



# The Morgan Link

Vol 5 No 9 The Magazine of the Pacific Morgan Owners Group October 2020





## From the Editor's Desk...

The weather has turned and we have started to get real Autumn temperatures. In fact, some of our members are seeing a touch of winter as Kamloops has had 6 inches of snow. Even with this weather, it is still great to see Morgans out on the road and the Stir Crazy Run VII took place on a glorious sunny day as reported in Dave Collis's article.

We have several new members and members with new cars. Please make them feel welcome and enjoy reading their stories. Phil Johnson has given us an update on the restoration of his Morgan and what has been going on in his garage. We will be seeing other updates from members over the next couple months. What have you done?

We have Part 1 of Mike Pullen's article on putting a 5-speed transmission into a Kent-engined Morgan. His article is very thorough with part numbers and technical drawings. While Machiel Kalb explains how he built a vintage suitcase to house parts for his Morgan and details some of the old trouble lights that can plug into the dashboard of older Morgans.

Alistair Crooks has written an article on the career of Eric Broadley and his development of Lola Cars. It is an interesting perspective of one of the iconic English brands that we hear about but maybe forget who actually pioneered this operation.

I would like to thank my contributors again for their hard work and dedication to our magazine. I know they don't always receive the praise they so much deserve, but I will say for all of us that their work is greatly appreciated and valued. We are always looking for more, so don't ever feel shy about joining our list of contributors by writing a piece or submitting an idea.

Happy reading and safe driving!

*Respectfully,  
Steve Blake*



### The Morgan Link

October 2020

Editor – Steve Blake

[morganlink@telus.net](mailto:morganlink@telus.net)

**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- October 2020

*By Steve Blake, Chair*

I would like to welcome the five new members to our club. Their names are listed below. Please make them feel welcome as you normally do!

Our events are running down for the year. We only had four cars on our last Stir Crazy Run, but will be doing one more in November, so that may be your last chance for a group Autumn drive. Many members will be taking part in the OECC's London to Brighton Commemorative Run on November 1. I hope many of you will get a chance to drive your Morgan before the winter sets in.

We have two contests coming to a close. Tom Morris is looking for more entries into this year's snapshot contest, which closes on December 31, 2020. After that, please take part in the voting to choose our snapshot of the year.

Dave Doroghy has generously donated a book and set up a photo contest so the lucky winner can get a copy of 111 Places in Vancouver that you Must Not Miss. That contest closes on October 31, so get out and send in at least one photo and you can probably win!

As we enter our second wave of Covid, please stay safe and as Dr. Bonnie Henry says, "Wash you cars often." (oops, I mean hands!)

## New Members

Anthony and Susan Koelink  
1969 Morgan Plus 8

Hilary Woods/John Sledziewski  
1969 Morgan 4/4

Mark Woods/Karen Lee  
1983 Morgan Plus 8

Paul and Hope Woods  
1939 Morgan 3-Wheeler Mk II SS

Colin Young  
1970 Morgan 4/4

## PACMOG Directors

Chair, Editor

Steve Blake

[sblake@telus.net](mailto:sblake@telus.net)



Vice Chair, Webmaster

Tom Morris

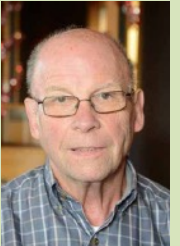
[tomm8847@telus.net](mailto:tomm8847@telus.net)



Treasurer, Events

Ken Miles

[kengmiles@telus.net](mailto:kengmiles@telus.net)



Communications,  
Events

Chris Brunt-Tompsett

[cabt@shaw.ca](mailto:cabt@shaw.ca)



Island and Inland  
Liaison

Jane Cowan

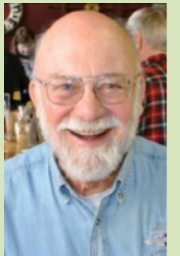
[janecowan@shaw.ca](mailto:janecowan@shaw.ca)



Inter-club Liaison

Steve Hutchens

[sphutchens@gmail.co](mailto:sphutchens@gmail.co)



Membership, Regalia

Brian Nixon

[nixon.b@outlook.com](mailto:nixon.b@outlook.com)





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Non-voting member attending  
Board Meetings as Secretary

Pat Miles  
[Pat\\_Miles@hotmail.com](mailto:Pat_Miles@hotmail.com)



### Cover Photo Credit:

This month’s cover photo was taken by Steve Blake on our Ice Cream Run (Stir Crazy V) at the Birchwood Dairy.

### 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 Wadden, Pat Miles, Lorne Goldman (GoMoG), Tom Morris, Machiel Kalf, James Gilbert (Morgan Motor Cars), Alistair Crooks, Don and Karen Morgan, Frank Gruen, Lori Van Houten Frick, Dave Collis, Mike Pullen, Phil Johnson, Cuthbert. J. Twillie

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

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The Morgan Sports Car Club of Canada  
The Morgan Historic Register  
British Car Council Inc.

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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.



## A Tale of Two Morgans

*By Don and Karen Morgan*

Well, one of the Morgans in this tale is me, the other was to be determined. My Grandfather was born in Aberdare, Wales, only about 70 miles by winding road from Malvern. That was some 20 years before the Morgan Motor Company began, and I like to think my family is possibly related to theirs.

Dad was born in Rosedale, Alberta near the Tyrrell Museum after the family immigrated in 1906, and I was born in Vancouver in 1950. My Dad was friends with a couple of members of the Royal City Motor Sports Car Club, who began building the Westwood Race track. As a youngster I was taken out to help on weekends while it was being cleared and paved. Of course in my early teens I would go out to watch the races, and was even allowed into the “pit” area.

That was when I first saw Morgan cars, and loved watching them race, and win. The summer I was 15 was spent in England with Mom’s side of the family, and again I watched Morgans racing at Silverstone. My English cousin had an Austin 7 that we tinkered with all summer. The next year my brother bought his first car, an Austin A40, and the grown-ups watched and advised as we took the head off and discovered how the engine worked. Then three years later after working the summer diamond drilling at Highland valley, I bought a 1969 Cortina GT, even though Dad thought I should get a Volvo sedan. I took it down to John Hall of the Car Club, and he helped me make it go faster.

Then of course work and family became a priority, and dreams of a Morgan just didn’t fit anywhere. I lumbered along in the likes of GMC Suburbans.





Now the family obligations are down to playing with Grandchildren, and work is down to helping out others at work, but on my schedule, just a few days a week. Time for a Morgan.

There are not many Morgans in B.C. Most owners don't want to part with them. I initially thought I wanted one as a project since I had rebuilt our house and felt I could learn as I encountered the need. My wife felt otherwise, thinking I would disappear into the garage only to appear for meals, and other owners suggested it would be better to get a drivable car that I could tinker with and generally maintain.

So the search began. A year ago I joined the Old English Car Club in Kamloops, then PACMOG, and then the California Plus 4 Car Club hoping there would be cars for sale. I also began watching Hemmings Auction, Bring-a-Trailer, the Hollywood Car Club, and Morgan West. Then Covid struck. Most of the cars advertised were in the Eastern U.S. and nothing really felt just right enough to buy sight unseen. I did find a red 1969 plus 4 for only \$20,000 USD that had a detailed description of repair and panel replacement. It was in Sicily. I couldn't find a shipper interested, and it was against the better judgement of my better half. Another dead end.

I was beginning to feel that I would never find the Morgan of my dreams. I sent a plaintive letter to Steve Blake of PACMOG that he forwarded to some members he thought might be helpful.

Wow. To my surprise and delight I got a small flood of responses from club members, some with advice on which model to choose, and half a dozen with offers of cars that I could look at with a chance of buying. Originally I wanted a plus 4, but now I was just confused and thought something red would be best.

