



The Morgan Link

Vol 5 No 10 The Magazine of the Pacific Morgan Owners Group Nov/Dec 2020



From the Editor's Desk...

It takes a community... At this time I would like to thank the people who make this magazine happen. Without these people, we would not have a full and interesting magazine. Of course, the first and most important is my wife, Susan Blake. She does the first read of the finished product and proofreads to try to find all our errors. She has also contributed photos and articles.

The following people are not in our club but have contributed their time and effort to our club. Machiel Kalf lives in Holland and contributes the Morgan Historic Register article. It would be nice if you could drop him an email commenting on his articles to give him direction as to what interests you. You could also take a moment or two to register your car with the MHR. It saddens me that we have so many cars that could be registered but less than half our members have done so. Gary Bell, writing under the name Cuthbert J. Twillie, is contributing a number of technical articles, from his home in Washington. Lorne Goldman, who moves back and forth between Quebec and Ecuador, also contributes technical articles as well as some photos and ideas for famous people with Morgans.

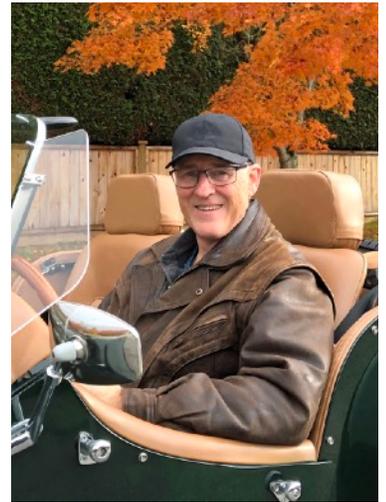
Mike Pullen, formerly with the MHR, has contributed three articles to explaining how to change your car to a 5-speed transmission. Mike writes from England. Andy Downes has contributed articles in the past and has a new one coming out next month on how he has become involved with Morgans. Andy, also with the MHR, writes from England.

The Morgan Motor Company, for which I will give credit to James Gilbert, provides us with up-to-date information on our cars, new models, and news pertaining to events and goings-on at the factory.

I will continue my gratitude to the rest of our contributors on page 3 in my Report from the Executive.

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

Nov/Dec 2020

Editor – Steve Blake

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

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Report from the Executive- December 2020

By Steve Blake, Chairman

...continuing from the Editor's Desk, I would like to thank the following people for contributing to the Morgan Link. I am very heartened to see the large number of people who made the effort to add to our magazine.

Within our club:

Dave Doroghy, Ken Miles, Pat Miles, Pat Leask, Bob Wadden, Phil Johnson, Tom Morris, Alistair Crooks, Vern Dale-Johnson, Lloyd and Treacy Reddington, Bill Button, Frank Gruen, Jane Cowan, Doug Barofsky, Rudi and Patty Koniczek, Don Allen, Brian Nixon, Tom Everts, Bob Sterne, Les Burkholder, Chris and Alayne Brunt-Tompsett, Peter Newton, Bob and Leah Adair, Don and Karen Morgan, Dave Collis, Dan and Judy Kelly, and Lesley Douch.

Additional outside contributors:

Eric Wiener, Pater J. Ballard, John and Barbara Burk, Kyle Smith, J. Paul Nesse, Grace Houton, Nigel Matthews, Robbie Syme, Lawrence Lowe, Mike Duff, Lori Van Houten Frick, Tom Gatsoulis, Matthew Dowell, and Keith Martin,

Please, make a point of thanking the contributors when you see them. A little praise from you makes it easier for me to twist arms to write more! I am always looking for new writers and contributors. If your name isn't on this year's list, maybe see if there is something you can contribute for next year. Remember it is your club and your friends will enjoy reading what you have to say.

The year is not over yet and a drive is planned for Boxing Day. Cross your fingers we don't have rain for this last run of the year. Maybe a white Christmas? Get out your Morgan sleds! I do remember one snowy drive we had several years ago.

New Members

Brian Lillos
Looking for a Plus 4

Welcome Back!

Larry and Vicki Vandermay
2000 Morgan Plus 8
1959 Morgan Plus 4, 4-seater

PACMOG Directors

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Island and Inland

Liaison

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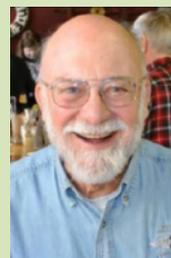
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Inter-club Liaison

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Membership, Regalia

Brian Nixon

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Non-voting member attending
Board Meetings as Secretary

Pat Miles
Pat_Miles@hotmail.com



Cover Photo Credit:

This month’s cover photo was taken by Susan Blake with the Blake’s house in the background for Christmas.

Contributors

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

Dave Doroghy, Ken Miles, Pat Leask, Susan Blake, Bob and Alexis Wadden, Pat Miles, Lorne Goldman (GoMoG), Tom Morris, Machiel Kalf, James Gilbert (Morgan Motor Cars), Alistair Crooks, Frank Gruen, Don Allen, Dan and Judy Kelly, Rudi and Patty Koniczek, Mike Pullen, Lesley Douch, Matthew Dowell, Cuthbert J. Twillie

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

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.

Season's Greetings!



**WISHING ALL OF
OUR FOLLOWERS A
VERY MERRY
CHRISTMAS**



Morgan Motor Company
<https://www.morgan-motor.com>
<https://twitter.com/morganmotor>
<https://www.instagram.com/morganmotor/>



Merry Christmas from Rudi and Patty Koniczek



Merry Christmas from Dan and Judy Kelly



Merry Christmas from Bob and Alexis Wadden



Merry Christmas from Ken and Pat Miles



Merry Christmas from Melvyn and Sindy Rutter



Merry Christmas from the Balvenie Distilleries, makers of single malt Scotch whisky



Good morning Morgan lovers,

Christmas time is always a special time! We have a little more time for ourselves and our relatives, and usually it's time for reflection. We are approaching the end of 2020, which is extremely difficult and, as it turned out, unpredictable.

No matter where in the world we live today, everywhere we felt the effects of what shook us without borders.

Therefore, bearing in mind this special time, we wish to wish you a lot of health, family warmth and peace of mind.

Let these special moments spent together with your family give you strength and enthusiasm for the new 2021.

Be happy and Merry Christmas, wishes the team of organizers of the International Morgan Rally in Poland!

We are waiting for you! See you soon!



Merry Christmas from the Morgan Sports Car Club of Poland

AGM, Dues, Meetings, Snapshot Contest

Dues!



Don't forget to send in your 2021 dues by December 31, 2020 to
Ken Miles, the PacMOG treasurer at
15410 Kildare Drive, Surrey, BC V3S 6B9



Annual General Meeting



Mark your Calendars!
Our AGM is being held by Zoom Meeting on
February 3, 2021 at 7:00 PM
You will get a Zoom invitation prior to the meeting.
Watch your emails for notification of the Meeting and Director Reports.



Meetings

It is possible for us to set up meetings for different groups using Zoom. For example, if you wish to have an Island group meeting, or an interior group meeting, or a meeting of Plus 8 owners, or ???, we can make it happen. Our Zoom licence is for unlimited time, not just for 40 minutes like on the free licence. No more being cut off in the middle of an interesting discussion. Speak to Steve Blake if you wish to have a Zoom meeting.



Snapshot Contest

Our Annual Snapshot Contest is just about over! You have until **December 31, 2020**, to submit your photos for the contest. The earlier you submit them, the longer they will be seen prior to voting.

We please ask that as many of you as possible vote for your favourite photos. You have until **January 31, 2021**, to select and enter your choices.



Director's Zoom Meeting - November 18, 2020

London to Brighton Commemorative Run 2020

By Steve Blake

Unlike the real event in England that was cancelled for 2020, the Old English Car Club of Vancouver followed Churchill's advice "to soldier on" and ran a successful London to Brighton Commemorative Run on November 1, 2020. Of course, the run was different this year as we had to make adjustments due to government and health department rules around staying safe during the pandemic. This meant that we had to limit the number of cars participating and actually had two flights, leaving an hour apart. We needed to social distance and registration procedures were streamlined using a drive-through process that lessened contact between people.

The weather gods smiled down on us again this year as we were greeted with sunny skies on this cool brisk day. It was great Autumn weather with the leaves on the trees showing their reds, oranges, and yellows and best of all, no rain!

As we got nearer to the starting point at the Delta Heritage Air Park, we could see a huge plume of smoke rising from what appeared to be the little airport. The police had the roadway blocked off allowing emergency personnel only to pass. I spoke to the Delta policeman and was assured it was not a plane crash but a structure fire west of the airport. Turns out the fire was in the delivery and receiving area of a medical marijuana greenhouse complex. The smoke was blowing away from us, which was a good thing!

We had to backtrack and go over the freeway and wind our way east and then south again to access the Airpark from the opposite side. Because of this, many cars were late to arrive. However, all was good and the participants started to leave on the self-guided drive pretty much on time. From our club we had Dave Collis in his Ford Anglia, Jon Moss and his son in their Plus 4, Chris and Alayne Brunt-Tompsett in their Plus 4, Tom Morris and Elaine Davie in their Plus 8, Ken and Pat Miles in their Plus 8, and Steve and Susan Blake in their Plus 8.



The drive wound us through the Fraser Valley passing vineyards, blueberry fields, cranberry bogs, a beaver lake, mushroom farms, horse and cattle ranches, and various other agricultural endeavours. Jon Moss had to split off half way through as his brakes were not responding well due to air in his lines. At one point, we came across two forlorn Triumph TR-6s who could not fathom how to get back on track after making a correct wrong turn! It turned out the instructions pointed us to turn left instead of turning right. We got the TRs pointed in the right direction and continued on our way. Dave split off back to Maple Ridge, Chris and Alayne broke off in Surrey to go home and Ken and Pat escorted an older couple from the OECC home to Delta. Unfortunately, the wife had a fall after getting out of their car and broke her leg necessitating an ambulance to the ER and a hospital stay.

Tom and Elaine followed us back to Tsawwassen and we stopped at the Rose and Crown Pub for lunch. The British theme made it an appropriate end to a fine day of motoring.



