, and potato casseroles. She had a real production line going and you could see the heart and soul going into the preparation to make it a great party. We must give a hearty "Thank you!", to the Miles for always being there to support the club, opening their house to the members, and for their generosity and good spirits. It should also be noted that Pat volunteered her time, when she could have been enjoying the events at Van Dusen, to remain at home to prepare the house and food for the rest of us. Thank you, Pat, your efforts were much appreciated. The party was a success and everyone in attendance left well-fed and in good humour.



The Inaugural Vancouver-Harrison Run

By Steve Blake

Since 1992, there has been a yearly Vancouver-Whistler run. Starting in 2013 when taken over by Joan and Patrick Stewart, the run has followed the day after the Vancouver ABFM at Van Dusen Gardens. Because of restrictions in Whistler Village, it was decided this year to change the run to go up Highway 7 to Harrison. The drive started at the KMS Tools parking lot on the Lougheed Highway and followed Highway 7 to Harrison. We were hosted at a private camping ground where we were able to park, enjoy a BBQ, and a listen to a live band.

The participants were delighted with the drive. The weather was perfect with blue skies and 22 degrees Celsius temperatures. The drive was relaxed going up Highway 7. Definitely not the “race” and poor driving etiquette you experience on the Sea-to-Sky highway to Whistler. That road has become dangerous from the hoards of tourists and people driving erratically, not giving much respect to our sometimes slower old British motors. The scenery of farmlands, spring colours on the trees, snow-covered mountains, and river views were brilliant. There were somewhere between 80 and 90 cars on the drive which gave the public a real show of the variety of British cars traveling along the highway.

The BBQ at the end of the drive was enjoyed by all, with us consuming burgers with all the fixings, choice of three salads and followed by ice cream. We sat in the sun or shade with our adult beverages and enjoyed the afternoon. Joan and Patrick completed the day with many draw prizes that saw everyone leave with something. The three Morgans in attendance (Dave Collis and Ian - 1963 4/4, Tom Morris and Elaine Davie - 1973 Plus 8, Steve and Susan Blake - 1991 Plus 8) each won a Morgan prize, either a toque, or a ball cap and sunglass case.

As we exited the campground to head home, we realized another benefit of the location. We had a choice of several different routes back. We could cross the Fraser River at one of six locations and choose from many different roads to make our way home. A huge thank you to Joan and Patrick for organizing this new route and destination!







Vancouver-Harrison Inaugural Run 2022

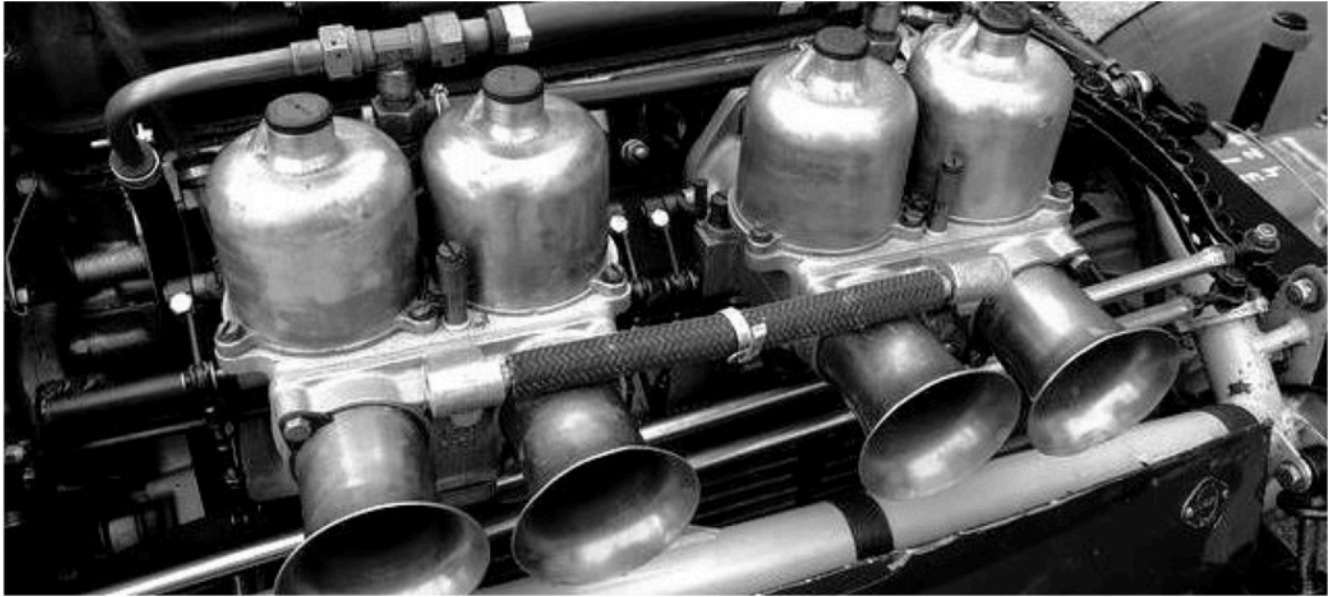


(Steve and Susan Blake photos)

SHOP TALK

Is the S.U. 'Carburetter' Better?

By Chris Bright

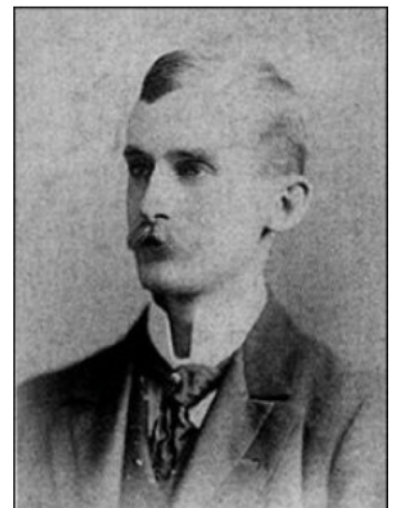


The Brits do things differently. They drive on the left-hand side, drink tea rather than coffee, and use variable-venturi carbs when everyone else uses fixed. On that last point, we'll be focusing on SU carburetors, or as the English spell it "carburettors" which are produced by the S.U. Carburetter Company. (I really do love you Britain, but your confounded spelling choices don't make it easy.)

If you've looked under the hood of a vintage British sports car, the S.U. carbs really do make an impression. The distinctive dashpots look like a row of mini "pot stills." You know, the ones in which whisky is made. More importantly, they use an alternative philosophy for regulating the air-fuel mixture. So we'll dive into the company's past and explore the variable-venturi approach that is the S.U.'s signature innovation.

Mr. Skinner's Big Idea

Herbert Skinner was born in 1872 in central England. The son of a successful shoe manufacturer and retailer, Herbert followed in his father's shoes <groan> and joined the management of Lilley & Skinner. Herbert was responsible for modernizing the manufacture of shoes with equipment he acquired in the U.S. He was inventive, a problem-solver, and mechanical. These qualities served him well in the footwear business, but his true passion was motor cars.



Herbert Skinner

He bought his first car in 1898, and got hands-on with engine development, along with his younger brother Carl who had taken a job at Farman Automobile in London. So much so that by 1900, they had filed three provisional patents for Herbert's new carburetor design, with a full patent granted in 1906. One of the early designs even used a leather bellows to pump fuel, sewn by Herbert's wife. Meanwhile, Herbert had time in 1908 to win a bronze medal in shooting at the Summer Olympics!

During the first years, Skinner had outsourced the carburetor's manufacture and branded it the Union Carburettor. In August 1910, the brothers formed their own outfit, the S.U. Carburetter Co., with the initials being an abbreviation of Skinner-Union. Younger brother Carl ran this business, while Herbert oversaw the shoe business and continued to invent new ideas. Early customers were luxury car maker Wolseley Motors and the Rover Co.

Unfortunately, the business side of S.U. wasn't as successful as the engineering side. The post-war depression took its toll. In 1926, Carl arranged to sell the company to W.R. Morris, founder of Morris Motors, for 100,000 pounds. The operation was moved inside of Morris Motors factory in Birmingham and was still managed by Carl Skinner. Herbert passed away suddenly in 1931 at age 59.

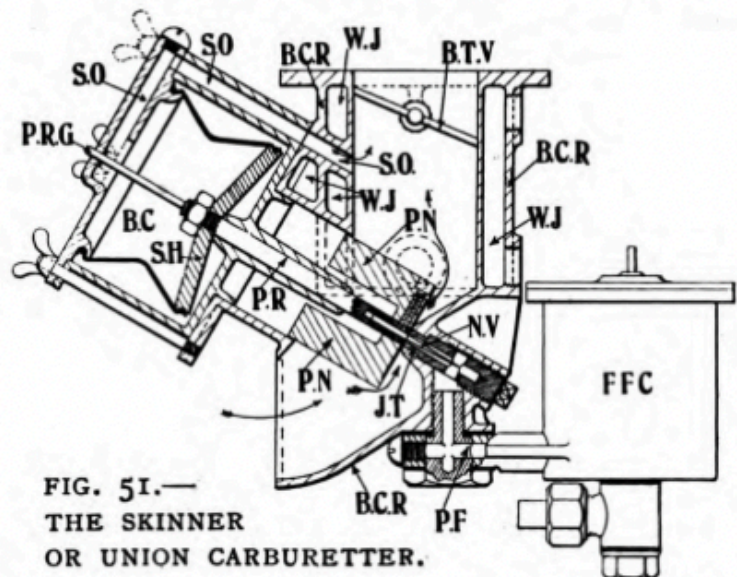
S.U. Carburetter prospered in this environment. New developments included the Petrolift in 1929, Aero carburetor in 1932, and the S.U. Electric pump in 1934. When WWII broke out, S.U. became a key supplier as their carburetors were used in many military aircraft.

Following the war, it was back to automobiles. Carl was getting up in years, and stepped down. Morris Motors merged with Austin Motor Co. in 1952, to form British Motor Corporation. This concern grew even larger in 1965 when Jaguar and Coventry Climax were folded in as well.

By this time, S.U. production was at full tilt with more than 30,000 carburetors being produced per week. S.U. was used in Morris, MG, Jaguar, Rolls-Royce, Bentley, Rover, Austin, Triumph, and Swedish automaker Volvo. Oh, they were also a popular upgrade to Harley-Davidson motorcycles.

Over time, the British automotive industry became less competitive, and competing vendors started chipping away at the carburetor business. Eventually, they started getting supplanted by fuel injection. The carburetors remained in production cars through 1994 but the company liquidated in 1994.