My wife and I planned a three day weekend Morgan hunting trip. First stop was with Ron and Yvonne Theroux. They are a delightful couple who have a Burgundy 1958 plus 4 and a matching trailer. They have driven across Canada and back in their Morgan, not once, but twice. That car is not for sale, but James, their son, has rebuilt a 1968 4/4 and is selling it to make way for a Sunbeam Tiger. I had a ride around the neighborhood and got the feel of the crossflow Cortina GT engine in a Morgan.

Next we crossed over to the Island where Anthony Beruschi has three Morgans. It's a funny small world. It turns out Tony grew up in Revelstoke and was best friends with one of my colleagues at work. He collects old cars and has a 1960 plus 4 and a 1968 Right Hand Drive 4/4, and a 1970 plus 8. The first two were in rough shape, needing more work than I am capable of. It seems the plus 8 has a lot of power because Tony bent it going around a slippery corner some ten years ago.

Our last planned visit was to Lloyd and Treacy Reddington in Saanich. Another fascinating couple. They have a car nearly 100 years old that carried them on the Peking to Paris race, may have been a Leyland 8 but I can't remember exactly. For sale, they have a blue recently restored 1956 plus 4 with the TR3 motor and twin weber carbs. They also have a 1971 plus 8 which is not for sale, but I had rides around north Saanich in both these cars. Of course I liked the sound and power of the Morgan plus 8.

Tony Beruschi called us again because he had arranged with Rudi Koniczek to visit his home hidden away in a forest glen where he has his own fantastic collection of cars in Concours condition, including a green '62 Le Mans commemorative special 2002 edition. In his warehouse sits Tony's plus 8, frame and body completely restored, but otherwise in bits. I was tempted, but it's not the car for me. Karen wanted to bring home the little Nissan Figaro.

Rudi is one of those people you feel comfortable with immediately, full of energy and enthusiasm about cars. His advice was to find a car that I could drive immediately, for the fun of driving, and do what improvements and maintenance were needed on an old car. There went the budget.

I found a plus 8 for sale at Morgan West, in Santa Monica. It was advertised as a 1989 plus 8 with a 3.9 liter engine, being sold by the estate of a fellow in Northern California. I think it had sat unused for 18 to 24 months. It had been imported to ISIS Imports of San Francisco and immediately converted to propane,



but then about 2005 it was converted back to petrol. Denis Glavis and I agreed on a price, and when the sale documents came through, it was listed as a 1969 plus 8, VIN R7033. That didn't make sense so I phoned Denis and he said that when the car was converted back to petrol, because in some States rules about pollution wouldn't allow this car, they changed the year and VIN of the registration. That annoyed me a bit.

Getting the car up here was easy. Rudi gave me Wayne Linfoot's contact number to arrange enclosed shipping (\$2,500 CDN) and Melanie Friesen at Autocross Vehicle Brokers did the paperwork and within a week the car was here for pick-up.

I was thrilled to see it. Karen has pictures of me with an idiotic grin on my face. I was given the key, and didn't know how to start the car. Embarrassing. The drive up the Coquihalla was fun but cold because I only had a T-shirt on. First lesson learned. The car ran well at 2500 rpm but would die at idle, so in town I kept having to restart it at every intersection, but I got home to the Shuswap.

Second lesson, expect some problems on a car bought sight unseen. The car is not a 1989, or a 1969, but a 1987. The engine is not a 3.9 liter, but a 3.5 liter. The true VIN is not R7033, but R9745. This is all confirmed by the Morgan Motor Company, who are a bit put out by the changes made by the Americans. The real R7033 is in fact a right hand drive vehicle, and is in Carlisle, England. They are going to send me a letter to help get the car registered correctly in Canada.

Lots of little problems, but none insurmountable or expensive. The body and paintwork are beautiful, with a few minor blemishes. On day two the car died and had to be towed home. The coil was nearly dead, and so I replaced the coil, distributor cap, rotor, plug leads and plugs.

One rear signal light lens was hanging on by a bit of silicone. The gas tank leaked where the filler pipe joins the tank body. The gas volume sender is erratic although the dial at the dashboard works well. The glove compartment door has delaminated. The radiator fan was rubbing on the radiator because the support bracket was broken. The front bumper was loose, and the fog-lights don't work.

We have logged 1800 km since getting the car. It starts well but the choke runs too fast and too long. The engine coughs and hesitates when first punched, then runs reasonably well unless loaded, like trying to accelerate going up a hill, where she stumbles and loses power, can't get past about 3500 rpm. This winter I'll change the fuel pump and see if the accelerator pump on the carburetor is faulty, or the second stage is not opening. Any advice would be welcome.

So, now we are car owning members of the Pacific Morgan Owners Group. This winter I am going to put the car up on blocks and scrub her clean, sort out the power issue even if it means buying a new 1403 Edelbrock carburetor, and hope to see other Morgan owners and their cars next year once this Covid bug is behind us. Thanks to all who helped me in my search. Stay safe everybody.

(Don Morgan Photos)





David and Pauline Stephen in their "new" 1962 Morgan Plus 4





# Stir Crazy VII - Maple Ridge/Mission

By Dave Collis

Ken asked me if I would do another run for the club, so I said, "Yeah, I can do that."

What day to pick? I basically closed my eyes and stuck a pin on the calendar, so Thursday, the 22<sup>nd</sup> was the day.

I'd put on a run earlier in the year, and having exhausted pretty well all of the back roads in the Maple Ridge/Mission area, I wondered what I could do that was different than the usual "Dewdney Trunk Road" route.

I decided I would do the same as the last run, but do it backwards, so we start at the end and finish at the beginning.

The cars in attendance were Tom Morris in his 1973 Plus 8, Ken and Pat Miles in their 1960 Plus 4 Drophead Coupe, me in my 1963 4/4, and Steve Blake in his 2020 Ferrari Portofino, having said goodbye to his Plus 4, 4-seater the day before, as it left with it's new owner, going to Vancouver Island, I believe.

Steve did not stay for lunch as he had to rush home to take delivery of his new (to him) Plus 8 arriving from Morgan West in Santa Monica.

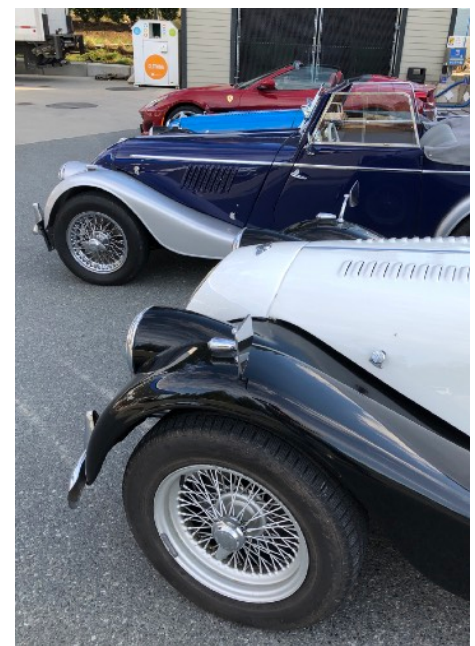
The run started at the Chevron station on Lougheed Highway in Silverdale and wound its way through the back roads of the area. It was like a new run because we were looking at the back of things we would not normally see when doing the run in the opposite direction. No traffic lights, great weather, and very little traffic make for an enjoyable run!

We had a picnic lunch at a pull-out on Dewdney Trunk Road, with a nice grassy area and a small lake in the background, a very pleasant area. Although there were signs warning of bears! We were lucky with the weather as it started chilly but the sun came out for lunch and was pleasantly warm.