(Steve Blake Photos)

Christmas Zoom Meeting

December 16, 2020

The directors voted to buy a Zoom meeting licence so we can have meetings that last longer than 40 minutes. It gives us the opportunity to have guest speakers and presentations that will go over 40 minutes. We plan to have one coming up soon on Morgan history. On December 16th, we have our first trial with members gathering around their computers to wish each other the best of the season.



We just completed our Zoom session and it went well. 20 members joined in the celebration and we were introduced to a number of "little" members of the families. Three dogs, two cats, and a cockatiel joined in the celebration! It was great to have a diverse group with people joining from Sechelt, Saltspring Island, Victoria, and scattered parts of the Lower Mainland.

Thanks to John Rennie who put together a slide show, accompanied with music, of the 2019 Van Dusen ABFM. It was a great memory of an event we all missed this year. However, I did receive my dash plaques in the mail for the ABRM and the Whistler run, even though they were canceled events. Next year! Thanks to everyone who joined in and we wish you all a very Merry Christmas and a Happy New Year!



The Morgan Link

Badges for the events not held this year. Hopefully, the Grinch who stole Christmas will allow us to participate in these in 2021!



Nov/Dec 2020

Changing Up

By Steve Blake

For the past several years, I have been thinking about buying a Morgan Plus 8. Now don't get me wrong, I really enjoyed my 1962 Plus 4. It was just that it did not have sufficient power to keep up with the big dogs when we were on drives. We would all be together until we hit a steep hill. At that point, the Plus 8s would roar up and the rest of us would follow a mite behind. Driving Lamborghinis and Ferraris for the past 12 years and using a Porsche as my daily driver, it seemed out of place not to have better performance with a Morgan.

I looked at several Plus 8s over the years but was never fully committed until the pandemic lockdown gave me more time to do my research on the cars. I figured either a Plus 8 or a Roadster would give me the outcome I desired. Roadster's with the Ford V-6 were limited in choice. Bringing one to Canada meant finding a 2005 model built before the end of 2005. 120 or so of these cars were brought into the USA but a number were built in 2006. Prices on ones available ranged anywhere from US\$50-100,000. Plus 8s, with the Rover V-8, were easier to find and we could import any from 1968 to 2004. I wanted a newer one, with at least the 3.95 litre engine, so chose to target cars built between 1990 and 2003.



Bring-a-Trailer had the odd one as did Hemings. I did Internet searches and found a few suitable candidates. One belonged to our PACMOG member, Peter McIntyre, who is living in Arizona. His Plus 8 was moved to Morgan West for sale. I phoned Dennis Glavis at Morgan West and was informed that Peter's car had just been sold. However, after telling Dennis what I was looking for, he came up with a suggestion of a 1991 Plus 8 with only 9800 miles on it, that they had recently acquired.

This 1991 Morgan Plus 8 was owned by Michael Kitteredge in Massachusetts. Kitteredge had started up the Yankee Candle Company which became the World's largest seller of scented candles. As a youngster, Kitteredge saw home-made candles for sale at a craft market and thought he could do that to make some money. He started by melting crayons. His parents wanted him to go out and get a labouring job but Kitteredge figured he would sell candles until he made enough money to buy a car. He ended up selling his Yankee Candle Company for \$500 million. As part of his corporate main store, he had a Christmas market and a car museum. Kitteredge put 26 of his own cars, including the 1991 Morgan Plus 8, and another 50 belonging to local collectors

in the museum. When he sold the company, the museum was closed and Kitteredge moved his cars into a purpose-built warehouse for his collection. The Morgan was with Kitteredge for about 27 years until he passed away at a young age of 67.

Dennis Glavis and I entered into a short negotiation and quickly agreed on a price. I was extremely pleased with the information I was given and how easy it was to work with Dennis and Morgan West. Because of the closed borders, I was not able to go to Santa Monica, California, to drive the car home. I phoned Wayne Linfoot, who has shipped cars for me before, and arranged for him to bring the Morgan home. All went very well and I now have collector plates on my new Morgan and am ready for the next club drive.

(Steve Blake Photos)



3 Wheeler

Plus 4



Plus 4

Plus 4



MORGAN THREE WHEELER

3 WHEELERS:

NEW 2021 Morgan 3 WHEELER
Fashioned after the 2010 Geneva Show "RAF Spitfire" Edition

NEW 2020 Morgan 3 WHEELER
Heritage Edition

2014 Morgan 3 WHEELER
Polished alloy Brooklands Edition, #50/50, 5.8k miles // SIGNIFICANT PRICE REDUCTION ON THE MOST SOUGHT AFTER COLLECTIBLE MORGAN 3 WHEELER!

ROADSTERS:

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

NEW 2019 Morgan 3.7 V6 ROADSTER
Tribute '65 America, Avril Blue Pearl Met./ Saddle Leather with tan piping and accents, mohair top, alloy wheels, A/C in stock

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

NEW 2011 Morgan AERO SUPERSPORT Black with Deep Grey Metallic wings and wheels, black leather 200 original miles // NEVER REGISTERED, 1 OF 33 MADE

2005 Morgan ROADSTER Acura Molten Copper Metallic exterior (special order) Yarwood Tan leather

Morgan +8+ conversion in 1995 by ISIS Motors included stock LS 1 Chevy, 6 speed, 4 wheel disc and alloy body, galvanized chassis

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

1977 Morgan Plus 8 Rolls Royce Shell Grey/Red leather

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

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

1963 Morgan 4/4 BRG body Black wings, Black leather // JUST ARRIVED

1963 Morgan Plus 4 Connaught Green, cost no object restoration of a standard Plus 4, true Pebble Beach quality restoration // INSTANT FUN OR CONCOURS WINNER

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

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

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

OTHER MARQUES:

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

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



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

Making a Sun Top for a Morgan

By Pat Miles

The material that I used was white denim that I preshrunk by washing but I have seen sun tops made out of Sunbrella which is a fabric that they use over here for making sun umbrellas. I used denim in the first place because it was cheap and I was experimenting but have found it very satisfactory and now have tops for both cars made in denim. It is also easy to wash in the washing machine, which I do quite frequently as it gets marked by flies.

Amount needed. I fasten up the bows for the top to the front windscreen with a piece of string. The denim is wide enough and the amount I buy is measured from the windscreen to the back bow, with ample added on for turn ins and binding. I also made a pouch to keep the top in, out of the spare material. Other materials are Velcro – at least twice the width of the top and both hooks and loops sides. (My first top had snaps but they did not work as well as the Velcro.)

Fittings to fit it onto the front windscreen. I have 9 posts so I bought 9 fittings which come in two parts. This is the most expensive part. We can get them at the local hardware shop. These I put on by hand using a hammer and a sharp knife just to help the prongs get through the canvas. I cut the holes in the denim for the windshield posts to get through the canvas with a pair of nail scissors.

Method. Lay the fabric on top of the car with the bows up. Fold over about 1¼ inches of denim at the front and then fold it over again to make a piece that is three layers thick. I then put on the front 7 fasteners for the windshield leaving one missing on either side. Make sure that you pull the fabric reasonably tight side to side. (I find it best to do this one at a time and fit every time.) Before putting on the outside fasteners, make a small dart in the fabric and sew it. I have done this to the inside of the fabric so that the dart does not show. Rather tricky but it looks better and you can fit as you go. When it looks as if it fits, put on the final two fasteners. The dart is about half way between the end fasteners and the ones on the flat part of the windscreen where the windscreen curves. (You will also have lots of fabric extra on the sides.) I pull the denim fairly tight and pin it to the back bows. You then make two darts on either side (from the inside) on the side of the roof and at the bows position. Sew these.



Now do the back fastening to the back bow. I wrap the denim around the back bow and double it back on itself for about an inch and a half. Difficult to explain but I make a kind of wrap round the bow with a double piece on the underneath piece. You have to make darts at the side of the back wrap around for it to fit properly. I then sew Velcro on the inside of the roof and the piece that I have doubled over so that they will stay together with the bow inside the denim. I cut round the webbing that stops the bows from coming too far forward and zig-zag the cut fabric to stop it fraying. This is where I used snaps in my first design and it does not work well at high speed. The Velcro holds up very well. Just a little more to go!

Make a tube of denim and Velcro that will wrap round the front bow. (The Velcro holds the denim round the bow across the full length of the top and a little 2-3 inches down the side.) You have to leave spaces again for the webbing. Sew some strengthening fabric onto the inside of the denim top where it touches the bows. I turn in small hems so that there are no edges to fray. (I think that you should have two bows.) Now sew the tube made earlier to the strengthener and the top on the front bow by opening up the tube and sewing with a double line of stitching about half an inch apart. The tube can then be held with the Velcro round the front bow and this holds everything firm when you reach high speeds.

If your car does not have webbing from the back bow to the car then you have to make two three-thickness folded strips of fabric from the back bow to one of the turn fasteners on the back of the car. I found it really good as it also provides an easy method of making the top tighter by putting tucks in the strips.

All that is left now is to trim the sides to the length that you like and bind the edges. I have bound the edges with some of the denim but I have seen the edges bound with a contrasting colour bias tape that matches the colour of the car. Looks quite effective.

This is very difficult to explain so I hope you understand. Email me back if you have questions.



Or you could go with this 3-wheeler option when you have no top bows!

Lesley Douch Awarded a Life Membership in PACMOG

By Steve Blake

It is a great pleasure for the Executive of the Pacific Morgan Owners Group to recognize and award a life membership to Lesley Douch. She and her late husband Ken Douch were very active in the Vancouver Island Morgan community. Lesley joined PACMOG to keep the connection and follow the events and activities of our group.

As you may have noticed, their cars have passed to their niece and two nephews in Ontario. Last month, the three joined PaCMOG and we are very pleased to have them join our group.

Lesley joins Gil Seager and the late Rosemary Powley as life members of our club. We hope that she joins in our events and if she desires, we will try to find her a ride in a Morgan for that event.

We also look forward to our new Ontario members, Hilary Woods and John Sledziewski, Mark Woods and Karen Lee, and Paul and Hope Woods, to join us in our events when they travel to the west coast.

Lesley has submitted the following photos of her and Ken and a story on the next page about them focussing on Ken's his love for Morgan automobiles.