In 1996, British company Burlen Fuel Systems acquired the name and rights. They reconstituted it as The S.U. Carburetter Company Ltd. and continues to produce carburetors, pumps, and components aimed at the classic car market.



(B.C) Bellows. (B.C.R) Body of carburettor. (B.T.V) Butterfly throttle valve. (F.F.C) Float feed chamber. (J.T) Nozzle. (N.V) Taper needle. (P.F) Petrol duct. (P.N) Plug. (P.R) Spindle. (P.R.G) Spindle guide. (S.H) Head of bellows. (S.O) Communication between mixing chamber and interior of bellows. (W.J) Hot jacket.

Early SU diagram

How S.U.'s Work

A carb's job is simple: deliver fuel at the correct amount and mix it evenly with air. In the early days, they experimented with many different ideas, including using wicks and evaporation by passing air over the surface of gasoline. However, as engines gained power, the fuel needed to flow at higher rates and be delivered to the combustion chamber in a consistent way.

A carburetor, in its basic form, consists of two main components: 1) a jet or nozzle to atomize the fuel, and 2) a tube that air passes through. That tube tapers down in the middle to create suction, and the faster the air flows the more vacuum it creates. That's Bernoulli's principle (video) and the tube is called a venturi. In a carburetor, air can reach a velocity of 800 miles per hour which creates a **lot** of suction.

The most common type of carburetor is a **fixed venturi**, which includes Webers. The tube is always the same size and taper, and airspeed is controlled by a butterfly valve that lets in more or less air depending on the throttle position. Fuel is delivered via multiple jets that deliver more and more fuel as the airflow increases to create more suction.

Herbert Skinner had a different idea: **the variable venturi or constant vacuum**, and it's a unique approach that makes an S.U. carburetor unique. In this design, there is only one fuel jet, but the tapering in the venturi tube varies. In the S.U., the increased airflow (also controlled by a butterfly valve) causes a piston to open up the venturi tube.

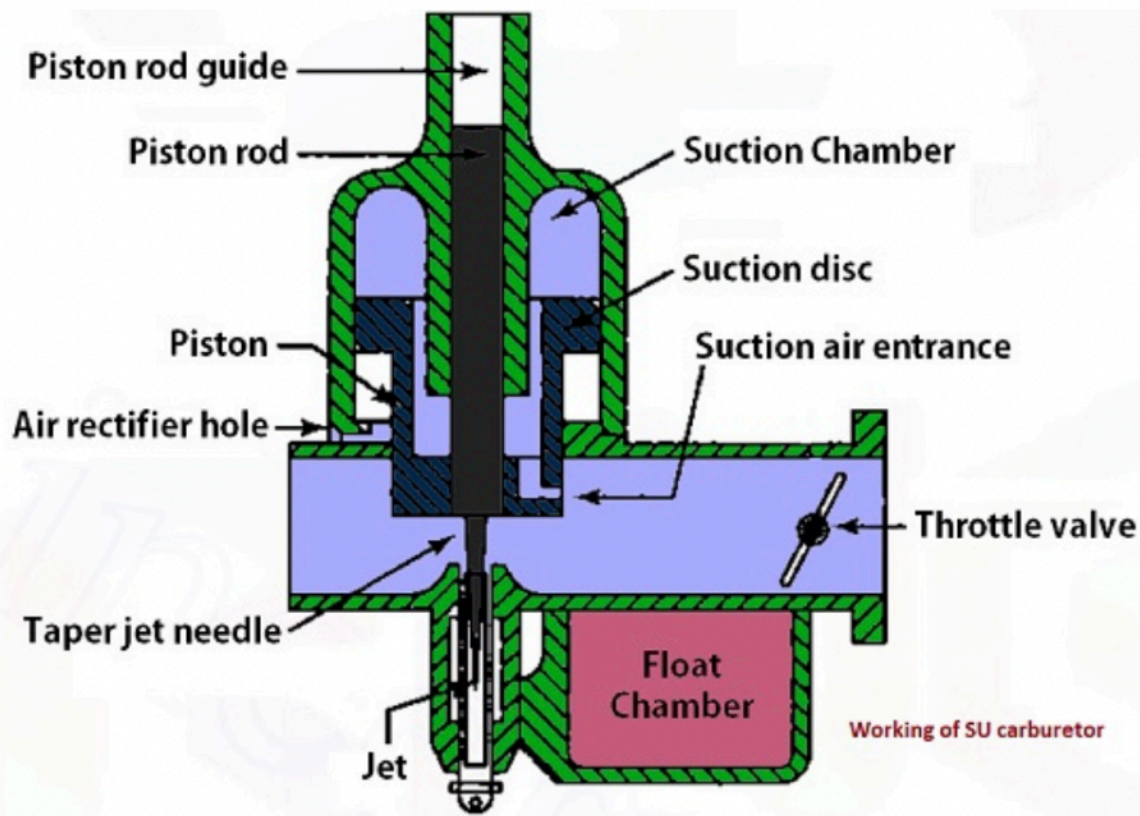


Diagram of SU Carburetor (Source: Auto Pro Tips)

In Skinner's design, there is one jet, and how open or closed the piston is determines the amount of fuel. You see, the piston has a tapered needle attached to it. When the piston is closed, i.e. not a lot of air is flowing, the needle plugs the jet so very little fuel enters the chamber. When the throttle opens, the piston withdraws, unplugs the jet, and fuel flows more and more freely.

For a quick visual aid, extend an index finger and then grip it with the opposite hand. Slowly withdraw your index finger. Imagine the fuel entering from the pinky end of the fist, this gives you an idea of how the needle works in opening up fuel flow.

The piston design that controls the needle's position is particularly clever. It withdraws based on the pressure differential between the atmosphere and the venturi tube. The piston has an oil dampener combined with a long piston spring to control the rate at which it opens and closes, much like a miniature suspension.

The result is the suction or air pressure is always the same, not fluctuating wildly like in a fixed venturi. The fuel will atomize the same no matter what the speed. It is an elegant design and its seeming simplicity takes advantage of some complex ideas.

Both systems have float bowls to control fuel delivery, idle circuits to continue minimally sufficient fuel delivery when the throttle valve is fully closed, and chokes that temporarily increase the fuel richness to help with cold starts.

The S.U. Carb Difference

The three main advantages of S.U. carburetors are as follows:

Simplicity. S.U. carburetors are beloved because they are so simple to maintain. They work great, require little maintenance, and can be set up easily since one only needs to tune a single jet. Rebuilds are a breeze.

Dependable. With few moving parts and only one jet to worry about means they tend to stay in tune for longer periods. Keep the oil a half-inch from the top and it is good. In older units, make sure the float hasn't perished as that can cause fuel to overflow.

Compactness. S.U. carburetors are comparatively small units so they can fit into tight spaces, most notably they are used on Harley-Davidson motorcycles.

S.U. vs. Webers?

This exact question was answered by Carl Heideman in *Classic Motorsports* (Sept. 2010), so [check out his excellent analysis](#). The answer is "either is good, but neither is perfect" and the ultimate answer is the dreaded: "It depends."

In repeated dyno tests using a mule MGB engine, the horsepower numbers came out almost exactly even, with Webers a single point higher. If properly tuned, both perform about the same. Generally, it seems that most think Webers are inherently superior, but the data doesn't back it up.

The differences come down to how you use it. The parameters to weigh include budget, skill set, throttle response, choke, type of ignition system, tuning needs, emissions, expertise available, and looks. (Again, read the article for [a detailed discussion](#), no need to repeat it here.)

In the end, it is the owner's choice of what to do. However, I think originality is paramount. There is something that is "just right" seeing a Jaguar E-Type's V-12 with a row of shiny S.U.'s -- it is the epitome of a British sports car motor.

Just as we saw with Lucas electronics, the British automotive industry prefers its own, and S.U. was the standard for Le Mans racers and luxury coaches. The brilliant simplicity of Skinner's piston controlling the needle and the jet allowed it to endure, and that is a testament to the inventor's ingenuity.

References:

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(Article courtesy of Chris Bright and the Collector Part Exchange)

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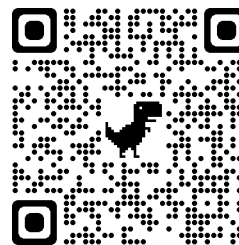
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'Approved Methods for Home Laundering'

By Laurel Gurnsey

Taking care of cars like our Morgans is sometimes a dirty business. As is the non-ending struggle to keep our clothes clean. Of course, there are levels of society where 'staff' do the washing up of the clothes and 'staff' look after the cars. But for those of us who have to, or want to, detail or fettle our cars ourselves and are faced with the cleanup of car projects on our own, we need to look at how to make it easier.

There comes a time when every laundry trick in the book can't get out some of the oil stains on Colin's overalls. He now has an entire closet for just 'working-in-the-garage-on-his-cars' clothes. Anything torn, ripped and stained beyond laundering disappears into that dark place. That includes things coated with blood from 'oops' incidents with tools.

We have the luxury today of modern washing machines and dryers and a plethora of detergents or liquids that get out almost everything.

Although I just looked at the warning sign on the lid of our washing machine. It says 'Never put items in the washer that are dampened with gasoline. Do not dry anything that has ever had any type of oil on it. Doing so can result in death.'

So does that mean I don't have to wash Colin's shop clothes? Because I might die?

And what happened in the days before washing machines?

I found a great article called 'The History of Laundry' (at www.oldandinteresting.com). I love the way the article starts:

'Once upon a time a metal washboard and bar of hard soap with a tub of hot water was a new-fangled way of tackling laundry.'

The article continues by reminding us that in many parts of the world, river washing or tub washing is still the only way to clean clothes and in some arid places there isn't even water.

According to the Speed Queen website, the first drum washing machine was on the scene in 1905. The steel tank allowed for a coal burner. But a machine with a wringer had actually been invented by James King in 1861. In the 1920s the first electric machines appeared. Automatic machines didn't appear until 1930.



I think all of us have horror stories to tell about their experiences with wringer washing machines. My hair has always been long and I leaned over my mom's machine once and my hair got caught in the wringer. Colin remembers getting his finger caught. And I just read a horrifying news article in 'Discover Science' magazine about a woman who leaned over the wringers to feed clothes into the machine and got her blouse and then breast caught! Ouch!

A friend lent me a book called 'Approved Methods of Home Laundering' by Mary Beals Vail, published by Proctor and Gamble Company in 1923. It begins by saying that 'the great privilege of rich and poor alike is clean clothes. Water is free, soap is cheap and sunshine and fresh air are everywhere.' It goes on to extol the health benefits of clean clothes. Something Marie Antoinette, in spite of the richness of her wardrobe, might have missed because her clothes were seldom washed.