So, all in all, it was a good run enjoyed by all (I hope).



The Morgan Link



October 2020





(Steve Blake Photos)





WELCOME TO THE ALL-NEW

## MORGAN EXPERIENCE CENTRE

THE DEFINITIVE MORGAN DESTINATION FOR OWNERS AND ENTHUSIASTS ALIKE



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.





## FACTORY TOURS

With a number of factory updates to witness, and a range of COVID-safe measures in place, there's every reason to book a tour around the workshops at Pickersleigh Road.



## HIRE CARS

Our ever-popular range of Morgan hire cars have been updated, we now have a full fleet of Plus Four models available for hire. There's no mileage limit, so let the adventure begin!



## EXPERIENCE DRIVES

Experience the thrills of a Morgan sports car during a one hour drive around the Malvern Hills. Led by a Morgan official, Experience Drives combine perfectly with a factory tour.



## THE CANTEEN

Our new on-site restaurant, named 'The Canteen', features a new seasonal menu and is open to visitors throughout the week and on Saturdays. We'd recommend the Afternoon Tea!



## SATURDAYS AT THE MORGAN EXPERIENCE CENTRE

That's right, we're now opening on Saturdays (factory tours on selected weekends only), what better excuse for a weekend drive out? The coffee's brewing!



### **All-new interactive museum experience 'The Archive Room' opening soon**

Morgan Motor Company  
Pickersleigh Road  
Malvern Link  
Worcestershire  
WR14 2LL

#### Opening times:

Monday: 8.30am - 5pm

Tuesday: 8.30am - 5pm

Wednesday: 8.30am - 5pm

Thursday: 8.30am - 5pm

Friday: 8.30am - 5pm

Saturday: 9am - 4pm

Sunday: Closed

Tel: +44 (0) 1684 573104

# NATIONAL TEST DRIVE EVENT



STOP DREAMING, START EXPERIENCING



TEST DRIVE THE 2020 MORGAN RANGE  
9TH & 10TH OCTOBER 2020

During this month, Morgan Motor Company sponsored the National Test Drive Event for their 2020 Morgan range of cars. Without a dealer in Canada and the inability to fly to England due to Covid restrictions, we missed this opportunity. It would have been an amazing experience to test drive the new Plus Six.

I look forward to when we are able to return to England so we can experience the new cars first hand. In Canada, we are denied the new Plus Four, Plus Six and 3-Wheeler. Our importation rules allow us to bring in a 15 year old car. That will be a long wait for these new gems. Finding a left hand drive model will be even tougher as very few if any will end up in the USA anytime soon. We would need to look to Europe for a used example or you would have to suffer the inconvenience of driving a right hand drive car in a left hand drive world.



# Five Onto Kent Will Go! - Part 1

## (The Fitting of a Ford 5-Speed Gearbox onto the Kent 1600cc Engine)

*By Mike Pullen*

Following on from my short article in the September issue, the information that follows forms the first part of the method I used to fit a 5-speed gearbox into my Morgan. At this point, I must underline the fact that it is possible that your car has some slight differences. So, be prepared for some hurdles and approach them with care, patience and logic.

### **The Car**

My own vehicle is a 1971 4/4, 4-seater. It is fitted with a "711 M" 1600 Kent engine and **was** fitted with a single rail 4-speed gearbox; the differential ratio is 41/10 or 4.1:1. Most will realize these details are quite common for a car of the period, however, there were some deviations from the norm inside the bell housing. Most Morgans (4/4 1600) are fitted with a 190mm diameter clutch which requires pressure plate fixing holes on a 222.25 mm PCD. My car was built with a clutch of 215 mm diameter and with pressure plate fixing holes on a 246.25 mm PCD. Do not despair; suitable clutch parts are available for both sizes. Also, my car had the direct rod operated clutch actuation - this had to be changed to the cable operation as used on later model Morgan 4/4s.

### **General Appraisal**

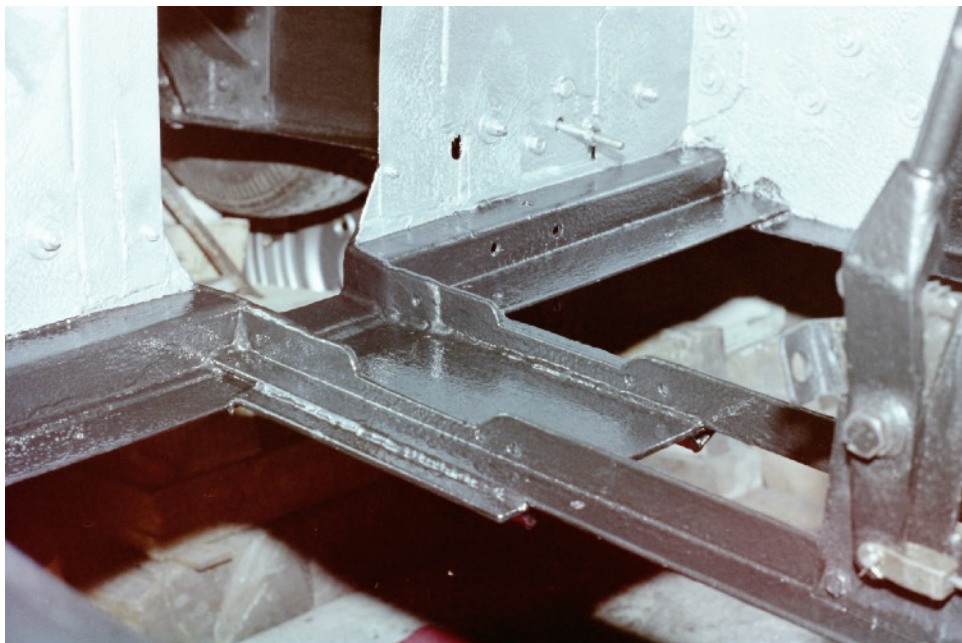
To fit the gearbox to the Kent engine requires the use of a 2-litre "Pinto" bell housing; Sierra clutch and pressure plate together with the Pinto clutch arm and shallow thrust race as fitted to the Mexico and many other Fords. I could not find an engine plate (sandwich plate between engine and bell housing ) to fulfill the need and so used the original "4-speed" plate together with the later Sierra one. The use of two plates also increased the clearance inside the bell housing. The prop. shaft must either be fitted with the Sierra splined yoke or change completely for the current XR3 engined Morgan prop. shaft. I bought the new shaft from the factory.





Once the engine and box have been mated, attention must turn to the chassis. As the car I was working with was a 4-seater (i.e. with higher bonnet line), it could be argued that raising the engine would have alleviated the need to modify the chassis. As it is, in my estimation, never a good idea to raise a sports car's centre of gravity. By lowering the gearbox, I would "straighten" the prop. shaft UJ angle as well as make it possible to use the existing gearbox tunnel. Consequently, the decision was made to cut and modify the front cross member in order to clear the extra depth of the 5-speed box. Whilst doing this, it was found necessary to remove some metal from the gearbox support angles, these were then strengthened with a plate welded underneath. I have already mentioned the need to use a cable clutch; this is because the clutch arm aperture in the bell housing is lower down and so will not line up with the old rod operation.

The information above will give you an idea of the work involved and the method I used to fit the 5-speed box. It is quite possible that there are successful ways of deviation from my solution - I can only pass on what I did! I will now move on to describe in detail, with part numbers, dimensions, etc., etc., the "nitty gritty" of this modification.