Upper right: Ken and his 3-wheeler Mk II SS
Right: Ken and Lesley in their 3-wheeler
Below left: Ken and Lesley with their Mark 8
Below right: Ken and Hilary Woods in 1969 Morgan 4/4



Ken and his Love for Morgans

By Lesley Douch

Ken's first Morgan was a 1938 JAP-engined three-wheeler, as his parents did not want him to drive a motorbike (to and from the Royal Aircraft Establishment in Farnborough where he was an apprentice - becoming one of the "new" turbine engineers)..never look a gift-horse in the mouth, especially if you have motor-bike friends who are only too happy to help you out. Ken made many life-long friendships there and several are still around, including Roger Peart, (recently retired from the FIA and designer of the Grand Prix circuit on St; Helen's Island in Montreal).

Ken lived in Canada without Morgans for many years, but satisfied his sports and race car love with Lotus: Seven, Super Seven, Elans (one of the sports cars I really enjoyed driving as just my size!) Europa and Lotus Cortina. Our first car when married in 1964 was a 1963 MGB, which we drove throughout the year (as we were living in South Shore Montreal, driving could be interesting in winter). He had a few Jaguars, including an E-type in which we tried not to drive at night, as we either drove or had lights (Lucas, Prince of Darkness strikes again).

Throughout the years, a nostalgic Ken was always on the look-out for the three-wheeler of his youth, so was happy to find one in North Carolina in an estate sale. He insisted on buying it, even though aware it was a bitsa (some parts 1939) and not even JAP-engined. However, it had been recently "restored" and looked beautiful. We enjoyed it in spite of its faults and kept it until he decided he could no longer drive and gave it to nephew Fred (Paul but rarely called that) Woods in Ottawa.

In 1980 a friend found a 1934 very original Lagonda Rapier in England and we imported that, hoping to get round to it sometime; it stayed in the garage until we moved to the Island (1997), where it was finally restored to better than new with exterior bodywork done by craftsmen and the wood and engine work by Ken - a truly engrossing retirement project. Ken's sister has been enjoying driving it and winning trophies and accolades in the UK for a few years now. Luckily, like Ken, both she and her husband are motor-heads so do the vast majority of any necessary work themselves.



Once we were lucky enough to meet Treacy and Lloyd Reddington and the rest of the Island Morgan group, Ken decided he had to have a Morgan he could drive more often than the trike, and Woody (John Woodburn) wanted to sell his 1968 4/4 - an excellent fit for Ken (but not for me unfortunately - wrong leg length). This car stayed with us until Ken gave it to niece Hilary Woods in Toronto.

Ken thought we should have a Morgan I could drive so bought a 1983 +8 from Laurie Povey, who had decided he was unhappily too tall for it. I found the braking too heavy to be comfortable (and prefer to be driven rather than driving - sorry but maybe getting old does that!), however Ken was delighted anyway and really enjoyed the extra power. Nephew Mark Woods now owns this in Mississauga, having found that the Lotus Elan originally passed on to him was too small for him and his wife (I did say it was my size!). Ken held on to the +8 after Hilary and Fred had taken on the other two Morgans, and still owned it when he died.

Have to say that the Morgans were driven to many events here and on the mainland, and Ken always had a great time working on cars (his or anyone else's) and talking to like-minded and interesting folk wherever he went. Our membership in the Morgan Club was one of the highlights of our life on Vancouver Island, and we met so many engineering enthusiasts through it that even Ken's love of all things with engines was satisfied (almost).

Don't have a warm garage?

By Pat Leask

I was visiting a (non-Morgan) car friend the other day, and outside, under his carport, he had what is called a "Car Capsule". These are basically inflatable bags, I guess, made for storing and protecting a car (or anything really) away from the elements. For those who do not know what it is, think of a giant bag that you would drive into, with a small fan that inflates the bag. Air is constantly being pushed in via this small fan, and thus, pushing out the old stale air while also keeping the bag off the car's painted surface.



The base is a strong durable rubber, probably because you are driving the car on to it, and of course would normally sit on a concrete floor. Around the perimeter is a zipper attaching the bag section to the floor.

The car he had stored (Bentley) has been there for 3-4 years, he deflated the bag to show me the condition of the car. I was truly impressed; there were no issues at all with the wooden dash, or any mold on the seats. The aluminium showed no pitting or signs of corrosion and the interior was perfect. I was really impressed.

I did a quick search for this article and found the original Car Capsule here <http://carcapsule.com/carcapsule-18-indoor/> . They come in different sizes, and I'm guessing the cheaper the capsule, the thinner the plastic. I'm sure if you do some homework, you could locate much the same thing at a reduced cost, but I'll leave that to you.

Other companies making a similar product are:

Carcoons at <https://carcoonamerica.com>

Airflow at <https://www.airflow-uk.co.uk/product/car-airchamber/>





Morgan Historic Register (MHR)

By Machiel Kalf



“Vintage”

Dear Morgan friends,

In this (little) part of the world, to be precise, Holland, we have, from time to time, a “hype”. At the moment, “Vintage” is hot. I don’t know how this theme has caught on with you, so I thought I would tell you more about what’s going on here and later, you can share how it is in your part of the world.

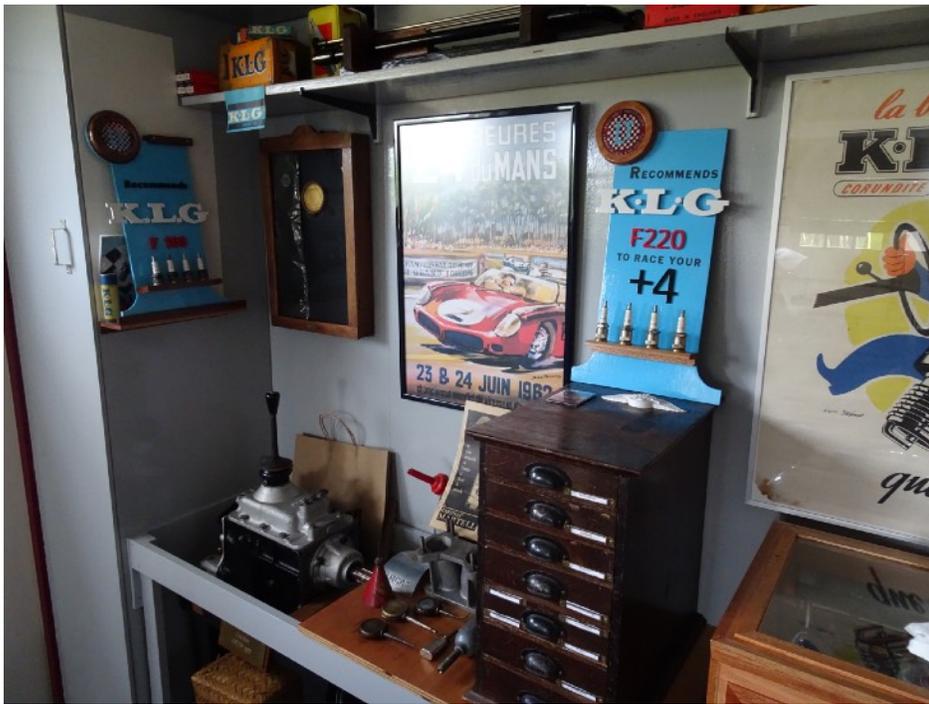
For years, we already have parties with a theme and the dress code could be “vintage”. So, everybody comes in a vintage outfit, or something that looks like vintage. In 2012, the Morgan Club in Holland was celebrating “40 years MSCCH”. The dinner and dance on Saturday evening had this as a theme as well. Personally, I had my doubts about the way the visitors would like the idea, but I was very surprised to see how much fun they had because all the vintage hype.

At the moment, the record players from, for example, Thorens or Dual, and of course, the good old vinyl records are “in”. You can see many new types of record players in audio showrooms! Of course, some of them have a vintage look. There are fairs where they sell old, second hand and brand new records. People pay a lot of money for an original first stamp record of famous artists including records from the time of the Big Bands and famous pop groups like the Beatles and the Stones. What do you think about Elvis Presley! Prices like €100,- are “cheap” for the real stuff.

Sometimes, my wife Ingrid and I go to the Autojumble at Beaulieu in the South of the UK. Mostly that’s the weekend before the Goodwood Revival. The Autojumble has over 1500 stalls..... it never happened that we have been able to see them all during the two days we go there! There is a slogan about this event: if it isn’t there, it doesn’t exist anymore! We have found a lot of original Lucas parts for our Morgans and for a very interesting price. For example, an original Lucas distributor cap, with original rotor and a contact set sells for £6,-. At home, I now have enough of them to last the rest of my life.



(Machiel Kalf Photos)



I am not saying everything is cheap over there, but with a little bit of luck, you can buy interesting stuff. It depends if some items are part of the “hype” or not. Stuff that some people collect, like advertising stuff for oil brands or spark plugs, could be expensive. The weekend after the Auto Jumble is the “Goodwood Revival”. If you ever have the possibility to go there, please do! It’s by far the best historic race event in the world. Maybe you are totally not interested in historic racing. Belief me after visiting this event, you know better! 95% of the visitors are dressed up in something that was

fashionable before 1965. 50% of the visitors are ladies! The races are very serious! It doesn’t look like a parade with more speed than normal. Winning a race at Goodwood is really something special. The average number of visitors, per day, is around 100.000! Don’t worry, it works fine. Everybody who goes there is in a good mood and the atmosphere is very cosy. All the buildings and artefacts you see there are in the style from before 1965. I can write pages about it, but if you Google it, you will see what I am talking about. Oh, yes, sometimes there are Morgans racing as well!

Vintage is hot in the world of films as well. Recently there was a new film called Le Mans. The story is the battle between Ford and Ferrari. We have seen the film twice..... and enjoyed it a lot, especially the quality and attention to detail which is very good.

At the moment there is a film called “The Queens Gambit”. It’s a fictional story that follows the life of an orphan chess prodigy, Beth Harmon, during her quest to become the world’s greatest chess player, while struggling with emotional problems and drug and alcohol dependency. The Queens Gambit is a chess opening. The story begins in the mid-1950’s and proceeds into the 1960’s. Because of the success of this film, people are interested in the clothes from that period, the hairstyle etc. Shops with vintage clothes are doing a good business.