Sun, air and water remind me of the smell of clothes put on a clothesline outside, pinned in place on the line with clothes pegs. And the feel of sheets freshly washed on Sundays.

Vail's book is extensive in its coverage of purifiers, different types of soil and stains and fabrics and different types of soaps. It examines the use of starches and bluing and re-agents. It even plans the week's work and explains how to use an iron. Many of her hints are quite appropriate for today's world, although she recommends chloroform for getting out blood and rancid fat for getting out other stains. For wax stains she recommends soaking the clothing in kerosene. My modern machine wouldn't like that.

For those in the early Morgan world who might have had the money to dress in white clothes, silks, lace and leather, there is a section on fine laundering. And Vail has a section on soaps that says 'white soaps attract the housekeeper...it is for this reason that Ivory Soap has been...the standard of excellence.'

Her section on irons says that paraffin can be used to smooth the surface of a 'sad' iron and salt used to scour a dirty iron. The section brings back horrific memories of me having to iron sheets on Sundays. Vail suggests having an electric iron, gas-heated if 'more than four beds are to be cared for and can be used to iron children's rompers and chemises. A bosom board was used for ironing shirts. Starches were used on nightgowns, chemises, drawers, corset covers, petticoats, shirtwaists, shirt collars and cuffs.



Two last thoughts. From Vail's book in the section on organizing the week: 'Blue Monday has so long been washday that to wash regularly on Tuesday takes courage.'

And finally, about clothespins...when I was about ten years old, I was thoroughly into Louisa May Alcott's famous book 'Little Women'. One of the main characters was Amy March, one of the March sisters. In one of the chapters the girls are anticipating a party the next day and go to bed preparing to look their best.

"Each had made such preparation for the fete as seemed necessary and proper. Meg had an extra row of little curl papers across her forehead, Jo had copiously anointed her afflicted face with cold cream...Amy had capped the climax by putting a clothes-pin on her nose, to uplift the offending feature.'

I wore one of my mother's clothespins on my nose every night for months after reading that.

Article previously published in the 'Bumper Guardian' magazine of the Classic Car Club of America.

Worth reading: 'Approved Methods for Home Laundering' by Mary Beals Vail.
Available at Amazon.ca
'Little Women' by Louisa May Alcott 1868-9
Available at Amazon.ca

Worth surfing: 'Old and Interesting.com' (article called 'History of Laundry'.)
'The Brief History of Laundry' by the Ontario Home Economics Association
2013 by Maria Depnweiller, P.H.Ec.

Worth singing along to: 'Dashing Away With The Smoothing Iron' on YouTube. Delightful video with a song a friend from England learned in primary school there.



(Laurel Gurnsey photos)

Remembering G.B.Sterne's Morgan Plus 4 Super Sport

By Bob Sterne and Larry Emrick

I have tracked down a current photo of GB's Morgan Plus 4 Super Sport in the care of its present owner, Knut Hallan, in Norway. There is no question about it because it still has the Sterne Motors logo on the bonnet. Larry

When my Dad finished racing that Morgan, he sold it to Ernie Ledgerwood, who painted it green and raced it a couple more years. It was then sold to a guy in Portland who rolled it during driver's training. I don't know the history between then and when Knut bought it. If you notice on the grille there is a VMSC (Vintage Motor Sport Club) badge and an SCCBC (Sports Car Club of BC) badge, which I gave to Knut when he visited BC many years ago. I have some other photos of the car at Goodwood, with Sir Stirling Moss, who drove at Westwood using Dad's helmet, and posed for the photo in the PACMOG Gallery.

Bob



Knut and Gro Hallan at their home in Norway

Morgan Plus 4 Super Sport, originally a 2 litre TR3 engine of 120 HP... twin 42mm weber carbs, lawrencetune camshaft and headers and tuned exhaust.... I believe the head was ported and polished as well.... The last year my dad fitted 87mm piston and sleeves (TR4 specs at 0.040" over).... The car would turn 6000 RPM over Deer's Leap at Westwood Race Track, which is 120 MPH....

Bob

(Morten Uglum photo - Courtesy of the Stavanger Aftenblad Evening paper)



Here is a photo from Westwood, with the same pose reproduced at Goodwood....

Sir Stirling Moss is in both photos.

Woman in the photo on the left is Marilyn Randall....

And in the photo below, it is Lady Susie Moss with Knut Hallan at the wheel.

Bob Sterne

Editor's Note:

We will have an article on Knut Hallan in the June edition of the Morgan Link. I am just finishing translating it from Norwegian to English!



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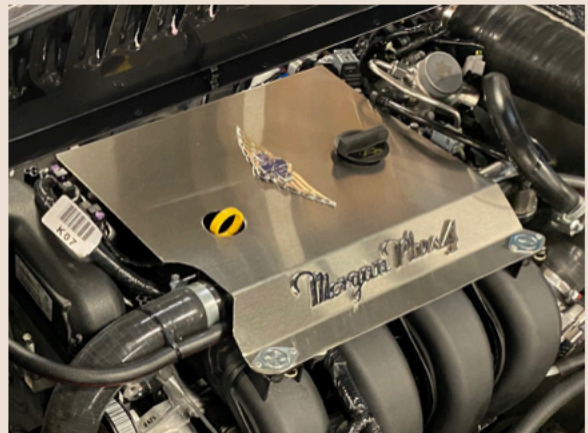


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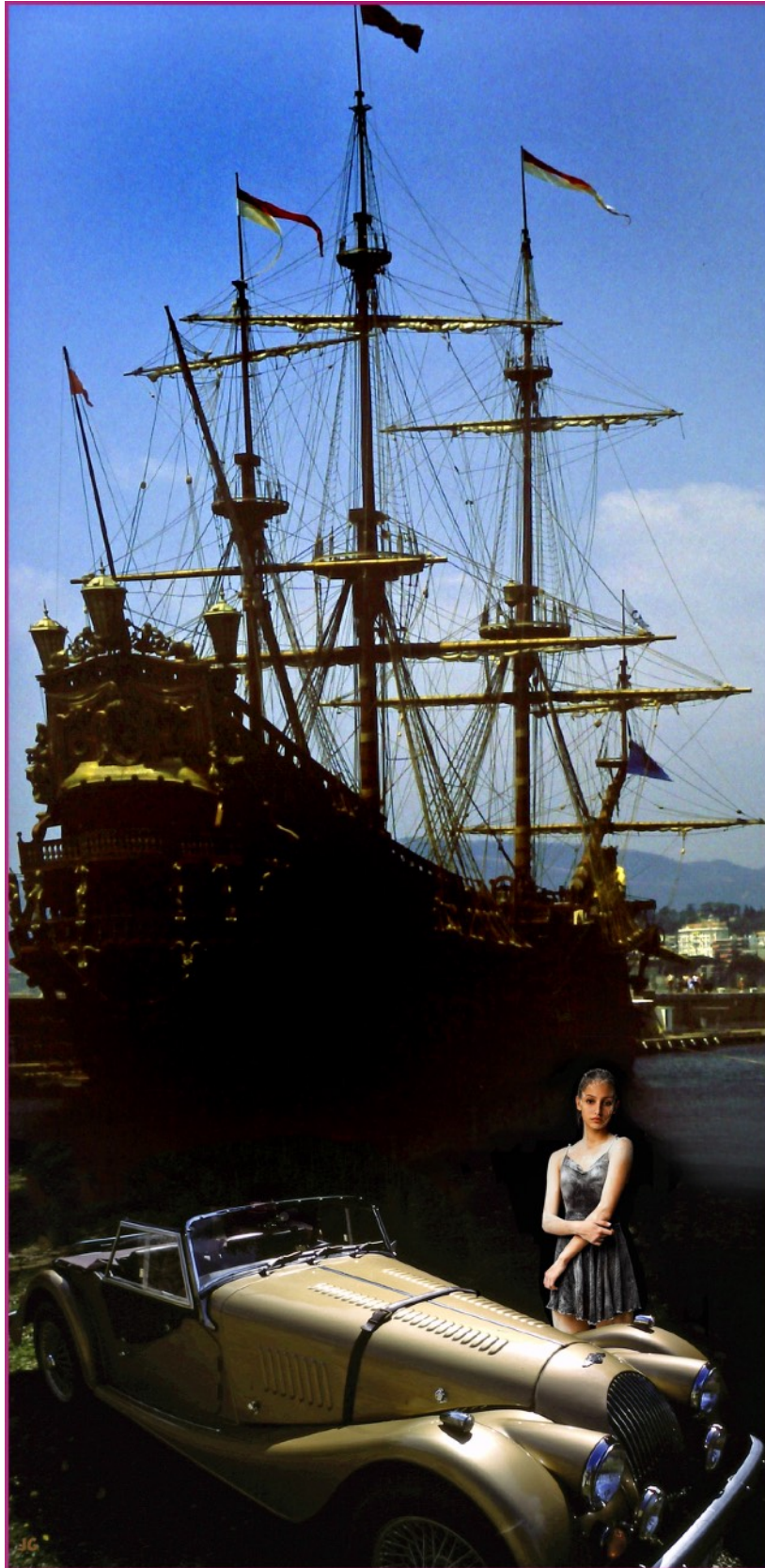
Morgan Art by Valentin Tanase

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



Morgan Treasures from the Jacques Gallien Collection

Jacques Gallien is the Vice-Chairman of the Morgan Owners Group Belgium and editor of their Revue. He has graciously shared a number of his Morgan photographs and artwork for our use. 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.



Famous People with Morgans

By Steve Blake

Gwenda Stewart (nee Glubb, Janson, Hawkes) (1894 - 1990)— race driver

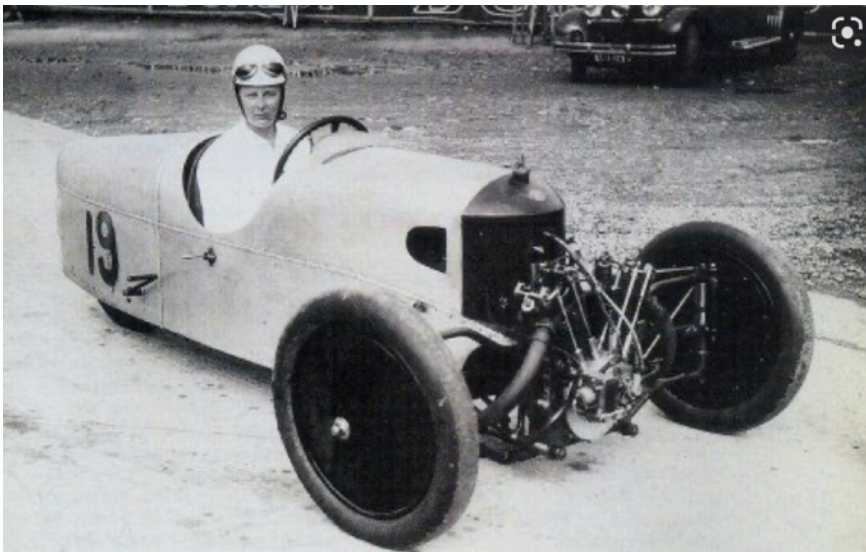
Gwenda Stewart was a renowned motor cycle and automobile driver back in the 1920s and 1930s. She drove a 3 wheel Morgan to the one hour world record in 1930. Here is her story as told by www.historicracing.com .