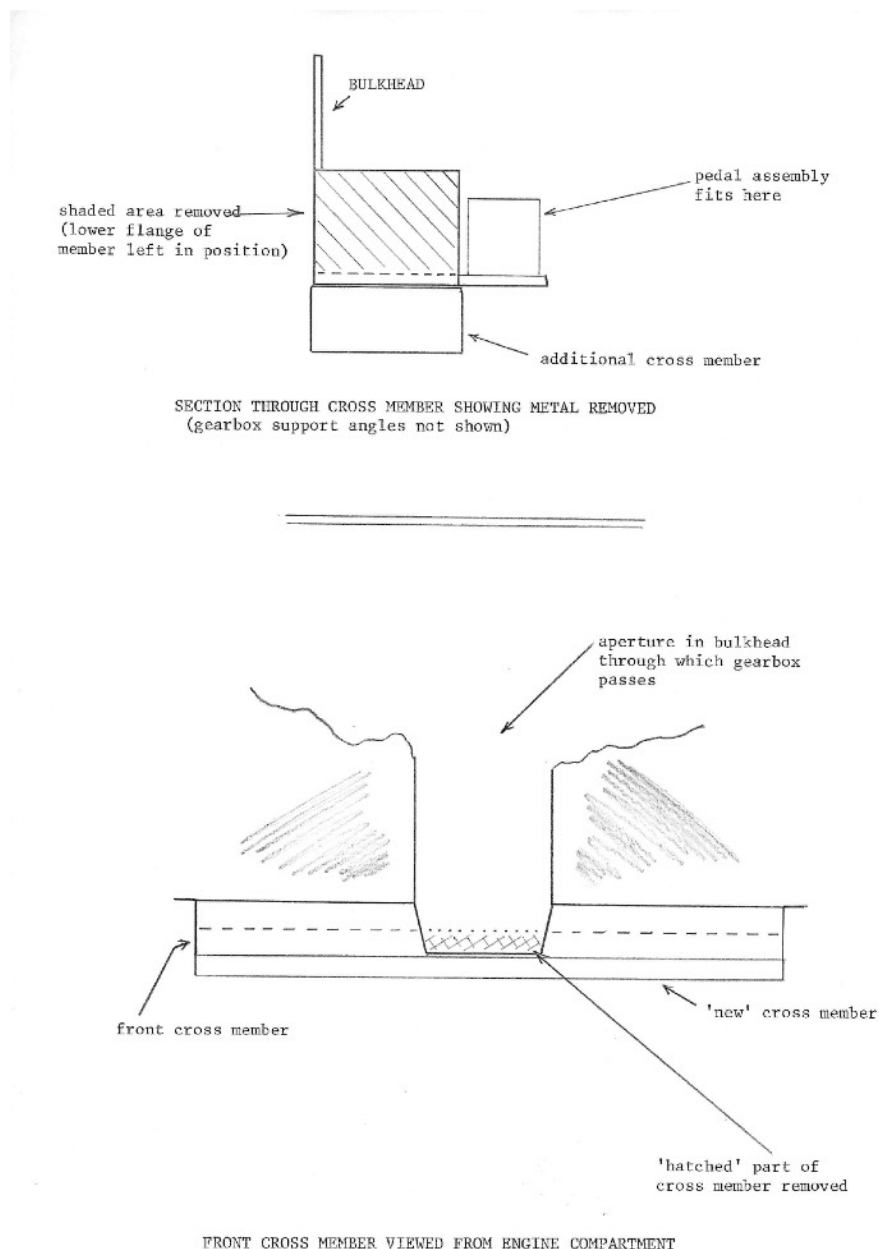


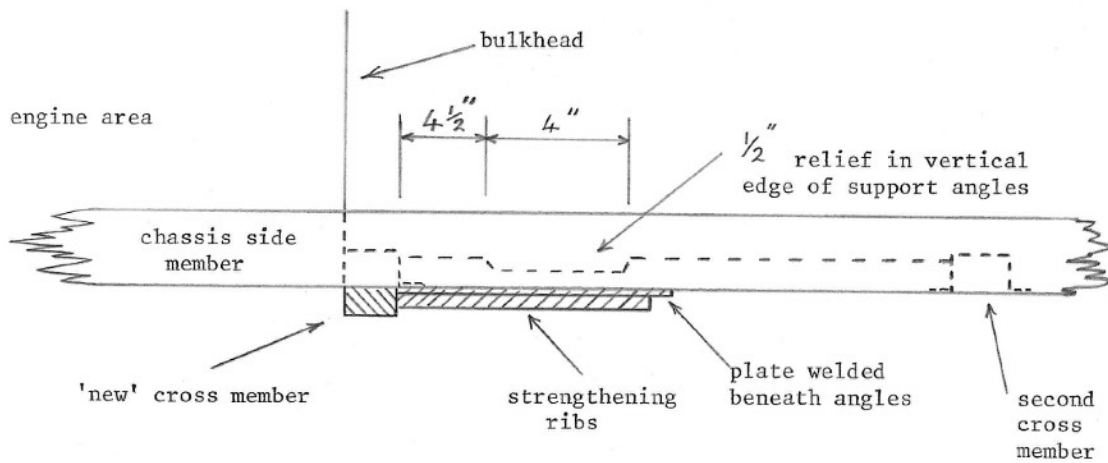


## The Chassis

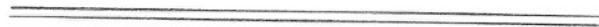
Bonnets, engine, gearbox and prop. shaft removed. Extra clearance was needed where the gearbox crosses over the front cross member and also some metal was removed from the gearbox support angles. The cross member was first strengthened by welding a piece of 2" X 1" X 36" RHS (Rolled Hollow Section) underneath; it was positioned 1/16" proud of the front cross member edge and this then just clears the pedal assembly bolts which go through the cross member flange. Before welding the ends were boxed in and it was drilled to allow filling with Waxoyl. The new member was welded along all edges (USE AN EXPERIENCED WELDER). Having secured the new member, the old one was attacked with a hacksaw and the "top hat" section was removed across the full width between the gearbox support angles. See sketch. Also at this stage, a 10 SWG plate of steel 8" X 8 1/2" was welded underneath the support angles and butted up to the "RHS"; two strengthening ribs were welded underneath. The open ends of the old cross members were boxed in and all was made tidy. REMEMBER - a neat weld is a good weld!! If it does not look good, have it ground off and done again.

The sketches that follow are not to scale.