Vintage Watches. Maybe you noticed that some watch brands are very popular for collectors of vintage watches. Some brands, like Rolex or Heuer, are extremely popular. In 1972, I worked for Heuer in Biel Switzerland. At that time a Heuer Carrera chronograph was around Fl. 800,- That's less than €400, - in modern money. Now you pay at least €4000, or for the very collectable models, even €10.000 or more. If you see the prices for what they pay for the Rolex watches at auctions, it goes over the moon. Vintage is hot!

So, I wonder will the "vintage" craze have any influence on the interest in old cars and, of course, specifically; the Morgans from the 50s, 60s or even the 70s? I know that there many older Morgans in your club. How does it works

in your club? Or how will prices on the cars change? Suppose that the prices for some Morgan models are going up and in other countries they like to pay top prices for something special you own. Will that be the reason to sell your car(s)?

Did you organize an event with a dress code from the period your Morgan(s) where built? I remember that there was a period when it was fashionable, in the Concours world, that the participants dressed up in an outfit matched with the year their car was built. Have you done that in your club?

I look forward to your responses or maybe even ideas about Vintage plans or ideas.

Machiel Kalf machielkalf@ziggo.nl

Email your vintage ideas to Machiel, or send him a photo or two of maybe a watch or some other vintage joy you have. If he gets some responses, he will do a followup and share your stories or ideas with the rest of us.



The Morgan Link

MORGAN WEATHERVANE

No Morgan in the garage? Motorgifts offers 30-odd alternative designs to please owners of DB5s, E-types, Minis and more. The weathervanes are fashioned from steel here in the UK, and will wear a miserable winter without complaint, unlike the cars that inspired them!
From £170. motorgifts.co.uk



Authors Note:

This article was written in 1986, and all part numbers, FINIS codes and prices were correct at that time; mileage with the 5-speed gearbox is now over 80,000. Do please do your research and be aware of the price increases. Take care and remember the old adage of "measure twice – cut once".
Mike (September 2020)

Five onto Kent will go!! - Part II

..... or the fitting of a Ford 5 speed gearbox onto the 'Kent' 1600cc engine

By Mike Pullen

PART 2

In Part 1, the modifications that I made to the chassis were covered in some detail; this continuation covers the engine to gearbox engineering and the final details. The modifications that I made to the chassis were, in my opinion, necessary to maintain the ideal drive alignment from the engine, through the gearbox and onto the propeller shaft. I feel that it would be possible, but troublesome, to accommodate the deeper casing of the 5-speed box by adjusting the height of the engine/gearbox mounts and the exhaust manifold outlet; but for the alignment reason above, I chose to modify the chassis. Also, as my car is still on the original chassis (1971) and outwardly in excellent condition; it seemed a useful opportunity to check on the internal condition of a cross member. It was quite rusty!! My cross members were drilled (from underneath when I rebuilt the car in 1980) to allow injection of Waxoyl; and then plugged with blind grommets.

THE GEARBOX

Basically all the parts required are available from your local Ford Dealer, breakers yard, or from the Morgan factory. The gearbox part number is 839 T ED from, I understand, a 2.0ltr or 1.8ltr Sierra; and before even thinking about mounting it, attention must be paid to the speedometer gearing. To do this the tail shaft housing must be stripped off and the helical gear pressed onto the tail shaft must be changed for a 7 tooth gear. You may be lucky and find that your gear box has the 7t gear already, it can only be 7 or 8 tooth (I am told), and Murphy's law meant I had the 8! I used a Haynes workshop manual covering the relevant Sierra; this is by far the safest way of making this change. The driven pinion used had 24 teeth and this can be fitted after the box has been installed; this pinion is retained by a 'top hat' retainer with a small oil seal on the cable side. The 7t and 24t gears are correct for a 4:1 differential (as in my car); if your differential ratio is different I can only suggest you have a word with your Ford Dealer. I feel confident that the 7t gear will be correct for any Morgan with 15" wheels; so as the 24t gear is easily fitted later, trial and error could be the only solution. My car speedo displays 33 mph when doing 30 mph.

Ford 'FINIS' code numbers:

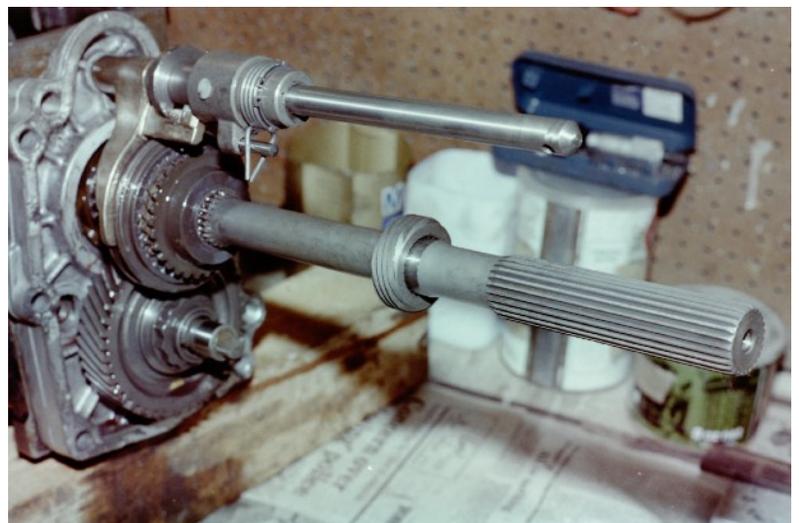
7t gear – 6095065 (839 T 17285 BA) £6.57

24t pinion – 6011058 (72 BT 17322 CA) £3.20

Oil Seal – 1579860 £1.06

Retainer – 1425662 £0.40p

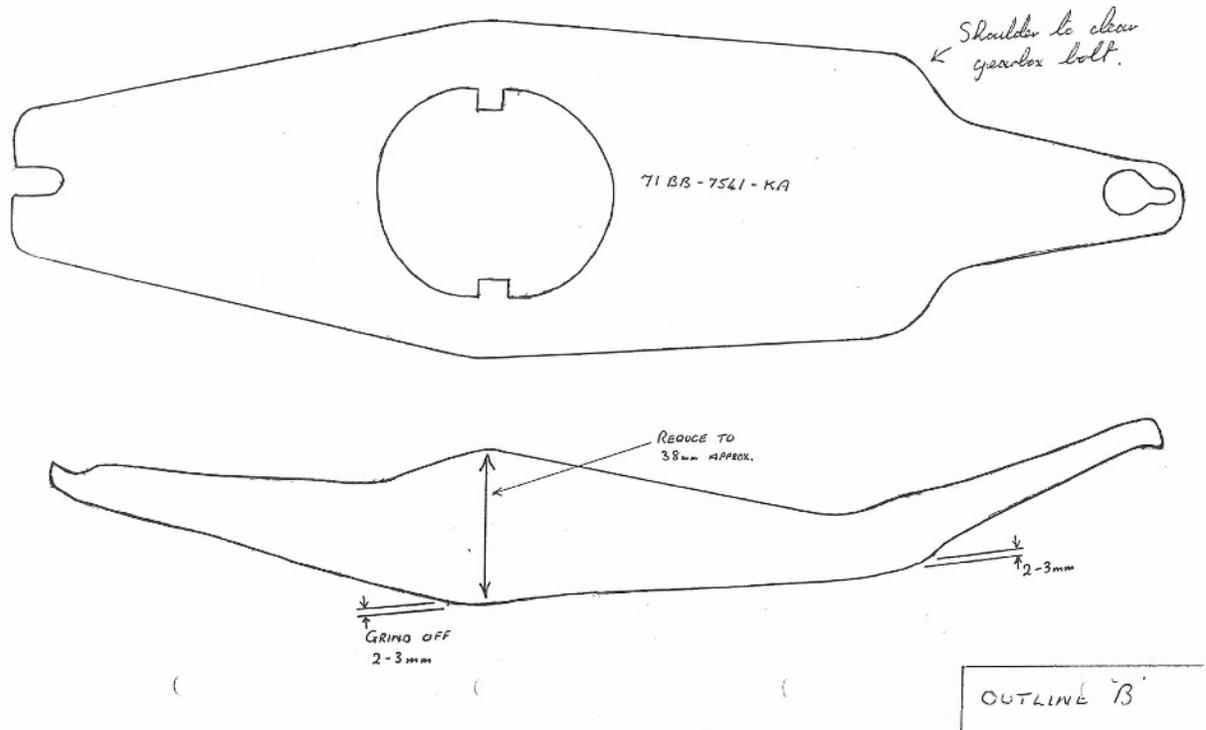
Do not forget to use new gaskets when reassembling the gearbox – there are two of them. There is also a gasket needed for the bell housing to g/box joint; part number 71 BB 7A 619 AB (or AA).



Fitting new speedo drive gearing

THE BELL HOUSING AND CLUTCH

The bell housing needed has the part number 71 BB 7505 AC and this number will be found cast into the rear face; this item came from my local breakers yard and was together with the clutch arm, part number 71 BB 7641 KA. Check that both items are in good condition and try to keep all the bolts. Expect to pay around £10 - £15 for these items. The small amount of wear on the clutch arm fulcrum shoulder in the bell housing was ground off with an angle grinder – the locating pin will drift out easily from the outside rear face.



The big problem with straightforward mating of engine to gearbox is that the 'Kent' flywheel is 9mm further from the engine block than on the Sierra 'Pinto' engine. This means that the required measurement for clutch operation is reduced by 9mm; consequently every available mm must be preserved. To this end I ground 3mm off the clutch arm fulcrum, 3mm off the rear edges of the clutch arm (see sketch) and 3mm from the end of the trumpet (the part the release bearing slides on.) Further, and for two reasons, I used two engine plates (plate between engine and bell housing); this gained another 1mm and saved the need to make a special. The original 4-speed engine plate was lined up on the new 5-speed plate and certain unwanted bits of each plate were removed. The starter motor area of the 5 speed plate is wanted – so remove the 4-speed starter motor bit etc., etc.. If you approach this with care it will soon become evident which bits to modify; a pair of engineering drawings (tracings) scanned to TIFF files is available by email, and should be printed to full size (A3 or equivalent) and used to compare with the engine plates to be used (contact mikejp.51@gmail.com). A scale is included on the drawings to ensure they are printed full size (1:1). The 4-speed engine plate has Ford part number 691 M 6A372 BA (FINIS code not known); and the 5-speed engine plate number is 73 HM 6A372 DA with FINIS code 1545267 at £11.85.