Born Gwenda Mary Glubb was born in Preston, Lancashire, daughter of Sir Frederick Manley Glubb, the famous soldier, she drove ambulances on the Russian and Rumanian fronts in WW1 and was decorated with the Cross of St George and the Cross of St Stanilaus.

It is said that in her youth she trekked alone in the northern wilds of Canada and that she wore her hair in a 'mannish' cut and disguised her femininity. She was the sister of Glubb Pasha, a British officer famous for turning a desert police force into an elite fighting force called the the Arab Legion (now known as the Jordanian Royal Army).

Before she started racing she became involved in the inquiry set up by Churchill to look into the dismissal of Violet Douglas-Pennant, the head of the Women's Royal Air Force. She was sacked due to her unpopularity within the service. Miss Douglas-Pennant had made various allegations including those of sexual impropriety at Hurst Park Camp involving the Camp Commander and Gwenda Glubb. The 14 day inquiry found that there had been no impropriety between the officer and the Miss Glubb was virgo intacta. Gwenda was later briefly married to the commanding officer accused of seducing her, Colonel Sam Janson. After the war Janson was a director of Spyker cars.

It was as Mrs. Gwenda Janson that she started her career on motor cycles. In November 1921 she rode a strange two-wheeled American machine called a Ner-a-car. It had a single cylinder motor and only a single rear brake. With it she completed 1000 miles in scrutinised daily 190 mile runs and in 1922, she broke the Brooklands Double 12 Hour Record on a 249 cc JAP engined Trump achieving an average of 44.65 mph. It was called the double 12 as local residents had obtained an injunction preventing the use of the track at night. Thus any 24 hour race or record had to be run in two 12 hour sections.



She divorced Janson and married Lieutenant Colonel Neil Stewart, the Managing Director of the Trump Motorcycle Company. She loved France and together they moved there and operated from premises under the banking at the newly opened Montlhéry track just outside Paris.

In 1925 they made a successful attempt on the 24 hour record riding a 350cc Rudge in two hour shifts. At the end of the 24 hour period they had broken 21 long-distance motorcycle records and all marks in their class.

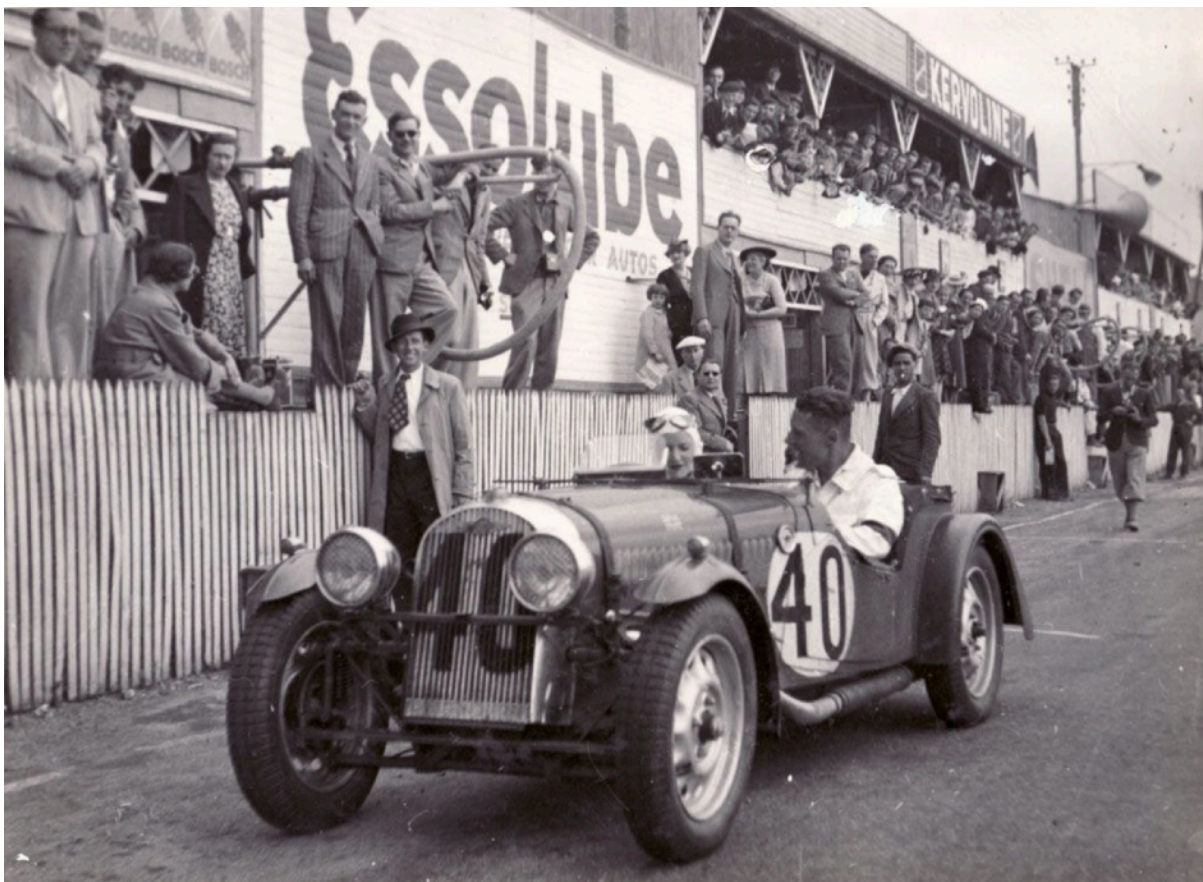
In 1929 she met Douglas Hawkes a talented English engineer also based at Montlhéry. He prepared a very special single-seater Morgan for her and the following year she used it to take the world one hour record at Montlhéry. She also drove it to the mile and flying kilometer records at Arpajon in 1931. The boat tail Morgan three Wheeler used both the 761 cc and 1100cc engines in record breaking attempts. She held close to 50 records in the class J (three-wheel cyclecars with passenger not exceeding 750cc) and K class (three-wheel cyclecars not exceeding 1.100cc).

Douglas had bought into the Derby factory, helped by his then father-in-law Charles Kinisson, and still owned a small engineering company in England (the Brooklands Engineering Works). With his workshops at Montlhéry, he had the industrial experience to help Derby in France. When his Miller was damaged in an accident during record attempts at Arpajon, he had it rebuilt by the Derby factory and renamed it the Derby-Miller.

By now Gwenda was also breaking records in cars, setting the new standing start 10 mile record in December 1930 at 137 mph driving the Derby-Miller. George Eyston had taken the International Class H record at Montlhéry for MG and so Austin hired Gwenda to try to improve the record for them. An Austin 7 Special was quickly shipped out and she with it she took the 5 kilometre record at 109.1 mph, the 5 mile at 109.06 mph, the 10 kilometre at 109.5 mph, the 10 mile at 109.06 mph, the 50 kilometre at 98.08 and the 50 mile at 98.43 mph! The crankshaft then broke! She also took the one mile and 200Km records in 1932.

In 1930 Douglas had to put more money into Derby and in late 1933, he got the factory to build a roadster to be entered into the Monte Carlo Rally to be driven by Gwenda. She also drove at Le Mans in 1934 (with Louis Bonne) and 1935 (with Charles Worth) in a Derby L8 1100, failing to finish on both occasions.

Gwenda preferred record breaking to road racing as she felt she could compete on more equal terms in that branch of motor sport. However Douglas built a Derby-Maserati for her in 1935 specifically for use in road races. At the Grand Prix de Dieppe in July that year she retired on the first lap with clutch failure and in the Prix de Berne (Voiturette Swiss Grand prix), in August she finished last having been lapped five times in the 20 lap race.



In August at the BARC Meeting she was due to have a match race against Kay Petre. However on the Saturday before the race Gwenda had lapped at 130.17 mph (becoming the first woman to lap the track at over 130 mph) and in the evening Kay had managed 134.24 mph. The officials thus decided that on the Monday they would have to run individually with the fastest lap taking the prize of £30. Kay managed 134.75 to Gwenda's 133.67 before the Derby's silencer exploded! Thus Petre took the win. The next day however Gwenda re-took the ladies lap record with a speed of 135.95mph which also set a new Class E Outer Circuit Record. She also held the outright record at Montlhery at 145.94 mph (234.68 kph).

George Duller gave the Derby-Maserati a go, partnering Gwenda in the BRDA 500 at Brooklands in September but damaged the timing gear in practice. The problem was caused when the front wheel drive car went over the Brooklands bump and the front wheels came off the ground causing the engine to over rev. Also despite being capable of 150 mph, it apparently had serious handling problems. In the race they drove the Derby-Miller but retired with a broken piston. October she drove the Derby-Maserati in the Ladies Handicap at Brooklands but was slowed with gear linkage problems.

In 1936 with a new engine and a stiffer chassis she raced the Derby-Maserati in the Grand Prix de Picardie where she was lapped twice in the second 10 lap heat. She also made a couple more appearances at Brooklands as well finishing fourth and taking the Ladies prize in the Light Car Club relay as part of Miss Chaff's F.I.A.T. Balilla team along with Mrs Lace. Then in the BRDC 500, driving a single seater Duesenberg with George Duller, she finished 7th.