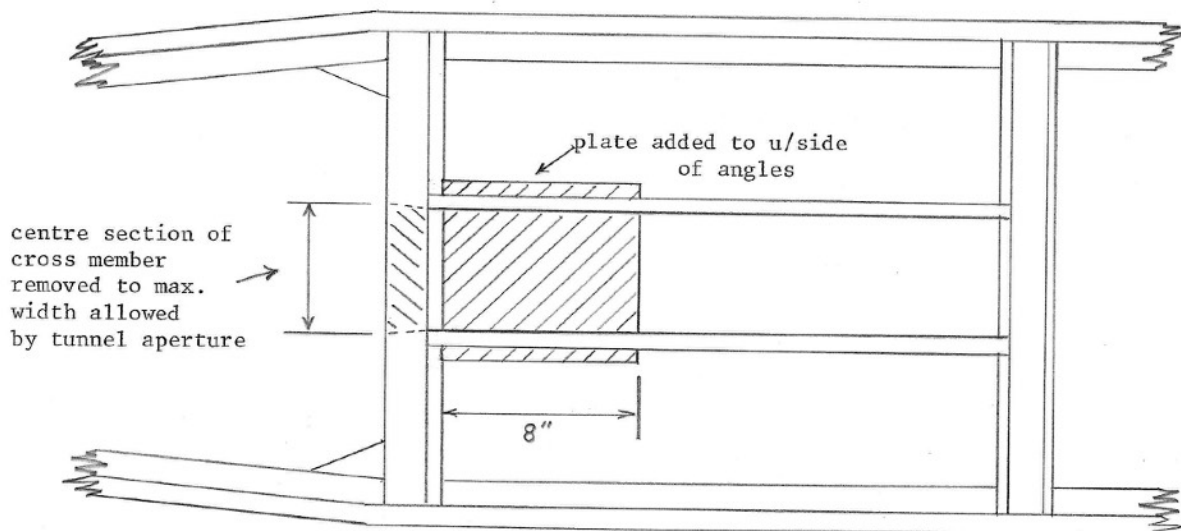




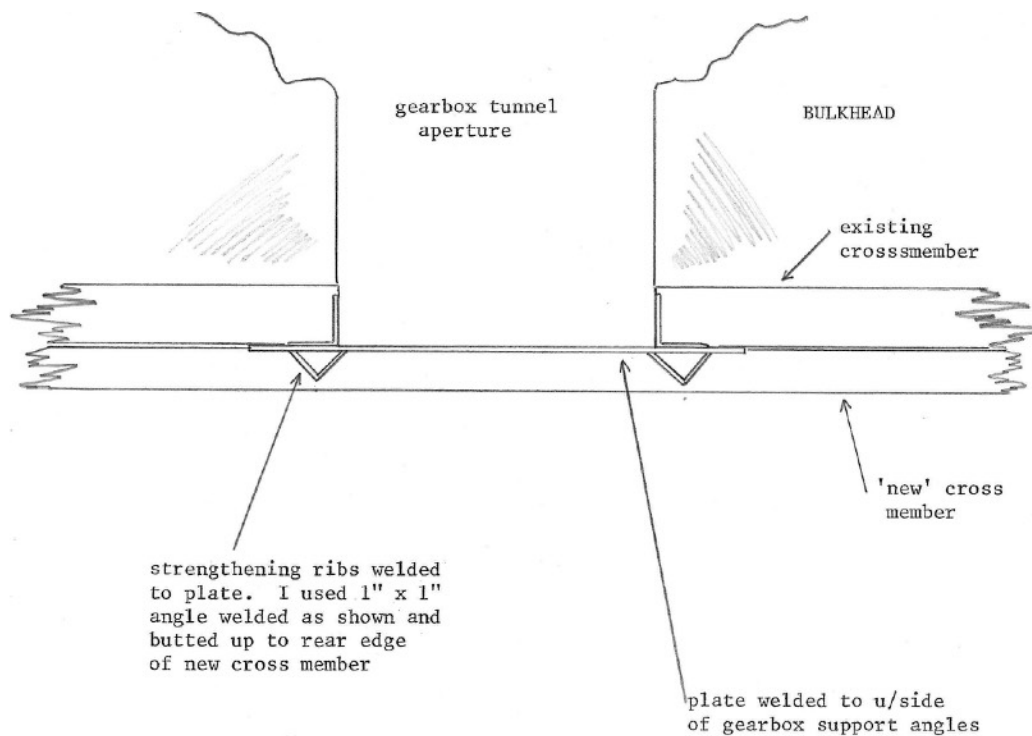
VIEW OF CHASSIS FROM NEARSIDE SHOWING ADDITIONAL METALWORK



PLAN VIEW OF CHASSIS SHOWING MODIFICATIONS TO CROSS MEMBER







VIEW OF MODIFIED FRONT CROSS MEMBER FROM INSIDE OF CAR

When all the “heavy work” has been completed, all areas were cleaned, degreased and painted. The new and old cross members were filled with Waxoyl. With the engine and gearbox out, attention was also paid to tidying up and repainting the engine compartment plus any other areas that needed it. To facilitate good access, the front of my car was raised some 2’6”; this is recommended. This concludes part one of this modification and next month will see the details of the final results when shown as performance figures.

Ratio of RPM to Road Speed (when using 4.1:1 differential with normal 82% aspect ratio tires which nominally have an 82 inch circumference).

	1000 rpm	2000 rpm	3000rpm	4000rpm
4th gear (1:1)	18.9 mph	37.9 mph	56.8 mph	75.8 mph
5th gear (1:0.83)	22.8 mph	45.6 mph	68.5 mph	91.3 mph

The fourth gear details would compare with the existing 4-speed gearbox in top gear.

If anyone has a query or is totally confused by my description, I will be happy to help if you email me at [mikejp51@gmail.com](mailto:mikejp51@gmail.com)

Good luck and tune in next month for the concluding instalment. - Mike Pullen, Sheffield, UK

## Disclaimer

This suggested modification and method worked for me on my car; it is possible that your own car may have differences that will demand a different approach or a variation to the parts I used. I know of several members who have used this article as the basis for their own 5-speed gearbox projects, but have varied the process as needed. It is important that those who plan to perform this modification make their own checks and research to ensure a successful outcome. Good Luck! It is a worthwhile modification that on my car has been faultless for the last 80,000 miles!

This suggested modification is shared in good faith, and I cannot be held responsible for any failings encountered; the owner must satisfy themselves that the modification is right for them and their vehicle.

(All photos and sketches by Mike Pullen)

## Points or Pertronix?

By Jeff at [advanceddistributors.com](http://advanceddistributors.com)

This is one of the most frequently asked questions I get. My answer is almost always points, for performance and reliability, but it depends. If you have a distributor that is severely worn and the dwell angle refuses to stay stable, an electronic ignition will stabilize your dwell, providing better drivability. EVERY TIME this happens, every time you hear a story of a car running much better from installing electronic ignition, its because of this single factor. It was installed into a distributor that needs to be rebuilt – not cleaned and reassembled. Rebuilt. Most people don't understand the difference because they don't know what clearances are required or what advance curve is required to make their car run the way it used to run on leaded fuel of the decade the car was produced. In fact, most people don't understand much about what the distributor does, and that's ok. Just know its a critical function like valve timing or compression values, and if its wrong the car can run downright mediocre or worse. If you're reading this, I know you want better than mediocre.



There are also a few cars that aren't worth the effort to remove the intake assembly to get to the distributor, or cases where losing 10% power just doesn't matter, although remember that when you give up this power, you are forcing your engine into a poor state of tune that can have other ramifications, such as fuel in your oil. The Lotus twincam comes to mind as one of those applications where access downright sucks. Then again, its a VERY expensive engine to rebuild, so the extra labor is worth it in many cases.

Here's the biggest reason electronic ignitions don't belong inside a distributor. Low voltage electronics do not work consistently when they are installed next to a high voltage source, unless you have plenty of room to install shielding, and even with that possibility, its rarely 100% effective. Inside your distributor spins a rotor, which throws an arc to each cap terminal, up to 50 times per second in a street car, 200 arcs per second in a 4 cylinder, 300 in a 6, 400 in an 8. This 15,000 Volt arc jumps within a couple inches of the 12V module that's looking for a tiny magnetic or optical signal. Many times a second, an extra signal can be generated or one can be skipped. Even if the "misfire" rate is only 1 in 500 (usually its higher than that), you can be down 3, 5, 10 hp. I've seen a TR6 lose 39 hp on the dyno from installing an electronic ignition with no other changes. You'll see this happen more on a chassis dyno than in an engine dyno cell since the alternator or generator, car wiring, and many other factors can turn the engine bay into a Faraday cage amplifying the problem – as if the distributor cap itself doesn't already make a good Faraday cage. Other types of misfires, high resistance plug wires, improper or mediocre grounding, 5kOhm spark plugs (resistance type), and countless other common "issues" in collector cars can amplify issues when using ANY electronic ignition.

Which one works perfectly? Points. They are a simple on/off grounding switch that rarely have issues. Yes, points need to be adjusted, but the adjustments are easy and only take a few minutes a year.