Turning now to the flywheel and clutch; the first thing to discover is whether you have a 190mm diameter clutch friction plate or a 215mm diameter. This can be ascertained by measuring the PCD (pitch circle diameter) of the pressure plate fixing holes; 225mm for a 190mm diameter plate and 246mm for a 215mm diameter plate.

Ford numbers for a 190mm plate:

Pressure Plate – 83 BB 7563 AA (or BA)

Clutch Plate – 83 BB 7550 DA (or EA)

Ford numbers for a 215mm plate:

Pressure Plate – 83 BB 7563 CA (or DA)

Clutch Plate – 82 BB 7550 FA (or JA)

My car had the 215mm diameter plate and so the items used were as follows.....

Pressure Plate – 83 BB 7563 DA – FINIS Code 6107852

Clutch Plate – 82 BB 7550 FA – FINIS Code 6107845

Note: (Remember these are old prices)

The 'FA' plate has been given an alternative FINIS code of 1637191

The pressure plate cost £37.53 and the clutch plate £23.40, both were genuine Ford parts.

The release bearing used was a particularly shallow one and had the Ford part number 83 BB 7548 AA,

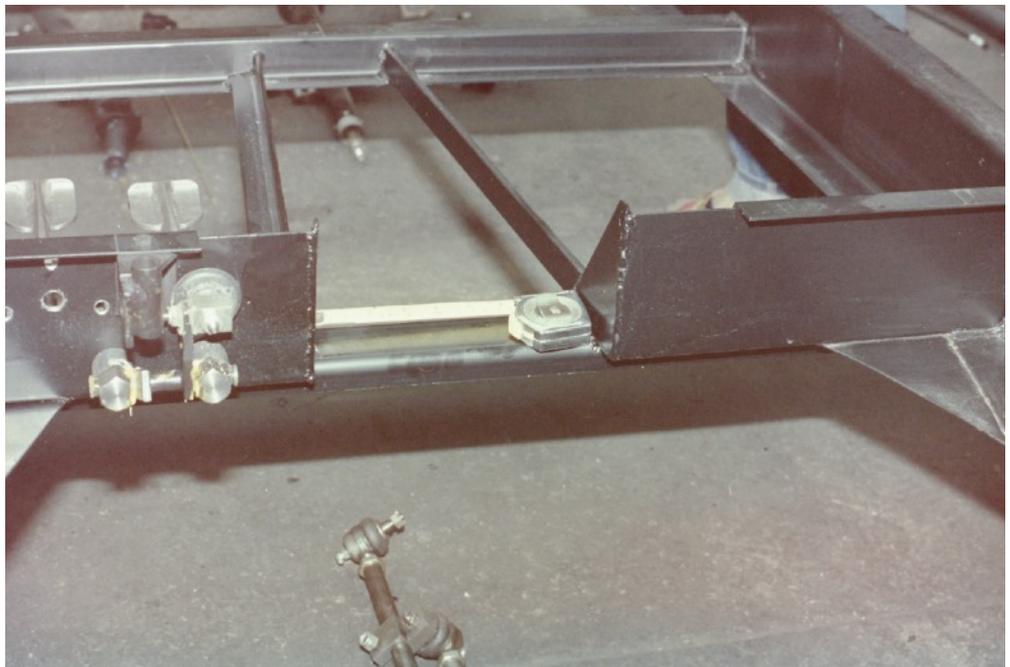
FINIS Code 6124270 at £11.30, and a further number of ECB 113.

When assembling all these items, lubricate all bearings and use new spring washers on the pressure plate bolts; it is also a good idea to replace the 6 flywheel fixing bolts. Check that there is a recess in your flywheel to clear the clutch friction plate hub; it should be 130mm diameter and 2-3mm deep. Why not have your flywheel lightened while you are at this stage?

Now a trial assembly can be attempted; take note that the bolts on your old 4-speed bell housing will probably be 3/8" UNC as mine were. Whereas the new bell housing is metric (10mm dia); I used M10 x 30mm high tensile bolts for this, and the original UNC bolts where bolting into the Kent engine block. If all looks good after assembly and you have 5 to 7mm clearance behind the clutch arm when it is resting on the pressure plate fingers – BOLT UP TIGHT and go for a pint, it is close to installation time

THE INSTALLATION

If your car has the older method of clutch operation and uses a rod directly connected to the pedal, this must be changed to a cable operation. All the parts are available from the Morgan factory, but there are two lengths of pivot bolt. The correct ones for an early car are longer; perhaps the best solution is to buy the early ones and cut to length if too long. Alternatively measure your cross member width and advise the factory stores department accordingly. To describe the fitment of a cable clutch pivot assembly is probably unnecessary, when the best solution is to have a good look at a later car that already has it. The various parts of the pivot assembly cost only a few pounds (less than £10) with the cable available from the factory or your Ford dealer on part number 74 EB 7K553 HB.



1985 Aug MMC factory visit, 44 chassis for 5-speed gearbox

Now comes the installation. Depending on the amount stripped off your car at this stage, you may be able to install engine and gearbox as one item, or have to separate them. You can use the same gearbox mounting, but will have to reposition the support bracket; whilst doing this I reduced the height of this bracket to about 1 ¼" to obtain a better operating angle on the front universal joint.



The propeller shaft used was the current item as fitted to the XR3 engine Morgan 4/4; alternatively you could possibly modify your existing one with the larger gearbox splined yoke – your choice! I used the new shaft and put the original into stock; the new shaft cost around £110 from the factory. If all has gone as well as it did for me, all that is left now is to fit the gear lever and connect the speedometer cable. Following that it should just be a case of refitting the tunnels, front floorboards (if you removed them) and making ready for a road test. The current method of attaching the speedo cable is to bring it straight into the drivers footwell. However, on most (if not all) of the Kent engine cars, a Smiths right angle drive unit was used to enable the cable to lay along the gearbox and then up to the dashboard through the bulkhead. It was at this stage that God smiled on this project! I tried fitting the right angle drive onto the new box, and it fit exactly; all that was needed was to re-shape the forked bracket and drill out the blind cast hole nearby for a fixing bolt. The use of the original cable ensured that no problem were encountered in trying to fit a new cable to the older type of speedometer.

When fitting the gear lever I found that the length of the standard lever was too long; so I removed 1 ½" and re-threaded it (10mm) to suit the gear knob. The rear tunnel will go on as before, but the front tunnel can either be pulled out on the nearside to clear a bulbous part of the gearbox or re-shaped to accommodate the wider part of the box; it should be a simple tin bashing job not needing explanation here. The next stage is to run a close check on everything that has been done and then fit all the ancillary items back on ready for a road test – DO NOT forget the gearbox oil! Whilst on the subject of oil, I was advised by an experienced Ford mechanic to use EP90 and not the thinner oil specified for the 5-speed box; this was because the layshaft bearings last a lot longer on this. I am still using EP90 after 80,000 miles (2020).

The details that I have given are as accurate as my notes and memory allow, but please do not hold me to any inaccuracies; the basic guidelines are correct as are the part numbers; and the proof is sitting in my garage with over 2,000 miles covered faultlessly. I must give credit for assistance given freely by several people during the execution of this project:

Geoff Margetts & Bill Beck – Morgan factory
Dave Young – 3-wheeler owner with access to the experts at Ford Transmissions who provided invaluable assistance.

Karen (my wife) - for patience plus many cups of coffee!



(all Photos and drawing by Mike Pullen)

Good luck and enjoy the project. - *Mike Pullen*

Third Brake Light on my Plus 8

By Don Allen

A number of years ago, I had an idea of adding a red LED light bar to the rear of my Morgan to greatly increase the visibility during breaking.

The light bar was easily purchased via the internet, but came without any mounting hardware.

Off to Home Depot for a solution. My car has a SS luggage rack, whose tubes are almost the same outside diameter as your standard three quarter inch copper water pipe.

Available at Home Depot are plastic brackets (clips) used to attach copper pipe on a run along a wall using included nails. A package of 10 or so costs just a few dollars.

I removed the nails and replaced them with small #6 stainless steel screws and attached two of the clips to each end of my newly acquired light bar, taking care not to come into contact with any critical component in the light. It was wired into the brake lights.

The brackets easily clip onto the top horizontal bar of my luggage rack, but are a bit too large to hold firmly. The solution was very easy. I cut two thin strips from an old bicycle tire tube and wrapped them around the luggage rack and put the clips over them. The result was a perfect friction fit. When using the luggage rack, it is simple to twist the light down out of the way toward the body of the car, and equally simple to return it to the original visible position.

Voila, a greatly enhanced visible brake light.



(Don Allen Photo)

Morgan Motor Company Presents 3-Wheeling Days!





MORGAN LAUNCHES NEW LIMITED EDITION

MORGAN 3 WHEELER P101

TO CELEBRATE THE END OF 3 WHEELER PRODUCTION



The Morgan Motor Company is marking the end of production of one of its most loved models, the 3 Wheeler, with the announcement of the P101 edition. The 3 Wheeler — which was introduced in its current form in 2011 — will cease production in 2021, once type approval on its S&S V-twin engine finishes.

P101 stands for Project 101, the internal name given to the project to revive the 3 Wheeler when development began more than a decade ago. Limited to just 33 examples, the P101 was conceived by Morgan's in-house Design and Engineering departments to celebrate their original project, and its resulting model success throughout its production run.

Characterised by a purposeful and utilitarian aesthetic, the P101 features a range of unique components and bespoke detailing, many of which have been inspired by the prominent design features of Morgan's three wheeled models.

Black and white ceramic coated, straight cut exhausts alternate left to right. Further detailed additions include torque markers on each front tyre, a fly screen, additional louvres, exposed rivet details, and unique P101 markings.

Together, they evoke the sense of excitement felt around the company when the original prototypes were being developed.



AERO-DISC WHEELS

Provide a streamlined visual and define the look of the P101, making it instantly recognisable as a unique model.

These work together with the low-slung Hella 9-inch spot lamps to reduce turbulence around the suspension.

SINGLE-LEAF TONNEAU

A striking single-leaf tonneau cover has been designed for single occupant use.

The lightweight and streamlined composite resin cover exhibits a natural translucent colour, inspired by engine shrouds for 1970s race cars.