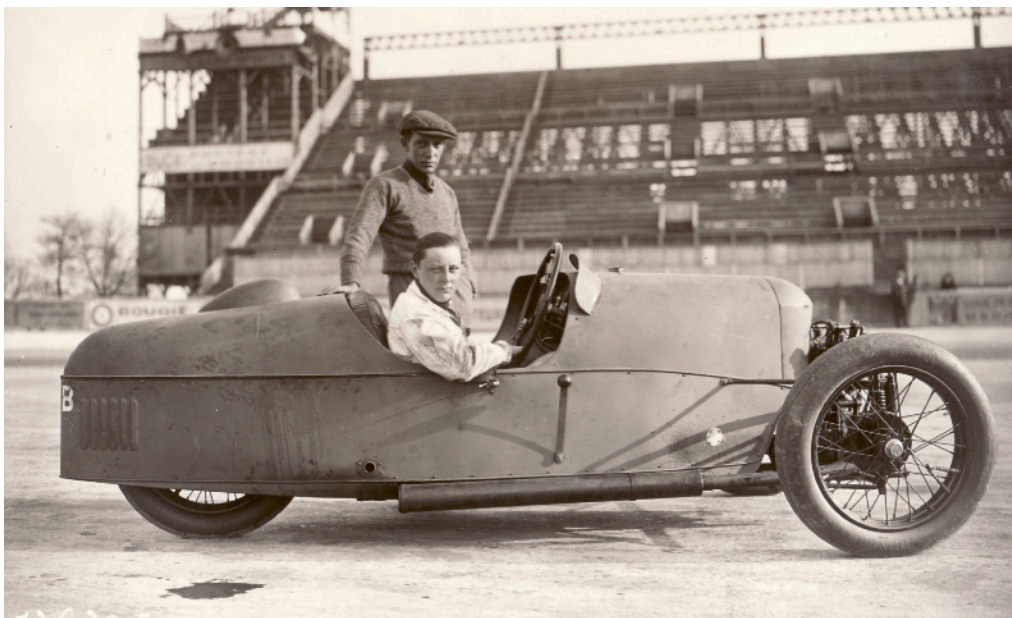
By now the economic situation at Derby was desperate and the company closed its doors in 1936.

She married Douglas Hawkes in 1937 and together they returned to England. The following year Douglas was at Brooklands for the Junior Car Club International Trophy and was one of the spectators injured in Joseph Paul's crash which claimed the lives of a young girl and Austin designer Murray Jamieson. Kay Petre was also amongst the injured.

During World War II the Brooklands Engineering Works concentrated on the business of producing pistons and valves while Gwenda joined the London Auxiliary Ambulance Service.

With the war over, they bought a yawl, Elpis, and travelled extensively in the Mediterranean.

Douglas died in 1974, aged 81, and Gwenda in 1990, aged 96.





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Awards – LDA

The driving distance requirement is set at 3000 miles (5000Kms)

To Enter Your Long Distance Award Information Online, Click on the Logo Below.



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Submit this completed form to the British Car Council Inc. after December 31st.

Awards will be presented in a timely fashion through your local club.

All enquiries should be directed to the BCCI at:

British Car Council Inc. [President] 1315 Kilmarnock Road Jasper, Ontario K0G 1G0

BCCI Long Distance Award

Every year, the British Car Council presents an award to each driver who drives their British Car more than 3000 miles (5000 km). Since PACMOG belongs to the BCCI, each member is eligible to win one of these prestigious awards. In the past, Ken and Pat Miles, Bill Buttons, Mike Powley, and a few others have earned this recognition.

With the rules more relaxed this year, many of you will be thinking of taking your Morgans out for a few longer drives. Why not add a mile or two so you can make the cut!

If you think you are up to the challenge or wish to give it a try, copy off the form on the next page. You must record your initial odometer reading of the year and your final reading at the end of the year. You need to have one of the executive confirm these two readings and sign your entry form. Call one of us and we would be happy to do this for you.

Across the country 37 people got the award in 2019, 79 in 2020, and 94 in 2022. Maybe with some luck, we can get a few PACMOG members in the group and help BCCI make 100 people with a long distance award!

BRITISH CAR COUNCIL INC. - LONG DISTANCE AWARD

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

BE SURE YOUR VEHICLE INSURANCE COMPANY HAS NOT PLACED A RESTRICTIVE ANNUAL DISTANCE DRIVEN LIMIT ON YOUR BRITISH AUTOMOBILE – TALK TO YOUR INSURANCE COMPANY TO CONFIRM THIS

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

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

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

LONG DISTANCE AWARD CERTIFICATION FORM

from January 1st through December 31st

Contest Commencement

Club Name
Car Make, Model & Year
Driver(s) Name(s)
Odometer Reading as at January 1, _____ Miles or Kms
Name of Club Executive Member & Date of Odometer Reading Confirmation

Contest Conclusion

Odometer Reading as at December 31, _____ Miles or Kms
Name of Club Executive Member & Date of Odometer Reading Confirmation

Submit this completed form to the British Car Council Inc. after December 31.

Awards will be presented early in a timely fashion.

All enquiries should be directed to the BCCI at:

British Car Council Inc. [President] 1315 Kilmarnock Road, Jasper, Ontario K0G 1G0

From the Morgan Oasis Garage

By *Cuthbert J. Twillie, Proprietor*

Box 1010 - North 51, Terrace

Hoodsport, WA 98548

(360) 877-5160



Hidey-Hole

By *Cuthbert J. Twillie*

Friends

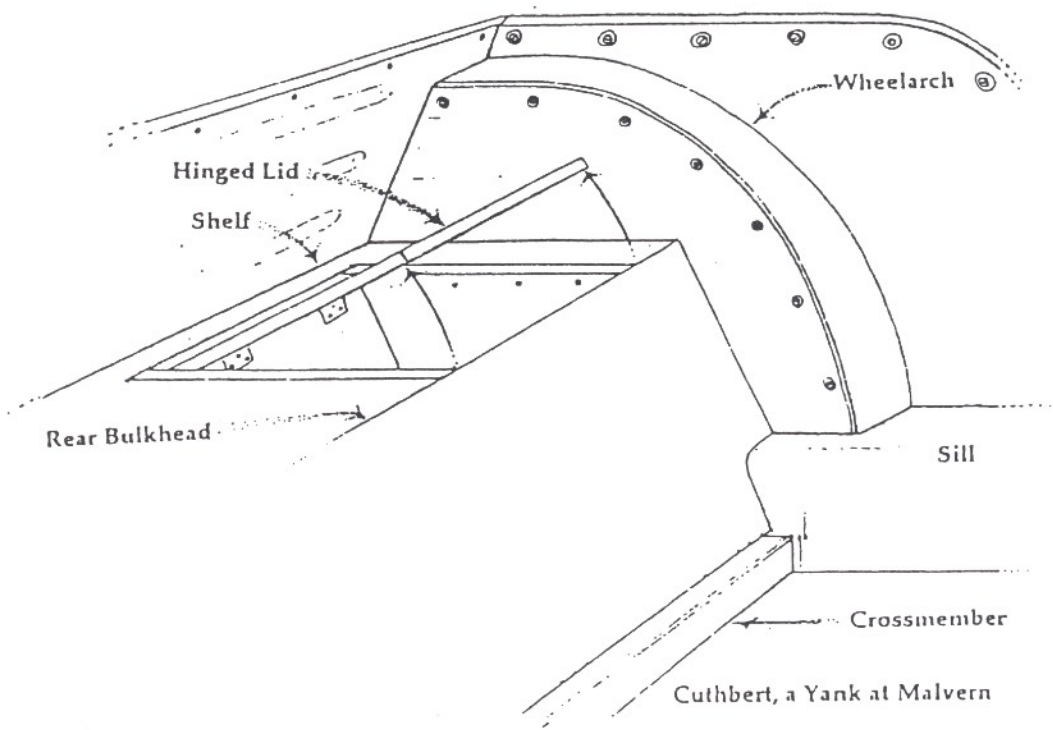
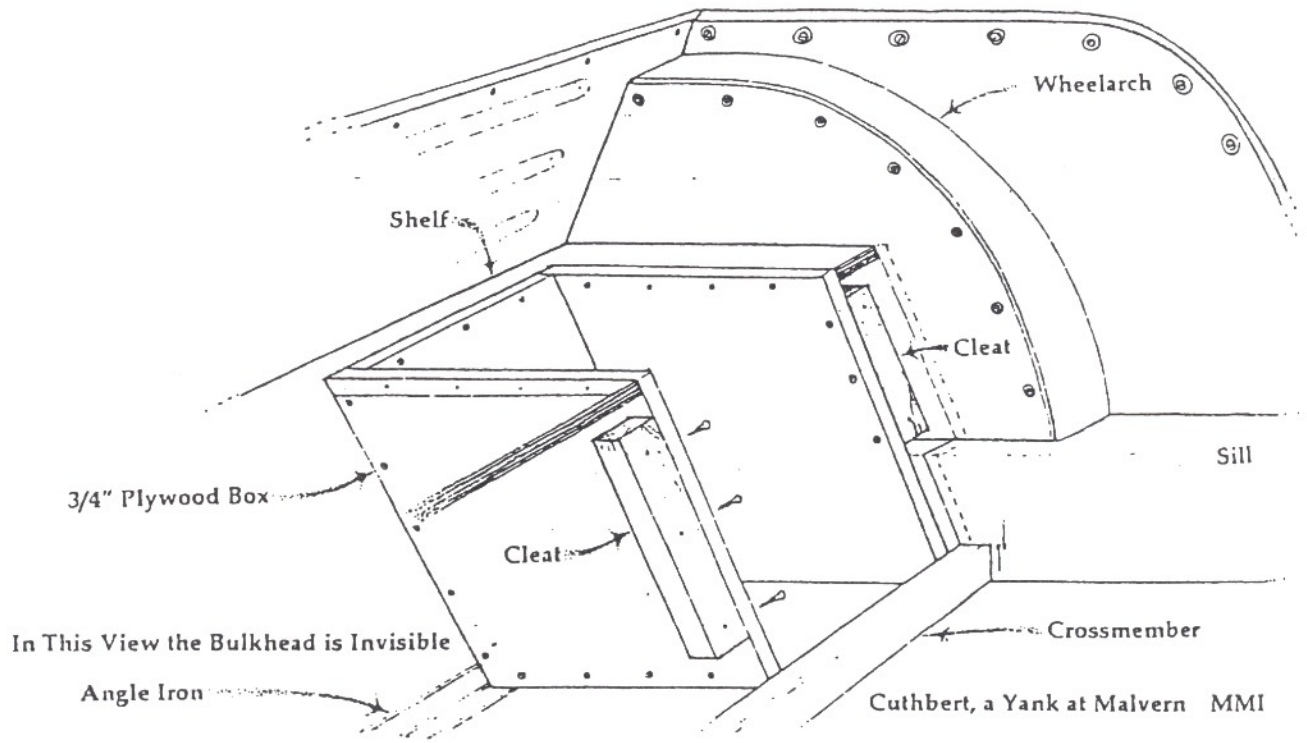
Andy Leo in Holly Springs, North Carolina sent me photos of a lockable compartment he built into his Morgan roadster. I chided him for not sending along any of the measurements he developed, but after all there is only one way to go about this task and numbers may confuse more than help. The two cars in my shop are both 4 seaters so they wouldn't give us any usable numbers, either.