## Restoration of a 1957 Morgan Plus 4 - Part 9

*By Phil Johnson*

Progress has been slowed for quite some time on my Morgan. All I've done to it recently is get it off the wheeled build stand. I ran the front wheels onto one of my flat deck trailers and attached the winch line to keep it from getting away. Then I used a couple of slings from the rear knock offs to the tractor bucket and lifted the car up so I could roll the build stand out from under. Then simply rolled the Morgan off the trailer into the shop. I can now remove the engine and gearbox for whatever work is required to get them in prime operating condition.

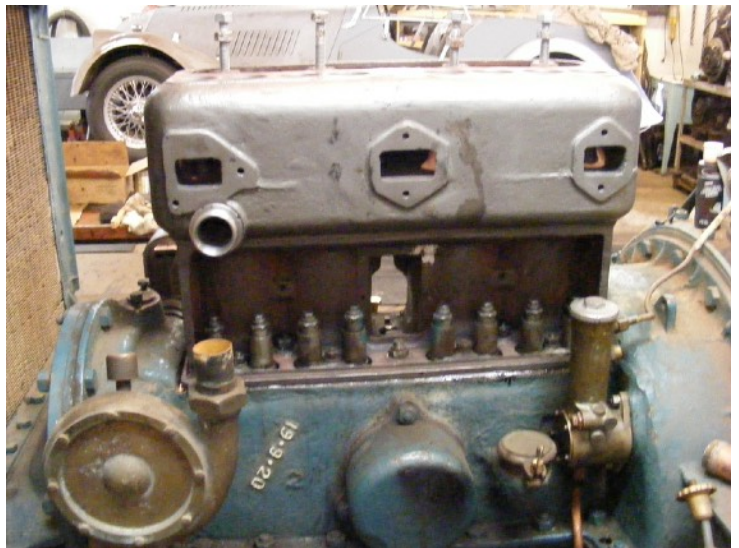
Customer projects seem to have taken precedent in the shop and helping grandson Ethan with his TR3. That is out for now as he is now employed full time and hasn't much time to work on it any more. He's working shifts so it's hard to fit in "hobby time" for his car.





The '23 Fiat 703 tractor project has been an ongoing restoration for another customer and has been a nightmare for problems. The engine block is a headless design and had been badly damaged by freezing in it's past life. There were over a dozen cracks in the block casting and there are no spares available for this tractor anywhere. They were built in Turin, Italy but never imported or sold here in North America and are a very rare tractor. Fortunately, I have a friend in England whose father has one of these and he has been a big help with details and making accurate replacement parts.

I stripped the block and sent it off to a cast iron specialty repair shop locally. They had it for over a year welding up all the cracks. They did a great job and it came back with no evidence of ever being repaired. Unfortunately, they thought there may be some internal cracks that they couldn't get at to repair. They were correct in that after assembling and filling with water there was seepage into the crankcase from a couple of cylinders and small leaks into the intake and exhaust passages that are cast internally as part of the block. I've managed to stop the



leaks into the crankcase but the passages are still seeping. I'm about ready to put oil into the engine and see if it will run. I had it running before I took it apart to do all the repairs.

It had to have a new fuel tank made as the old one was completely rusted out; new hood made and the tractor all repainted.





I had a set of four fenders for a '35 Ford coupe and a Volvo 123 GT from Vancouver Island that needed extensive repairs. Those items kept my shop busy for a few weeks this summer. Did I mention mowing the grass every three days because of the excessive amount of rain we had in June and July??

The latest big project is a 1926 McLaughlin Buick Opera Coupe. This car has been in storage for many years. It is mostly all original condition except for the paint and top fabric which was re-done about 30 years ago. The car needed extensive carb and manifold work as it has a very complicated intake and exhaust system. The manifolds are interconnected with butterfly valves and linkages which adjust the butterfly settings automatically with throttle opening and also has manual control from the dash according to outside temperature. The carb float, which is cork in this vintage machine had to be replaced because although it looked in good condition, the shellac seal coating is dissolved by modern fuel. I replaced it with a new Nitrophyl float from Restoration Supply in California. A very good company for supplies for early vehicles. The new float was a perfect fit and works flawlessly. I have tried other sealants for the cork floats in the past, but none seem to last.

I had to replace the original 10 mm. plug wires as the rubber insulation had deteriorated and the wires were shorting out to the metal wiring covers. Replaced them with period correct 8 mm. cloth covered wires. There were many other items that needed attention, but the main one was the multi disc clutch which had rusted together and wouldn't release. This meant that the whole rear end/torque tube assembly had to be removed



to remove the transmission, to get at the clutch. We did the clutch the easier way by taking the car to my mechanic friend's shop and putting it up on the hoist. That way we could use the transmission jack to remove the rear end assembly and the transmission. My friend has a new young apprentice (early 20's) who was very excited to be able to work on this car. In his words, "I want to learn new things"! Well, in this case, he got to learn some new old things!! They did the job for a very reasonable price and both said it was a good learning experience to work on something that old, and would be happy to work on other "unusual projects" if I could send them their way. It's becoming next to impossible to find any mechanics who are interested in learning about and working on this older machinery, at least in this area.

I overhauled the water pump after getting the car back drive-able and finding that it was overheating. That is now done and the honeycomb radiator is now at the rad shop for a good cleaning. I hope that is the end of this project!

Now have a pair of front fenders for a '56 Austin Cambridge in for major repairs. I've done a set of these before for one of our local club members, but they weren't near as bad as these ones from a Winnipeg customer. There are no aftermarket fenders available for these as far as I know. There will have to be a fair bit of fabrication of new sections to return these to usable condition!



(Phil Johnson Photos)





### Obeying the Rules!

We will give it to Ken (above) because he did have to make a conversion in his head from mph on his speedometer to metric on the speed limit sign. Close enough!

However, this driver of a 2005 BMW 5-Series parked for four days in front of the fire hydrant in New York City deserves what he got. The fire fighters had to break his windows to get their high pressure hose to the fire. Does BMW stand for “Break My Windows”?

(Top photo - Susan Blake)

(Bottom photo - New York Post)





## Spotted!

Thanks to Tom Morris for submitting this letter to the editor he spotted in the April 2020 issue of Classic and Sports Car magazine. Letter and photo was submitted by PACMOG member, Larry Emrick.

### Pedant of the month

Pedant of the month wins a C&SC baseball cap. Send your observations to [alastair.clements@haymarket.com](mailto:alastair.clements@haymarket.com)



I read the February issue with pleasure, including the stories of Lt Col Michael Davies about his Auto Union (Letters). Before I became a Citroën dealer, I sold DKWs and Auto Unions.

Regarding the article on the 'Monstre of Paris' DB-Panhard, in the '60s I also sold Panhards. I'm surprised the story talks about a 'two-stroke engine.' I assure you that Panhard units were two-cylinder four-strokes. They were rather special: the inlet and outlet valves were closed by torsion bars.

Since Panhard was part of Citroën by then, Citroën dealers also repaired Panhards.

**Piet Admiraal**

### Comments & clarifications

Regarding the Pontiac Grand Safari in the February Case histories, '73 was not the final model year for the Glide-Away tailgate. The feature first appeared on all GM full-size (aka B-body) station wagons from Chevrolet, Oldsmobile, Pontiac and Buick in 1971, and continued through to 1976.

**Pete Kraus**



Emrick's superb unmolested Morgan, still used and enjoyed

### Partners in time

Mick Walsh's *From the cockpit* on preservation in your November edition inspired me to go out to the garage on a dank, cold January day to start my '63 Morgan, a monthly winter ritual throughout my 40 years' custodianship of the Plus 4. Hook up the battery, a spray of starter fluid, a touch of the key and the faithful Triumph engine coughs into life, testament to the longevity and durability of its kind.