WATCH THE MORGAN P101 LAUNCH FILM HERE

<https://www.youtube.com/watch?v=jAl1Xg6kxRg&feature=youtu.be>



Each 3 Wheeler P101 is available in Deep Black or Satin White Silver paint, with appropriate decals to suit. Further to this, four P101 art packs will be available for customers to choose from, each with their own unique identifiers and vivid graphics:



THE BELLY TANK

Referencing liveries found on belly tank racers and 'lakesters' that were inspirations for the 3 Wheeler initially, The Belly Tank graphic pack features a distressed effect in the vinyl.

THE DAZZLESHIP

The Dazzleship – featured in the launch film and images – is the boldest of the art packs. Its striking black and white design is inspired by the graphic camouflage of period military vehicles



THE AVIATOR

Evoking a sense of aviation spirit, The Aviator graphic pack is an extension of similar theme graphics that have proved very popular on 3 wheeler. The latest graphic is Inspired by nose art found on RAF planes in WWII.



THE RACE CAR

Morgan vehicles were competing in motorsport from birth. The Race Car graphic pack features stripes and roundels, and pays homage to the liveries which have adorned by early Morgan race cars.



With Canadian import legislation, we are out of luck to buy one of these 3-wheelers and we still have to wait another 6 years before we can import one of the first 2012 3-wheelers. Kind of reminds you of the old “waiting list” stories of early Morgans! However, Morgan still rents them in the UK like Tom and Val Morris did a few years back.

Good fun on the lanes and byways of Worcestershire and Shropshire.



Famous People with Morgans

By Steve Blake

Catherine Deneuve - French Actress, Producer



IS A TURNING POINT LOOMING IN F1?

By Allstar Crocks

On November 15th Lewis Hamilton confirmed he had won his 7th World Driver's Championship with victory in a hastily organised Turkish Grand Prix. In adverse conditions he proved himself to be the driver, who for once did not have the fastest car, but as the one who adapted to the ultra slippery track made all the worse by it being damp and cold making both tyre and brake temperatures difficult to maintain. Starting from 6th on the grid he survived a lurid slide on the opening lap but kept out of trouble and bided his time to allow dry lines to develop. Changing from wet tyres to intermediates on lap 9, the canny Hamilton nursed these tyres for the remainder of the race and while competitors spun and slid out of contention, Hamilton took the lead and finished 30 seconds clear of the second place Perez after he had lapped his own team mate Bottas. Prevail he did on tyres which by now were slicks. Although not a spectacular win by his standards, it proved to be a Hamilton master class.



Lewis Hamilton

Following this significant victory which equalled Michael Schumacher's record of WDC wins, a veritable tsunami of statistics were unleashed comparing the two together with other past Champions. As with most sports, this is hardly a level playing field as technology has moved the goal posts if you will excuse the puns. There are three major factors to take into account which make it impossible to make comparisons.



Michael Schumacher

Firstly there is the number of events in the calendar. In the 50s it was at best 8 races which has grown to 20+. Even in a Covid wracked programme this year 17 GPs are still scheduled. Secondly, we have reliability. The current crop of F1 cars are more likely to DNF due to electrical glitches, but it is seldom the power unit such is the high standard of engineering in spite of the complexities of a V6 twin turbo 1600cc aided and abetted by an electric motor that together produces 1000 bhp.



Alberto Ascari

Last and by no means least we have safety. Drivers in the 50s and 60s did not enjoy the longevity of today's participants. Death or injury were accepted as part of the job which inevitably impacted upon their careers.

With this in mind and playing the Devil's advocate, it is perhaps best to look at percentages to gauge success. In this respect Fangio is head and shoulders above his rivals with a 47% win to starts ratio. Alberto Ascari is often overlooked but he had 42%. Lewis Hamilton has moved into third place this season with 36% displacing Jim Clark who had 35%. Yet another interesting figure is the number of pole positions by percentages. Hamilton has 36% while Clark had an impressive 45%!



Jim Clark

Although Jackie Stewart is quite rightly credited with improved driver safety, it was the introduction of commercial sponsorship in the late 60s that changed the dynamics within F1 and made the biggest impact. When Team Lotus forsook British Racing Green for the red, gold and white of Gold Leaf, a cigarette brand of Imperial tobacco, it quickly attracted other sponsors not necessarily automotive related.



Juan Manuel Fangio



Sir Jackie Stewart

crop of F1 drivers but the sight of Fangio in an exposed cockpit wrestling the steering wheel while power sliding on skinny tyres with no radio communication or data sensors was a sight to behold and a spectacle no longer on display.

It remains to be seen what the future holds for all traditional motor sports where both the aural and visual senses that come with the internal combustion engine are phased out by electric powered cars. Perhaps we might return to a situation that prevailed in the 70s when Cosworth were happy to supply anyone with \$18000 in their pockets with an engine that would allow you to go racing in F1. This would retain entertainment values together with a more competitive grid without having to deploy 1500 people for a team to achieve success..... and drivers would have to forsake their Executive jets and return to Piper Aztecs? Just saying...

Possibly the most bizarre was when the Surtees team gained support from the London Rubber Company's contraceptive brand Durex in the 1976 season. The very thought of a condom sponsored car appearing on TV screens spooked the BBC who refused to broadcast a race which included a Durex liveried car! It was however when Bernie Ecclestone staged a coup in 1977 taking over the negotiating of TV rights for the sport, that FI went on to be the global industry it is today and rendering comparisons with the 50s and 60s a pointless exercise. None of this can demean the current



Kimi Raikkonen with private jet



Piper Aztec

Morgans in the Movies

By Steve Blake

Inheritance (2009) - A short independent film

Starring Victoria Haynes and Patrick Flynne

This 2009 film, which was shot in New England, is a Dylan Osborne film written by Sarah Haskins. This very short movie is basically a car chase after the reading of a will. Winner gets the estate. The stars of the show are a 1970 Datsun 240Z, 2002 Mercedes-Benz G-Klasse, a 2009 Nissan GT-R, a Porsche 911 Turbo (996), and a 2004 Morgan Aero 8. Tough to find but you can watch it here: <http://www.youtube.com/watch?v=RkYg1vExBA>



by Octane staff and contributors

OCTANE CARS

OWNING + DRIVING + MAINTAINING



(Courtesy of Octane Magazine)

Rehabilitating an old Moggie



1982
MORGAN 4/4

MATTHEW HOWELL

MY MORGAN ownership should have started like this: a drive home through the beautiful villages of North Essex, then the back-roads of Cambridgeshire and the familiar and pretty villages of East Northamptonshire. It should have been a sunny-Sunday experience of blipping downshifts and sweeping bends – except that for me it was chronic misfiring, horrific handling, binding brakes, smoke, a sauna-like cabin and parts spraying themselves across the carriageway. Plus an AA truck and home in the dark. They didn't mention this in the welcome pack.

I had a feeling we might have some trouble, and I would rather break down in a village than on the M25. I've known my 4/4, a 1600cc Ford CVH-powered two-seater with a four-speed Rocket 'box, since the mid-1980s, when my father bought it from the original owner. For the next 25 or so years, my parents spent many a weekend living the Morgan life, with pleasant drives out to watch village cricket on sunny days and trips to the coast.

My father no longer drives and for the past decade the car has covered an ever-decreasing annual mileage, the reason for my comedy drive home. Although it had been superbly maintained throughout its life, not being driven regularly had created a list of recommissioning jobs. Most were pretty simple – the misfire was cured with a new battery and cleaning up all the electrical connections in the engine bay. A full service didn't do it any harm either and, while I was at it, I soundproofed the entire cabin with Dynamat and made some cover plates for the three large access holes in the transmission

tunnel that Morgan left open and which allow engine heat to pour into the cabin. Why they did this, I have no idea.

Then there were the tyres. While thumbing through the car's paperwork, I came across the original receipt for five new Michelin XAS tyres from Vintage Tyres. They still look new today, with all their tread, but the receipt shows they were bought by my father in 2003 and are therefore 17 years old. It would have been easy to ignore their age (they do look perfect) but they are all that connects the car to the ground, and the risk is not worth running.

I called in at Vintage Tyres (vintage tyres.com) and, with old and new side-by-side, you could feel with just a press of the thumb how hard the old ones had become. As the new XASs went on, complete with new tubes and rim tape, VT's Ben Field said: 'We've just let the air out of them we put in almost two decades ago.'

So what's the 4/4 like to drive now? It feels good, but there's more improvement to come. I've already obtained a five-speed Type 9 gearbox, as my wife and I intend to drive the wheels off this thing. But first the handling needs sorting; fortunately, there's a well-tested and proven upgrade available. More on that soon.



Above, left and below
New boots for the wire wheels were fitted at Vintage Tyres – who last did the job in 2003; with that and the misfire sorted, it was time for some fun, and more improvements are planned.



Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



(Steve Blake photos from 2002 - Through the Barn Doors)



From the Morgan Oasis Garage

By Cuthbert J. Twillie, Proprietor

Box 1010 - North 51, Terrace

Hoodsport, WA 98548

(360) 877-5160



Friends,

Some time ago (1990) Hugh Rogers asked me to cure a fuel leak he'd noticed under his early sixties 4/4 roadster. On the way over there, I was wondering how to get the tank out, without having to blast! Normally, the fuel tank sits on two ash planks that go in before the rear springs are installed. So that means the rear springs come out before the tank can come out. Does that mean "remove the body?"

When I rolled under "Viola", there were no planks. Instead there were two steel rectangles, each bolted to the chassis lower leaf and over to the tank's mounting flange. In five minutes the tank is out and soon at the radiator repair shop.