Essentially this box is made from three pieces of plywood. The side pieces are fastened to the rear bulkhead of the cockpit using wooden cleats. The existing floorboard behind the bulkhead provides the floor of the box. The shelf floor behind the seats can be cut to provide the hinged top. A lock might be incorporated on the top panel, although if it is covered with the usual rug, then the lockbox is out of sight and the trouble of installing the lock may be avoided, if that is enough security for you.

Andy made his out of aluminum using 2 X 2 wood at the edges, but I think it's simpler using plywood. Aluminum over an ash frame would be the classic British way if there any purists out there still reading Cuthbert

Andy is one guy whose garage I'd like to see. He has converted two 4/4s to twin cam Lotus Ford engines. A modification that most if not all 4/4 owners would do in a heartbeat if they could only do it without the better half discovering how much that takes out of Junior's college funds.

Cuthbert



Morgans in the Movies

By Steve Blake

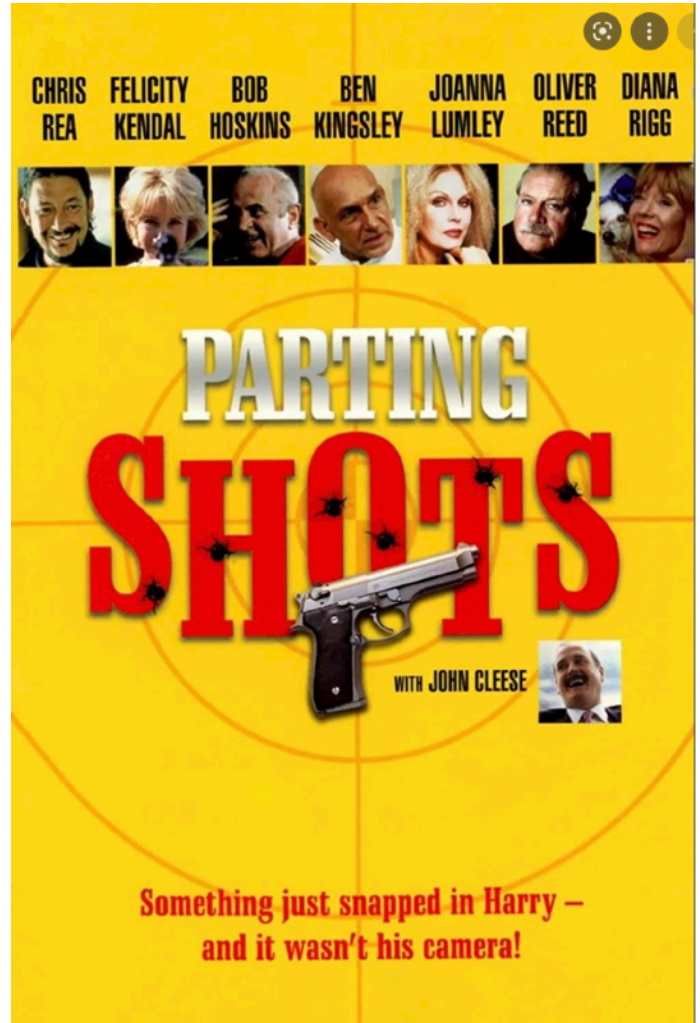
Parting Shots (1999)

Starring John Cleese, Ben Kingsley, Diana Rigg, Chris Rea, Bob Hoskins

This very funny movie directed by Michael Winner has a great cast. The story is about Harry Sterndale, a failed photographer, who is diagnosed with cancer and told he only has three months to live. He decides to kill everyone who has ever crossed him, and even hires someone to kill him, but when the doctor informs him that the cancer reports were inaccurate, Harry finds himself being chased by the police and a hitman.

Our star for this show is a 1997 Morgan 4/4. The car was used in several scenes, including the wedding scene. The movie can be watched on Youtube at:

<https://www.youtube.com/watch?v=pPz5NyFtjes>



(Photos screen captured from the movie)



The Morgan Link

A Morgan Life - Part 10

By Ron Akehurst

Geoff and I had registered in January for the Spring Thaw rally as usual; however, predictably, the event was postponed due to COVID and the rally weekend came and went. Geoff phoned me a couple of days later from his home near Salmon Arm, which is located in the middle of the rally stomping grounds, and said it had rained all weekend, so the rally experience would have been less than optimal, at best.

I took the car back to Rick and Andrew for two days as pre-arranged, to take care of the small paint flaw on the hood and for a clean-up and detailing of the paint. Thankfully, Rick was able to buff out the flaw so repainting the hood was not necessary. Also, Andrew made an adjustment to the hood in a not fully successful attempt to prevent the left side from sliding forward and potentially chipping the paint on the edge of the cowl. The car definitely looked spectacular when I left there.

At home there were still a number of tasks that needed to be completed, such as:

- grind weld joints on underside of bulkhead repair section and paint flat black
- replace tool tray rubber lining and re-mount tool tray
- replace signal light sockets when the new ones arrived from Drake's
- manually buff finish around hood louvres
- replace door latches - complicated by the fact that two of the mounting holes on the new door latches I purchased from Morgan Spares did not exactly match the locations on the old door latches. Having paid \$120 US for each of these door latches, I was determined to make them work.
- After trial fitting the interior door panels, I could see that the top edge of the panel would not match up exactly with the bottom of the foam padding unless the width of the pads was cut down flush with the inside edge of the door (similar to the old pads). This meant taking about 1/8 inch off both sides of the pads. I had an idea that this could be done at my friend Eric's woodworking shop, as he had several power tools that could be used for this purpose. Eric fabricated a jig out of scrap plywood to hold the foam pads securely while he made a number of skilful passes across his stationary rotating sanding disc. This yielded the desired result, reducing the width from 1 3/8 inch to 1 1/8 inch. We also cut one end of each foam pad to the required taper using his band saw and sander. These adjustments made the upholsterer's work much easier. I owed Eric a nice lunch (post-COVID).

I hope you enjoyed my 10 part series on the repairs to my Morgan!

(Ron seated in his completed ride ready to hit the road! - Andrew Smith photo)






Andrew Smith with Ron's completed Morgan - Ron Akehurst photo

AR Auto Resurrection

Andrew Smith
Auto Restoration



250-516-1684
arautoresurrection@gmail.com

A Roundabout Way to stop a Mirror Bouncing

By Colin Gurnsey

My step-by-step process in resolving the famous St. Malvern's Dance exhibited by my 1953 Series 1 Plus 4 really began after I installed a new chassis on the car. The car's rebirth left me still experiencing St. Malvern's dance with the car, albeit somewhat reduced in temperament from its previous experience. But the first time out with the car on highway 1, I noticed the left front wing (fender) bobbing ecstatically with such fervor that the wing mirror was unuseable. I resolved to check the castor of the axles and found one side at zero caster and the other about 2 degrees. Further investigation found the left side upper arm of the cross frame to be bent. I suspected that this imperfection, plus the absence of the heavy coat of body filler that I had removed, made the wing more susceptible to vibration and flexing.

What to do? I ordered a new cross frame and installed it with 4 degrees of castor to see if that would help the car track better. This process was successful regarding the St Malvern's Dance but the fender bounce continued. I tried to research as best I could, whether the front fender stays for the Series 1 Plus 4 were the same as the later versions. I knew from rebuilding the car with a new chassis that the fender valances were shorter. Also, the top of the front fenders are flat while the later cars are round. I ordered new fender stays and when I removed my old stay discovered that the ones on my car were the same, only mounted upside down! Also, these stays are only ¼ inch thick and prone to flexing. Somewhere in my reading, it was suggested making heavier fender stays to resolve fender bounce. I decided to make a new stay to see if that would resolve my problem. I'm happy to report that this process was successful.

I made the new stay out of 5/16 by 1 inch steel and welded a brace into the upper left corner. I placed the car on stands, removed the left wheel then using a bottle jack and a approximately 20 inch long piece of wooden strapping, jacked up the fender so that its height matched its partners. I next made a pattern out of cardboard confirming the height of the top of the cross frame and the fender contour. This was next transferred to a piece of plywood for more permanent use. The whole process of heating the steel and bending it to shape took only a few hours. One thing to give some thought to is drilling the holes for fender bolts and the bolt that holds the stay to the cross frame. I found that once the steel was bent to shape I couldn't use my milling machine for the largest hole and it would no longer fit on the drill press either for the upper two holes used on my car. The series 1 +4's require a ½ inch hole for the king pin bolt which holds the stay to the cross frame.



(Colin Gurnsey photo)

In the photo above the stay that was on the car is on the left. The new heavier one in the middle and the pattern on the right. The pattern will be used to make a new stay for the right-side fender.

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



Morgan Motor Company photos





The Ambler Solution

by Dave Doroghy

One of the great things about writing this column comes in the form of the responses I get from fellow Morganeers, and the interesting connections I make along the way. I never know what to expect. However, chances are that when I publish a little ditty like I did in our last edition, with the headline “Horny,” something unusual is going to bounce back my way. Especially when the headline has a loaded double entendre like that.

The photo featured in this article showed up as an attachment in my email inbox just before Christmas, courtesy of Frank Wnek, editor of the 3/4 Morgan Group, Ltd. newsletter *The Morganeer*. After reading my last Dorg’s Morg column Frank was kind enough to send me an article, and photo from his club’s magazine, that believe it or not referenced a fellow Morganeers thoughts and unique approach to the monotone unexpressive sounds that his Morgan’s car horn makes. Which of course was the theme of my article. The photo and article that I received from Frank originated from a gentleman named John Hunt, from Ambler, Pennsylvania. John of course is the man holding the brass in the picture.

I was immediately intrigued for several reasons. First of all I had never heard of Ambler, Pennsylvania, and have since found out that it is 26 km north of Philadelphia. When John wrote his article he had probably never heard or Ladner, British Columbia, which is 26 km south of Vancouver.

Given a long article to download and read, or an accompanying jpg picture to open up and view on your computer, which one do you think most people would do first? Pictures are so great at summing up vast quantities of information, and driving points home, with emotion and humour. A good picture’s simplicity can act like a gigantic exclamation mark! The picture of John Hunt in his blue Mog said it all. I write a 700-word article about my frustrations on the limitations of car horns and then get John’s laconic photographic response illustrating his solution. It was so good it made me laugh out loud. It was like an early Christmas present.