Mick's essay has special meaning for me and the Morgan because for all those 40 years of ownership, I've been dedicated to maintaining it for what it is: a cherished old car with 100,000-plus miles on the clock.

It has been maintained and repaired as necessary, but never restored or tampered with, and the wood is still good thanks to it never having been driven in the rain. The now inappropriate paint is its only departure from 'factory' in this day of absolute originality, but even that is showing its 30-year patina.

Short of catastrophe, there is no reason it will not outlast me, which is the least that it deserves.

**Larry Emrick**  
Vancouver, Canada



Slade's 1980s painting of 'our' Amilcar C6

building up a living from painting but from then on, for three decades or so, I became an illustrator and a writer. Only recently did I venture away from landscape and figure work and back to cars, drawing a friend's Bristol at the Bicester Super Scramble. Life's directions are anything but predictable.

**Tim Slade**



# Famous People with Morgans

By Steve Blake

## Ralph Lauren - Designer

Ralph Lifshitz changed his name to one we all know, Ralph Lauren. He grew up in the Bronx area of New York and built an empire based on his vision of style and design. From Polo shirts to cologne, Lauren nailed what the well-to-do consumer desired. With his success he was able to accumulate one of the most priceless collections of cars, all of which have a connection to great style.



But it wasn't always this way. His brother had an MG TD and his father drove a Pontiac. Lauren used the Pontiac to go out on dates. Lauren tells of doing something all of us have done in our youth, looking in the window of a car dealership at the cars that made our temperature rise and our heart palpitate. Lauren stood in front of Fergus Motors in New York and the Morgans caught his eye. He liked the leather belt on the hood and the lines of this British sports car.

Lauren's first car was a 1961 white Morgan complete with the leather bonnet strap. He sold his first ties out of the back of this car. When he got married, he had to sell the Morgan so he could afford to move to Manhattan. He could afford the apartment but not a garage. However, he never forgot or gave up on his love for Morgans. In his current stable, he has a 1966 Plus 4, a 1954 Plus 4 Drop Head Coupe, and a 1953 Morgan Plus 4 "Flat Rad".



(Photos from Autoweek and the Internet)

## WHAT LOLA WANTS LOLA GETS

*By Allstar Crocks*

Eric Broadley was the powerhouse behind Lola Racing Cars and is remembered with affection following an illustrious career as a constructor. A self taught engineer, he cobbled together his first car, known as the Broadley Special, to compete in 750 Motor Club events in 1956 using the ubiquitous 1172 Ford side valve engine. Employed as a Quantity Surveyor, motor sport was his hobby but the success of this car stirred interest among fellow competitors which saw the emergence from his garden shed of the Lola Mk 1 in 1958. The choice of name was influenced by a popular song of that time from the musical *Damn Yankees*.

The Lola Mk 1 featured a space frame and a Coventry Climax 1100 engine and was the first car to lap the Brands Hatch Indy circuit in under 1 minute. It quickly proved to be the only car that could beat the successful Lotus 11 and so Lola Racing Cars was founded in 1958 to meet demand. Considered by many to be the equal of his contemporaries Colin Chapman and John Cooper, Broadley went onto design racing cars that enjoyed success in different categories that included Formula Junior, Formula 5000, Indy cars, Can Am, Formula 3 and Formula V although he never really cracked Formula 1.

It wasn't for want of trying but Lola's real success was in supplying customer cars and not factory entered projects. It is estimated that Lola produced around 2000 racing cars encompassing many formulae. It was during the late 60s and into the 70s that Lola became renowned as constructors from their base in Huntingdon, England. The breakthrough came with the launch at the 1963 Racing Car Show of the stunning Lola Mk 6 GT. This 2-seater coupe embraced F1 technology with an aluminium monocoque tub fitted with an engine amidships, a Ford 289 V8. Broadley entered one in the 1963 Le Mans race and drove it to the circuit himself where David Hobbs and Richard Attwood raced it. The car showed potential but succumbed to transmission problems after 15 hours. The efforts of the minuscule Lola team did not go unnoticed and the mighty Ford Motor Company stepped in and purchased the project and brought Broadley on board to assist with much needed development. This explains why only 3 of these cars were built, thus the Lola Mk 6 became the prototype for the Ford GT40 programme. Although signed up for a 2 year contract, Broadley managed to extract himself after 12 months and revealed many years later that he couldn't handle the internal politics within Ford's management team. There are those of us who believe that his departure contributed to the GT40's lack of success in the 64/65 seasons at Le Mans!!



(George Kennedy Photo)

This is a photo of a 1963 Lola Mk6 GT that came up for auction at Monterey in 2014. It was described by the auctioneer as an all American racing car and went for a mere \$1.4 million. Had it been a GT40 it would have cracked \$5m. The cretins never mentioned this was THE GT40 prototype!

This was the third of the Mk6s that was sold to Texan John Mecom and raced by the Mecom Racing Team. He replaced the Ford 289 with a Chevy 6 litre. The prototype, built in steel, was purchased by a Shelby mechanic and featured a while back in Jay Leno's garage. I am not sure where the second car, produced in aluminium, went to. (This is the one that raced at Le Mans in 63) I believe it was found in Italy and someone was restoring it in the UK is the last I heard.



Within a year of leaving the GT40 project Broadley revealed his Lola T70, a mid engined sports racing car that featured an assortment of American V8s. Following John Surtees high profile bust up with Ferrari at Le Mans in 1966, it was Broadley who suggested Surtees should enter a T70 in the new Can Am series that same year which he went on to win and help establish Lola's reputation in North America. Over 100 T70s were built and even today you can purchase replicas. A further claim to fame for the T70 occurred in the Steve McQueen film Le Mans when Lola T70s were used to impersonate a crashed Porsche 917 and a Ferrari 512.



It was in 1967 that a Broadley designed F1 car achieved his sole success in this formula. After a disappointing season with Honda, Surtees persuaded them to allow Broadley to supply a chassis which was referred to as the 'Hondola'. It was this car that took Honda and Surtees to their singular F1 triumph at Monza that season. Sadly it was a final tilt at F1 in 1997 that led to the demise of Lola Racing Cars with a disastrous season in partnership with MasterCard.

However, Lola's reputation had been firmly established on this side of the Pond when Graham Hill became the first British driver to win the Indy 500 in a Lola followed by Al Unser in 1978 and Arie Luyendyk in 1990 making it a Lola hatrick at the Brickyard. No less than 9 CART championships were won by a Lola together with 5 Can Am championships too, not too shabby for a non factory team. Known as the 'Engineers engineer', Eric Broadley was an unassuming man and under his tutelage such talents as Patrick Head, later of Williams F1 fame, John Barnard who designed F1 winning cars for McLaren and Tony Southgate the man behind Jaguar's Le Mans winning cars of the 80s, all went onto fulfill their potential in competitive motor sport. It was fitting when in 2008, Broadley in a Lola T70 driven by his life long friend John Surtees, was allowed to drive through the streets of Huntingdon as a tribute to this modest man who lived nearby in the village of Broughton.



Eric Harrison Broadley was very much the unsung designer/constructor of racing cars who deserves mentioning in the same breath as Chapman, Cooper and Bruce McLaren. Together they laid the foundations for the successful British motor sport industry that exists today. Broadley lived to the ripe old age of 88 and went to that great workshop in the sky in 2017.