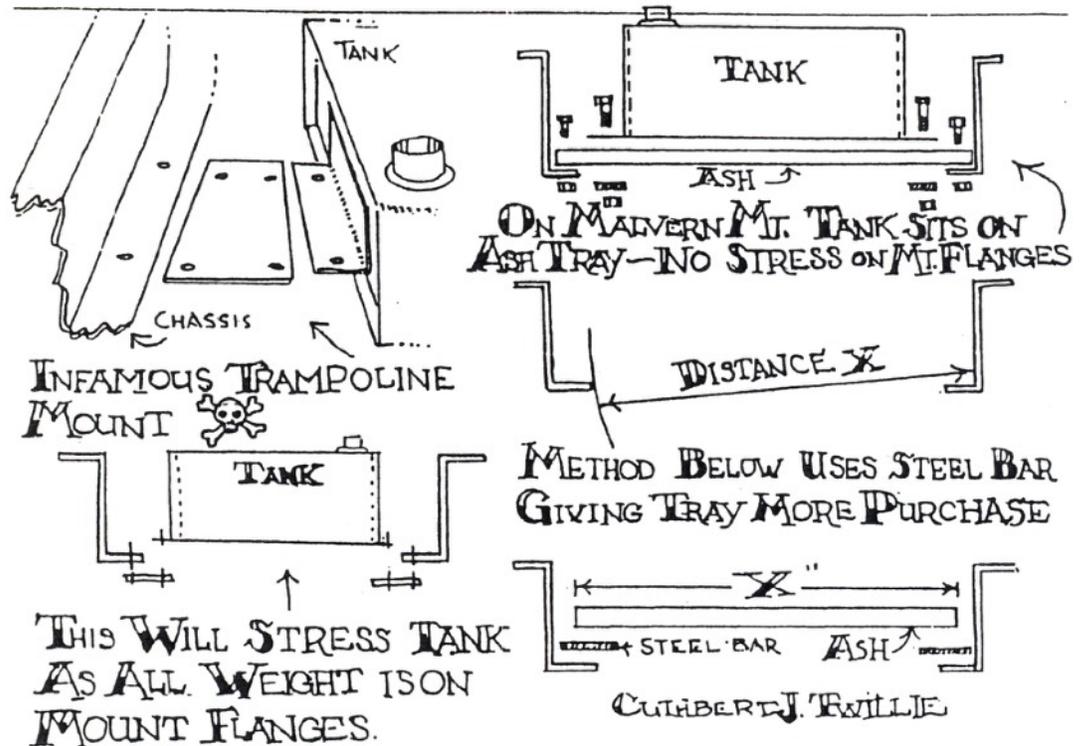
Why it leaked in the first place, was that it was not sitting ever-so-snugly in its tray made of ash. Being suspended from its mounting flanges with differing fuel weights meant it would pull the tank apart sooner or even sooner!

The tank itself is not welded; it is soft soldered. The mounting flanges, which are soldered to the tank sides, are intended to mount the tank to the fuel tank tray, not to suspend the tank midair in the infamous "trampoline mount". Hugh bought this car in London from LibraMotive, but it was not rebuilt by them - they only sold it.

To replace the tank "propalee" (as they say in blighty), I bought an 8' plank of 1"X8" oak and copied the fuel tank tray from my car (the phantom Mog). In order to replace the lot without removing axle, springs, body, etc., I realized that the tray

could be cut to 34 11/16", slip up between the lower flanges of the chassis by inserting one end, pushing up against the chassis side rail, then back halfway so each end rested on the chassis lower flange and could be drilled and fastened with some lovely grade 8 bolts with nylock nuts.

In drawing this, I see that a couple pieces of 1/8"X3" steel flat bar could be used to give the tray and even better seat.





Christmas, Covid, Convertibles and Connecting

By Dave Doroghy

I have decided to do the rest of my columns in alphabetical order, starting with this one, with topics beginning with the letter C. Just kidding, but speaking of the alphabet, this last DORG'S MORG of the year is a bit of an alphabet soup and jumps all over the place; hang on tight.

Starting off with **Christmas**, I kicked around the idea of what I might give my Morgan as a gift for Christmas. The thought of giving your car a gift, has legs as a seasonal topic for a column, but the only problem is my car has been naughty all year. A dead battery in the spring, followed by something wrong with the fuel pump in the summer, then new brakes in Fall the does not exactly motivate me to play secret Santa to my 1966 Plus Four. For the past dozen years I have wanted one of those cool leather straps that you throw over the hood (bonnet) but no one has gifted me one yet. Since the aforementioned parts and repairs cost me six hundred bucks, and based on its behaviour, the car will be getting a rock this year. I don't even need to ceremoniously go out to my garage to present the car with the rock. I remember putting one behind the back tire to secure it, when I parked it there in October. There, one more item off my Christmas gift shopping list!



Covid; OK, I'm done. The vaccine is on its way and it can't come soon enough as far as I'm concerned. As a way of tracking time since it struck, and as an experiment in grooming because I have no important meetings, I stopped cutting my hair in March and will not cut it until copious amounts of the Pfizer, Moderna, or AstraZeneca solution are pulsating through my system. I can't wait for that day. I use my Morgan to celebrate special events in my life and I have just decided that on that glorious day when my vaccination number comes up, I'll be driving my Morgan to whatever clinic, community centre or drive-through lab to get my jab. And you can bet on one more thing; I'll be honking the horn all the way home to let people know!

Now convertibles. Every time I have entered someone's car for the past ten months, I am uncomfortable. We are not supposed to be in enclosed areas with anyone from outside our bubble. Of course, I wear a mask, and I roll the windows down, but I still don't like getting into any car with the potential virus swirling around. That is unless the car is a convertible. So rejoice in the fact that your car has a health benefit aside from just being a cool car. If everyone wore masks and drove convertibles we may have stamped this bug out a long time ago. Keep that top down 365 days a year.

Finally, **connecting.**

It is great to have a hobby, pastime or interest to connect you to others. Throughout these difficult times connecting has been more important than ever. I for one am happy to have a pleasant distraction with my collector car. But it's not the car so much as the connections we make through the car and the club that help get us through this pandemic. Be Kind Be Calm Be Safe and focus on the day you'll be driving your Morgan to Pfizerville!

Winner of the 111 Places in Vancouver That You Must Not Miss Contest

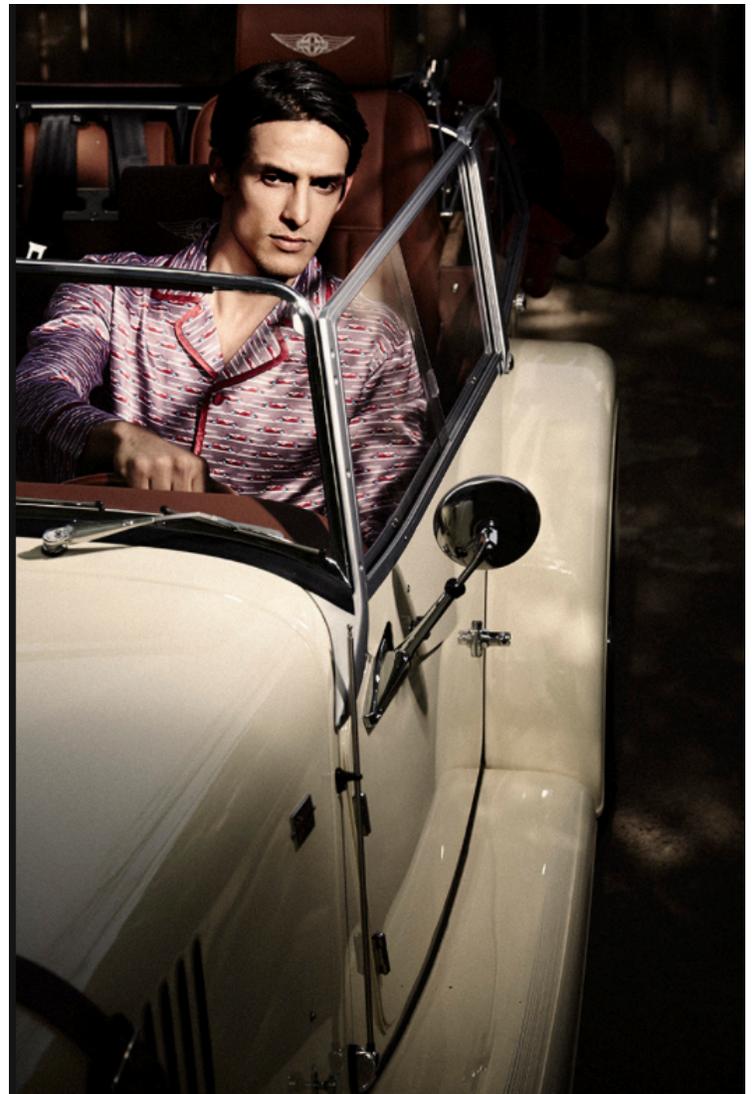
Congratulations to Susan Blake and "Thank You" to Dave Doroghy for sponsoring the