But the photo interested me for reasons other than the Morgan angle. The instrument featured in the shot is a double-belled euphonium. To the untrained eye it just looks like a small tuba. I have been a fan of the euphonium for 15 years. My nephew, Jordan, who graduated from UBC with a degree in music, plays the euphonium. Like a Morgan, the euphonium is a fairly rare, beautiful, and under-appreciated piece of art. And like a Morgan, it has a practical function that compliments its romantic appeal. It pumps out some great base notes, not quite as low as a tuba does, but close enough.



But a euphonium with two bells? It's like a trumpet with two horns, a snake with two heads, or to put it into terms that my readers will understand - it is about as rare as a Morgan with two steering wheels. It turns out that the instrument in the driver's hands in the picture, is a 1907 Conn two-bell euphonium. Go figure, the horn was put together around the same time the Morgan Motor Company was born.

After carefully studying the wonderful picture I read John's article, which was attached to the email that Frank sent me. The article explained that the instruments in the picture were put into service to temporarily address a horn wiring problem in his Morgan. From here on in I'll let John speak for himself, and with his permission quote the article "The euphonium and cornet could be useful for expressing displeasure, indignation or general annoyance when a driver of a car in front of you isn't paying attention and doesn't react in a timely enough manner to a light change to green." I laughed out loud again when I thought that just a month ago, while musing over my article, I was looking for a solution to the mundane unexpressive one toned horn sound of my 1966 Plus Four. Lamenting over my horns inability to express displeasure, indignation, or general annoyance, I had no idea that the solution to my dilemma would have come all the way from Ambler, Pennsylvania.

Now the next time I go for a ride in my Morgan, I am inviting my nephew Jordan to join me with his euphonium. Unfortunately it only has one bell, but it will still do the trick.

(Part 5 of the Mishap on the Island story will follow in June)

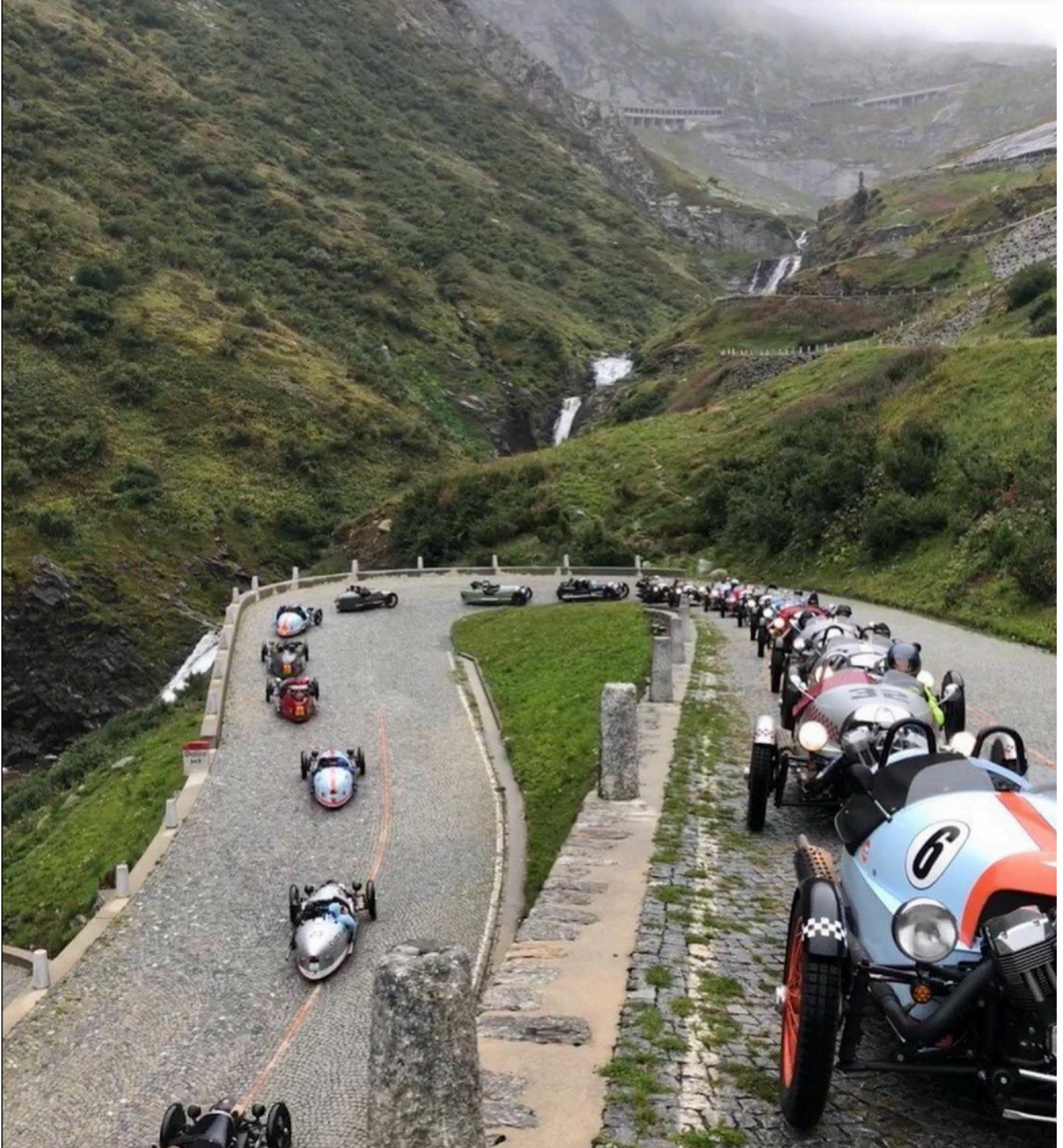


(Article originally published in the NW Magazine in 2015)

Editor's Note: Steve Blake's Dad played a Euphonium in the Kitsilano Boy's Band. When he joined the RCMP, the band leader said he would not have one of those in his band, so changed Dad to the tuba.

Morgan Fantasy Photos

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





“Looking Back”

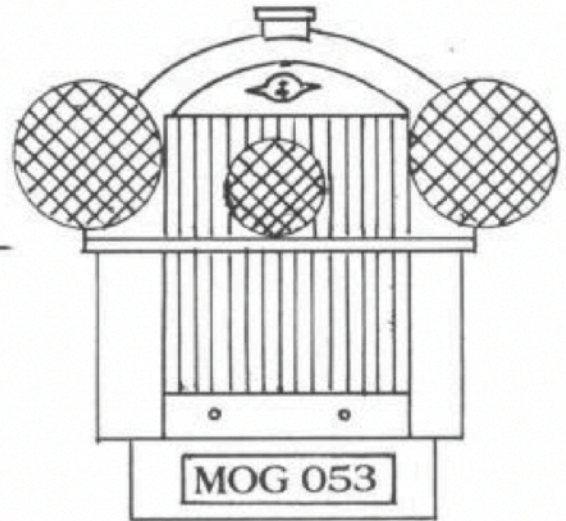
This new feature is looking back at old articles having to do with our club, PACMOG, and the club from which we originated, MOGNW. The two clubs have a close relationship and there are lots of great memories to share. In this section, we will re-print some of our old articles and photos. This month we look back at the May 1999 issue of the NW Mogazine. Thank you to MOGNW.

Vol. 19 No. 5

NW Mogazine

May 1999

THE FLAT LINE



Wow, another great MOG get together organized by Button! Bill greatly understated what we would experience at Ted Buckland's place on Marrowstone Island. Ted and his wife literally live around their cars and motorcycle collection. A Type 35 Bugatti is the centerpiece of their living room! All I have to say is if there is a more dedicated automotive perfectionist than Ted around, not only in the pure restoration sense, but in the spiritual sense, I would like to meet him. We had great weather, a great turn out, a great lunch, and some really spirited dixieland jazz for those who moved on to the Community Center.

The big news of the month, if not the year, is the production of our new 25th anniversary badge as shown on the cover. (For some reason I really love the NW Indian raven theme.) The badges will be available at Van Dusen. Only the first 100 will be numbered, so get your order in for the Van Dusen party drawing for the low numbers. Dick and Nancy Dice and Carmel and Woody Thomson have worked tirelessly on this project to bring it to fruition on such short order. They deserve a big thank you from everyone in the club. See Dick's article in this issue.

A reminder about three MOGNW events in May: The Caboose Run on the 8th (see details elsewhere in this issue); the Midlands meeting on the 20th at Cafe Veloce; and the Van Dusen All Brit on the 22nd. There are other great distance driving events coming up this summer too: Victoria and Vancouver Island, Devil's Punch Bowl on the Oregon coast, Rally in the Valley in the BC interior, Cambria on the central California coast and Whistler Resort back up in BC, so get your Mogs in gear!

Kay Jones

North of the 49th, from Les Burkholder.....

WE WON!!!! YES WE DID!!!! WE BEAT OUT THE JAG and MG DISPLAYS!!!! OUR CLUB WAS FIRST FOR BEST CLUB DISPLAY AT THE VANCOUVER CLASSIC MOTORING SHOW!!!!. There were 9 Morgans on display. Through Larry Sharp's talent of colour coordination, and being able to organize the rest of us, we were able to come away with the best display for a Club. We had pictures, banners, race and touring sections.

Al Allinson, Dave Collis, and Stuart & Marilyn Rulka (2 Morgans) were in the racing section with a great display of trophies and pictures of the cars racing. One was of Dave Collis, looking astounded as his rear wheel passed him by. Al said he would have brought more trophies out, but it took too long to polish all the silver. With all the trophies of Stuart, Al and Dave it was a very impressive showing. Not to be out done there was the impressive Theroux car followed by Lee, Sharp, Pat Miles, and Burkholder.

Through this show we were able to pick up a possibility of five new members. Three with cars and two looking for Morgans.

Thanks again Larry for a great showing.

(Editor's note: This report was submitted by Les two months ago but was lost in the wash as they say. Thanks to Les for re-submitting the article.)

The Valentines Day Run was a great success (see Steve's report in the March Magazine) thanks to Steve and Liz Blake and their MGTD. We just have to find a Morgan for these two. At the Rusty Anchor Pub it was acknowledged that the Russells were on their first outing to our functions since last October. On that run, the Russells were moving along at a fair pace when there was a loud bang from the Little Blue Beast. Coming to an abrupt stop, they found out that the last person to tune the car had not tightened the spark plugs down, thus a plug was ejected with quite a force into the side of the bonnet. He did manage to find the plug and get on the way again. As a result of this incident, Jonathan was presented with a miniature Champion sparkplug attached by three rhinestones to a Morgan Wings Pin. By wearing this, he will not be without a plug.