Susan Blake's # 103 - Tsawwassen Terminal

Morgan Fantasy Photos

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



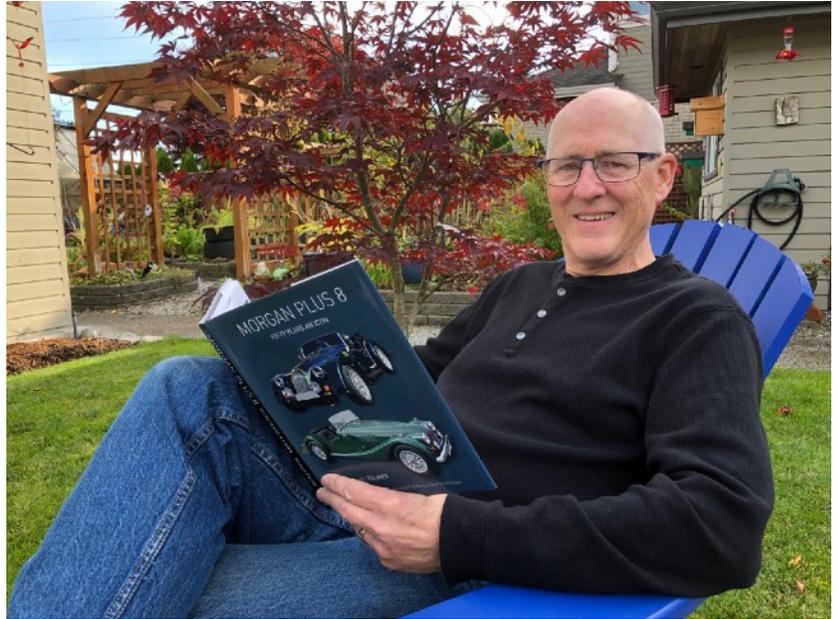
Morgan Plus 8 - 50 Years an Icon

Author - Michael Palmer

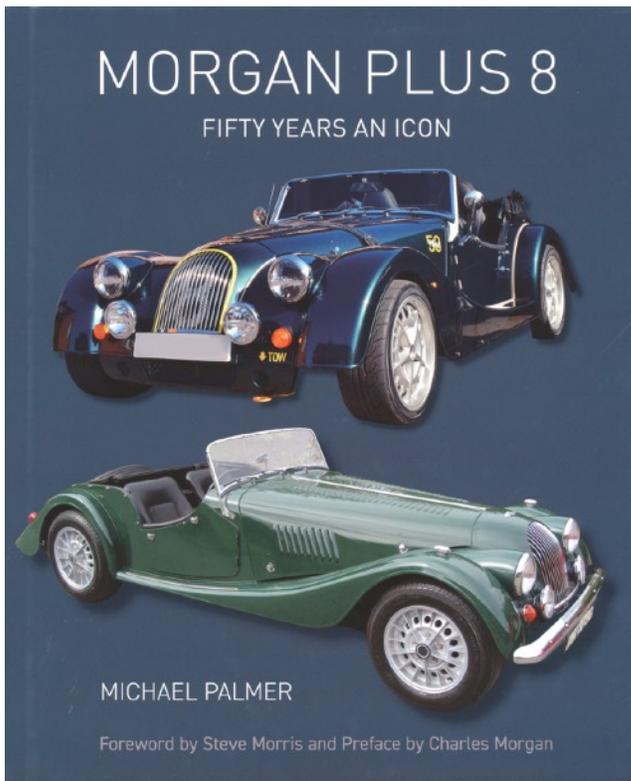
A Book Review by Steve Blake

Morgan Plus 8 - 50 Years an Icon is a new book published by Crowood and written by Michael Palmer, an owner of a 1997 Royal Ivory Morgan 4/4. The foreword to this book is written by the Morgan CEO, Steve Morris, and the preface is written by Charles Morgan. Price for the book is US\$36.99 or CDN\$47.99. Several discounted deals can be found online.

The book outlines the early history of the Morgan Motor Company along with biographies on HFS Morgan, Peter Morgan, Charles Morgan, Maurice Owen, and Christopher Lawrence. There is a detailed description of the Plus 8 and all the changes it went through over its life. Each of the engine options are described along with specifications. There are also individual stories about cars that have been raced and rallied.



Palmer covers both the Series I cars that ran from 1968 to 2004 as well as the Series II cars from 2012-2018. There is detailed information on the Aero 8 and the chassis development that made the base for the Series II Plus 8s. From here, Palmer brings the history up-to-date with discussion on research into the electric cars, the Plus E and the 3-wheeler version, the EV1. The story and reasoning for the sale of the company by the Morgan family to the Italian venture capitalists, Investindustrial, is explained along with the prediction of good things for the future of Morgan Motor Company.



I enjoyed reading about the development of the Plus 8 and feel I have a better understanding of this model as I have just changed from a Plus 4 to a Plus 8. It is interesting to see how a small firm is able to build cars without developing their own engines, but also how they are at the whims of the major manufacturers who supply those engines. It is certainly a two-edged sword. You save the development costs of creating your own engine but you also have little control over supply.

I would recommend this book to any Morgan enthusiast because it contains a lot more than just the Plus 8 story. With this extra information, a reader has a framework of knowledge for the company, its beginnings, its prospects, and its future which are woven around the Plus 8 story. Palmer has done a masterful job presenting this perspective of the Morgan Motor Company and its iconic Plus 8.

(Susan Blake Photo)



Website Report

By Tom Morris

www.pacmog.com

Entries are now open in the 2020 version of the Snapshot Contest. This year will be tough with so many events canceled due to the Covid-19 concerns. Who will be the first to capture a Morgan Memory for 2020?

Announcing a Pandemic Related Rule Change for the Morgan Moments Snapshot Contest

For the duration of the social-distancing restrictions, anytime you have your Morgan out for a drive you'll be able to snap a photo and enter the contest. You probably already have some perfect locations in mind for that prize-winning snapshot. Get out there! Carefully position the car, frame the shot just so, and send it in to us via the Morgan Moments page in the Members Only section of our website. Fame and glory could be yours as easy as that, and all without coming within six feet of anyone. Perfect way to relieve some stress in these trying times. Other rules still apply, so remember, you'll have to include a recognizable portion of the Morgan in the shot to be eligible. And please be sure to include the location and date, along with a brief comment when you submit your entry.

<http://www.pacmog.com/>

Last chance to enter the annual Snapshot Contest!

Entries due by December 31, 2020

Load your photos to the website

And don't forget to vote after the New Year!

Upcoming PACMOG Events
By Ken Miles and Chris Brunt-Tompsett



Watch your emails for news of the Boxing Day Run!

(Susan Blake's photo from the navigator's seat on Stir Crazy Run V)

Due to these uncertain times, we are not publishing a calendar of events at this time. We will try to have a drive each month and these will be communicated to you by email. Once things start to settle down, we will be able to plan into the future and publish a calendar of events. In the meantime, we will have Zoom meetings and drives if they fall within provincial guidelines.

1950 Morgan F Sport Super Sport Sold Last Month

By Steve Blake



This 1950 Morgan F Sport Super is said to have been raced in Europe while based in England, including with a previous owner of 37 years, before being refurbished in 2010. The car was imported to the US by a Florida collector in 2011, participated in the Put-in-Bay Road Race Reunion in August 2013, and was subsequently acquired by the seller in 2017. Power is from a 1172cc Ford inline four paired with a 3-speed manual transmission.

The car is one of 129 3-wheelers built between World War II and the end of factory production in 1952. The body was finished in Raven Black circa 2010 and is fitted with Brooklands windscreens and aluminum fenders. The tail section was modified from a barrel back to a beetle back design under previous ownership.



Sold for US\$34,000
September 24, 2020

BaT Essentials

Lot #36859

Seller: **robroytoys**

Location: **Eads, Tennessee 38028**

Chassis: 1253

17k Miles Shown, TMU

1,172cc Ford Inline-Four

3-Speed Manual Transmission

Aluminum Fenders

Brooklands Windscreens

Beetle-Back Rear Section

Lowered Front End

Electric Water Pump & Fan

Twin SU Carburetors

Service Records & Historical Documentation

Private Party or Dealer: Private Party

Model Page: **Morgan 3-Wheeler**

Category: **British, Race Cars**



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 2012 Morgan 3-wheeler sold on BaT for US\$41,250 on October 30, 2020.



This 1952 Morgan 3-wheeler F Super was bid to US\$26,000 on BaT on November 5, 2020, but did not make the reserve.



This RHD 1988 Morgan 4/4 sold on BaT for US\$35,500 on November 17, 2020.



Above:

This 1965 Morgan Plus 4, 4-seater sold on BaT for US\$22,000 on December 2, 2020.

Left:

This 1964 Morgan 4/4 sold on BaT for US\$31,964 on December 1, 2020.



The Morgan Link

Wanted!

David Stephen is looking for a copy of Fred Sisson's Morgan Driver's Bedside Reader
Contact him at:
sirdavidstephen@yahoo.ca



EXPERIENCE MORGAN THIS CHRISTMAS

THE PERFECT GIFT LIST FOR MORGAN ENTHUSIASTS

This year, we have been working behind the scenes to create an exclusive selection of gifts for you and all those you love. From vouchers to books, there really is something for everyone.

The Morgan Experience



If you love to give the gift of an experience, then pick up one of our gift certificates this Christmas.

We believe in giving someone a gift they will never forget and with our vouchers, that's exactly what they'll get.

From a Morgan Experience Drive to a Morgan Experience Factory Tour and Afternoon tea for two, we have a whole host of things for you to discover. It's a gift for the whole family to enjoy, for Christmas and beyond.



THE LONGEST ROAD OUT

Join author, Daniel Craanen, on a 100-day motoring adventure round Ireland and England. Be immersed and transfixed by his travelogue as he shares his experience of driving 10,000 miles in a Morgan 4/4.

Daniel, and his companion Sophie, wanted to recapture a sense of exploration and find those unforgettable experiences in the beauty of the United Kingdom.

So whether you want to learn more about his way of travel, need some encouragement to take to the road, or just want a good read, his travelogue is the perfect companion.

Please note :- This is a pre-order with the book being dispatched after the 15th December. Delivery due in December but due to COVID disruptions, we cannot guarantee international shipping before Christmas.

£14.95

<https://www.morgan-motor.com/product/the-longest-road-out-daniel-craanen/>



We heard you, and we have delivered.

The brand new
2021 CALENDAR

Start planning for the new year in style.

Featuring stunning prints from January to December 2021, this A3 wall calendar is back due to popular demand, and will keep you checking your schedule multiple times a day.

Available to buy instore or online.



Please note:- This is a pre-sale with delivery in December. Delivery to be expected in December but due to COVID disruptions, we cannot guarantee international shipping in time for Christmas.

<https://www.morgan-motor.com/product/2021-official-morgan-motor-company-calendar/>

Festive Saturdays

Come and enjoy your Morgan Experience on Saturday the 5th, 12th and 19th of December with a glass of mulled wine and mince pie, and don't forget to book in now for any tours or drives.



MORGAN EXPERIENCE CENTRE

The Morgan Motor Company invites you to visit the all-new Morgan Experience Centre, based at the Pickersleigh Road factory site in Malvern Link. Constructed on the existing footprint of the old 'Visitors Centre', the new facility acts as the perfect destination for Morgan owners, fans, and visitors to the area from around the world.

Despite obvious COVID-19 related challenges, the new Morgan Experience Centre is now open and is welcoming guests daily. We are confident that our site improvements and measures will provide a safe yet enjoyable environment. We have a range of COVID-secure measures in place and have received positive feedback from visitors so far.

We would encourage anyone planning a visit (we're also opening on Saturdays, too!) to check the COVID-19 page of our website, or on our social channels before visiting.

And if you can't make it to the UK at the moment, fear not, we'll still be here to welcome you during your next stay.

<https://www.morgan-motor.com/morgan-experience-centre/>

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



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
Mona, 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

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autobauercanada@gmail.com

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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:

Ken 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 checking the box.