The major presentation was to Ron and Yvonne Theroux for their two years of service to the Northern Mog Group. They were always super organized, had great parties, kept us informed and in order (which is fun when you have the likes of the Jester Powley). Therouxes were first presented with a little red heart candle that was lit and floating in water. It was Valentines Day!!! They were also presented with an Ebony Serving Dish engraved with the Club Badge and Logo. Some very choice words were also requested of the Pot for the Pan from the Fork!

Also from the North.....On May 29th and 30th, after nine long years, the sight and sounds of vintage cars racing will be heard once again in British Columbia at the Historic Motor Races at Mission Raceway Park. A fabulous gathering of vintage cars is anticipated from all over the Pacific Northwest to celebrate. This is the Vintage Racing Club of British Columbia's first full weekend racing since the closing of the famous Westwood track in 1990. The VRCBC is presenting this event in association with The Sports Car Club of British Columbia. The vintage and historic race cars, all pre-1970, together with sports cars and classic motorcycles of all ages will be on display during this celebration of Historic Motor Sport.

This is not just a static display but a unique opportunity to see classic sports cars in action on the track, wheel-to-wheel, in a battle for position just the way it used to be. You'll marvel at the way these pieces of history have been prepared and see first hand the skill and courage it takes to race them before 'down force' wings and 'ground effects' came on the scene! Porsches, Ferraris, Jaguars, Morgans, Lotus, Alfas, MGs, Elvas, Corvettes, BMWs, Mustangs, Cobras, open wheel Formula race cars and many more classic marquees from Canada and the United States will be racing for your pleasure and to raise money for charity. For further information, contact David Roberts; Hm (604) 922-6875; Wk (604) 430-4061; Fax (604) 430-4780.

Attn: Morgan Owners. We will be gathering at Lougheed Hwy. and Harris Rd in Pitt Meadows at 9.00 to 9.15 AM on Sunday, May30th. We will travel in convoy to the track, where we will have our own parking space. Car and driver admitted free, additional guests \$5.00 (for charity). Call Al Allinson (604) 985-5451 by May 10th and let him know that you are coming.



Upcoming PACMOG Events
By Ken Miles



Watch your emails for news of the next drives

(Dennis Glavis in his wife's 2005 Morgan Roadster on the Pinnacle Park Tour)

Save the Dates!

June 11 - Fraser Valley Classic Car Show
Corner of Caen and Sicily - Lot #7

Upcoming Events 2022

June 5	Restoration Fair Saanich	Contact Richard Neville	2234richard@live.ca
June 11	Fraser Valley Classic Car Show	Contact	britishmotorclub@gmail.com
July 1	Salt Spring Island Show	Contact	mcoulthard@shaw.ca
July 9	BC Collector Car Appreciation Run	Contact TBA	
July 10	Brits on the Beach	Contact OECC	
July 23	Western Washington ABFM	Contact	www.wwabfm.com
August 1	Tsawwassen Sun Festival	Contact	TBA
August 6/7	BC Historic Motor Races	Contact	TBA
August ??	Ice-Cream Run	Contact Steve Blake	sblake@telus.net
August 26-28	Heritage Classic	Contact	TBA
Sept. 9-11	Portland ABFM	Contact	www.abfm-pdx.com
Sept. 24	Silk Cat Sea to Sky	Contact	
Sept. 25	Autojumble	Contact Lambs	
Nov. 6	London-Brighton Comm.	Contact OECC	

The Old English Car Club & Saanich Historical Artifacts Society

15th Annual Restoration Fair & Swap Meet

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

Heritage Acres, 7321 Lochside Drive, Saanichton



Participant Information

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

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

Information and queries:

Richard Neville
250-889-9041
2234richard@live.ca

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



Proceeds of this event support





Jellybean AutoCrafters



17th Annual Canada d'EH
Celebration & Carshow

July 1st, 2022

Gate Opens at 9am

Show 10am – 3pm ish



Langley Speedway

South end of 208th Street, past 16 Ave

604 427 4167



Canada
Province of British Columbia
A Proclamation

ELIZABETH THE SECOND, by the Grace of God, of the United Kingdom,
Canada and Her other Realms and Territories, Queen, Head of the
Commonwealth, Defender of the Faith

To all to whom these presents shall come – Greeting

WHEREAS registered on April 17, 1980, the Specialty Vehicle Association of BC (SVABC) is a provincial non-profit association dedicated to preserving the collector vehicle hobby in the province, and

WHEREAS the SVABC advocates for the collector vehicle community in British Columbia, working on behalf of specialty vehicle enthusiasts of all vehicle types, and

WHEREAS British Columbia's collector vehicle community donates profits from provincial fundraising efforts to local charities, hospitals, seniors' programs and school projects, including breakfast programs and bursaries, and

WHEREAS July 9, 2022, marks the SVABC's 9th province-wide celebration of Collector Car Appreciation Day, an annual event to raise awareness of the collector vehicle hobby in British Columbia, and

WHEREAS Collector Car Appreciation Month is an opportunity to publicly acknowledge the present and past contributions of British Columbia's collector vehicle community to the economic, social and cultural development of this province;

NOW KNOW YE THAT We do by these presents proclaim and declare that July 2022 shall be known as

"Collector Car Appreciation Month"

in the Province of British Columbia.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent and the Great Seal of Our Province of British Columbia to be hereunto affixed.

WITNESS, The Honourable Janet Austin, Lieutenant Governor of Our Province of British Columbia, in Our City of Victoria, in Our Province, this thirty-first day of March, two thousand twenty-two and in the seventy-first year of Our Reign.

BY COMMAND.

Attorney General and
Minister Responsible for Housing
(counter signature for the Great Seal)

Lieutenant Governor

BC COLLECTOR CAR APPRECIATION DAY

JULY 09th
&
MONTH OF
JULY

SPONSORED BY



FOR INFO
WWW.SVA.BC.CA

Save the Date!

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

Following the Proclamation on the previous page, we will be doing a drive on July 9, 2022.

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





BRITS ON THE BEACH

FREE BRITISH CAR, TRUCK & MOTORCYCLE ENTRY

Free Admission for people

250 (max) British Vehicles will attend

Automotive contest for the Kids

Food Concessions on site – Breakfast and Lunch Available

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

Please bring a donation for the Ladysmith Food Bank

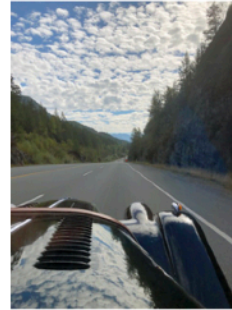
July 10, 2022 10:00 to 3:00 pm
Gates open at 9:00 am

Transfer Beach
Ladysmith, BC



Sea to Sky All British Rally 2022

www.seatoskyallbritishrally.com



North Vancouver to Whistler
Saturday, September 24th, 2022

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

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

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

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

www.seatoskyallbritishrally.com

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

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

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



Sold Last Month
By Steve Blake

Sold on BaT on April 27, 2022
for US\$25,000



BaT Essentials

Seller: Telemark1029



Location: Solana Beach, California, 92075

Listing Details

- Chassis: B1123
- 53k Miles Shown, TMU
- 1.5-Liter Inline-Four
- 4-Speed Manual Transmission
- Red Exterior
- Black Vinyl Upholstery
- 15" Wire Wheels
- Luggage Rack
- Moto-Lita Steering Wheel
- Longterm Current Ownership

Private Party or Dealer: Private Party

Lot #71694

According to BaT:

This 1965 Morgan 4/4 is a left-hand-drive example that was acquired by the current owner out of Texas in 1993 and is said to have been the subject of a refurbishment conducted in 2007 by XKs Motorsport of San Luis Obispo, California. Power is provided by a 1.5-liter inline-four mated to a four-speed manual transmission, and additional equipment includes wire wheels, front disc brakes, a rear-mounted spare, chrome bumpers, and a luggage rack. Service performed in preparation for the sale following a extended period of inactivity included installing a battery and adding fresh fuel. This Series V 4/4 is now offered at no reserve by the seller on behalf of the owner with a clean California title.



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 1953 Morgan Plus 4 DHC bid to US\$35,000 at Mecum's Indianapolis auction but still available.



This RHD 1982 Morgan Plus 8 sold on Hemmings Auctions at US\$54,075 on May 12, 2022.



This 1967 Morgan 4/4 sold on BaT for US\$14,750 on May 17, 2022.



This 1960 Morgan Plus 4 was bid to US\$26,500 on ACC auction site on May 25, 2022 but did not sell.

Editor's Note:

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

Member's Morgans For Sale



For Sale
Coming soon!

1987 Morgan Plus 8
Royal Ivory

The ad for this car will be on the website soon.
If you are interested, send your contact details to the
editor and he will forward to the owner.



Hal Irwin's 1968 Morgan Plus 4, 4-seater
87,827 Miles
\$42,900

Professionally maintained, pristine condition
Serious enquiries only.

Contact Lloyd Reddington
treddington@pacificcoast.net



2005 Morgan Roadster
32,000 Miles
US\$75,000

Gerry Seligman at 1-206-355-3834
houseboatseli@comcast.net



PACMOG Regalia

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

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



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

\$25 CDN* (plus shipping)

Badge measures 3.5 by 4.25 inches overall

*Club members only, all others please inquire



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

\$2 CDN* (plus postage)

Patch measures 3 inches in diameter

*Club members only, all others please inquire



www.regbeercoachbuilder.ca

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

Martin Beer & Stephen Beer

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



Steve Sillett

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

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

604-530-1433 www.panelcraft.ca



AUTOBAUER
AUTO METAL RESTORATION

Terry Firestein

604 910 0857

www.autobauer.ca
autobauercanada@gmail.com

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

Pacific Morgan Owners Group

2022 Membership Application

(Please print in block letters)

2022 Membership

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

Date _____ New _____ Renewal _____

Last Name _____ First Name _____

Spouse/Partner Last Name _____ First Name _____

Address _____

City _____ Province/State _____ Postal/Zip Code _____

Phone _____ Cell _____ Work _____

Email address _____

Spouse email address _____

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

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

Engine type _____ VIN or Chassis number _____

Comments? _____

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

Engine type _____ VIN or Chassis number _____

Comments? _____

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