(The two Lola T70s pictured on this page are for sale at [classicdriver.com](http://classicdriver.com))

# Cancelled Journey

*By Steve Blake*

Tom Everts has cancelled his cross-country drive due to the bureaucratic inefficiency of the Pennsylvania Department of Transportation. Those of us who have been following Tom's saga have been waiting for his journey to commence since early this past summer. Originally, Tom would have flown to Pennsylvania to pick up his new 2019 Morgan Plus 4 from Morgan Mid-Atlantic and started his drive back to Washington on July 25th. That did not happen.

Tom's car is one that was legally brought into the USA in parts and assembled by Morgan Mid-Atlantic. After completion, it is necessary to apply for a Vehicle Identification Number (VIN) in order to turn the pile of parts into a useable automobile. The documentation for this VIN would be sent back to Morgan Mid-Atlantic who would Fedex it to Tom. Tom would register his car with Washington State and travel back to Pennsylvania where his new Washington licence plates would be married to his car and his cross-country drive begun.

Unfortunately, even after cashing the cheque for fee payment for the VIN on August 12th, one was not forthcoming. The wait began. Tom revised his route plans and his packing list based on research and suggestions. Summer rolled into Autumn and no VIN was sent. Finally, Lori Van Houten Frick at Morgan Mid-Atlantic got help from a State Senator and a package was sent to her. No VIN was included but the envelope contained a couple more documents that needed to be filled out. These were never needed before and did not pertain to the task of registering this new-built Morgan. "Oh, yes, we always ask for these documents," was the reply and rather than arguing to the contrary, the forms were filled out and the wait continued.

Finally, the VIN was said to be mailed but it still had not reached Morgan Mid-Atlantic so the Senator was called back into the fray and they were assured all was well. However, all was not well as the time has rolled on and Tom still did not have the VIN in his hand to take to get his plates. Tom's "drop dead date" of the last possible time he could leave Pennsylvania to drive nine days back to Washington was going to pass so Tom has reluctantly decided to have his car shipped home and he will set out for his inaugural drive at a later time, most likely doing a north-south drive along the west coast in the Spring.

Those of us who have followed Tom daily and waited in the eager anticipation of the stories from the road, are saddened that mean-spirited bureaucracy, and not Covid-19, has spoiled Tom's fun. We look forward to tales from the road once Tom is united with his new Morgan and actually gets to take it for some well-earned drives.



(Photos by Lori Van Houten Frick)



# Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Morgan Chassis Department in 2006







## Last Chance to Win a Great Book!

Dave has donated one of his books that is a must have to give to your visitors or for you to discover some interesting hidden bits of Vancouver. We hardly have any entries for this contest so your chances of winning are great!

You have a couple days left and now a good excuse to get your Morgan out for a drive. Make a day trip of it! Find the list of places at:

[https://www.amazon.com/Places-Vancouver-That-Must-Miss/dp/3740804947/ref=sr\\_1\\_1?dchild=1&keywords=111+places+in+vancouver&qid=1603211461&sr=8-1](https://www.amazon.com/Places-Vancouver-That-Must-Miss/dp/3740804947/ref=sr_1_1?dchild=1&keywords=111+places+in+vancouver&qid=1603211461&sr=8-1)

Choose the Look Inside button and you can go to the table of contents for the list.



Don't forget to enter the contest! See page 40  
Here is Steve Blake's #100 The Storybook House







## Morgans in the Movies

By Steve Blake

### Cold War Killers

Starring Martin Dale, Peter Ivatts, Mike Lane

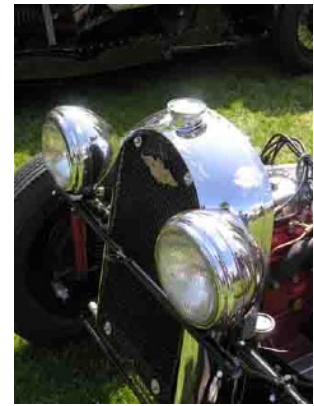
This 1986 made-for-TV movie was directed by William Brayne and stars a 1978 Morgan 4/4. The movie is about a 1950s era airplane that goes missing and found 27 years later at the bottom of a lake. British and Soviet spy agencies are both interested in the airplane. Thanks to IMCDB for the photos.





## Morgan Historic Register (MHR)

*By Machiel Kalf*



Dear Morgan friends,

Your Editor, Steve Blake, is very active for your club and especially for your magazine "Morgan Link". He loves to do his "job" but is depending on your support. We, some Morgan enthusiasts in other parts of the world, like myself living in Holland, love to help him. But without response from your side it doesn't work at all. Please, be more active. In the end, more involvement brings more satisfaction in the Morgan hobby. On the other hand, from your point of view, if you have a question, you expect a response as well. Some time ago, there was a gentleman who asked for some information about some knobs on his dashboard. Sorry to say, but I was the only one who came with an answer. It could be that there wasn't a member of your club who knew the answer..... This magazine can't exist without your contribution as well.

In the September issue I offered you the possibility to help you with an Instruction Book for your car. There wasn't any response. Of course it could be that you are not interested to have one, or maybe you already have one. But I ended that part of my text with: Do you know what you can do with the two plug holes in your dashboard? No response at all.....Well, I must be honest, just one, that came from your Editor Steve..... If your read the text in an Instruction Book you read:

"Inspection light socket: 12 Volt. This socket may be useful as an inspection light terminal or alternatively gives a useful means of fitting charging plant leads".

The last option is maybe a surprise! Please, be aware that you have to keep a sharp eye on the plug holes because you have to connect the Plus (+) of your battery charger with the + of the electric system of you car. Maybe it's a good idea to check this before you connect. Normally the red plug hole is the +. That part of the wiring loom doesn't have a fuse!

I remember that someone told me that he owns an electric boiler in case you like to make a cup of tea..... have you ever seen it?



The Morgan Link



October 2020



The inspection light was in the past a necessary accessory. If you drove during the night and there was a technical problem under the bonnet you can plug in the inspection light so that you could check the situation in the engine bay. With the hook, fixed on the top of the inspection light, you could hang it under the bonnet. The photo shows you such an inspection light. Beside the inspection light, on the right side, you see the original Lucas plug with box. Part number 545025 B1630.

With some luck you can find all of this on one of the many websites with car parts for older cars. Or maybe, if we have the possibility to go, visit an auto jumble.

Now we are talking about traveling with a Morgan, especially with older Morgans, in the past (well, it still is, ha, ha,) it was not a bad idea to have some (extra) parts or tools with you. Several years ago, I found a nice leather suite case, sizes 36x24x 9 cm at one of the Morgan dealers in the UK. Over the years I collected all kind of stuff related to motoring in the past with a strong focus on Morgans. During a winter I made an interior of plywood (3 layers thick) for all the (little) items and parts. Including the inspection light, a small grease gun, fire extinguisher, several Lucas fuses, First Aid kit, and even a shaver with "hand power". It was fun to make\* and to collect all the stuff. \*to work with the

jig saw I still had from my childhood was such a pleasure.

This is it for now. I hope you will inspire your editor and the contributors of this magazine to produce more.

Take care, stay safe,  
Machiel Kalf.

(Photos by Machiel Kalf)





**Editor's Note:** As I make the transition from a 4-seater to a 2-seater Morgan, I appreciate Machiel Kalf's article and his ingenious suitcase for the emergency equipment. Ken and Pat Miles have told me about a storage space they have in their Plus 8 and the two series of articles written by Lorne Goldman and Vern Dale-Johnson have detailed many ideas for packing your car for travel. Below are pictured four trouble lights I have to support Machiel's article. The three 2-prong lights will all plug into Morgan dash receptors. Ages of the lights are guesses only. Enjoy!



Vintage Lucas - 1930s



Lucas - clip to battery style - 1950s



Butler - 1940s



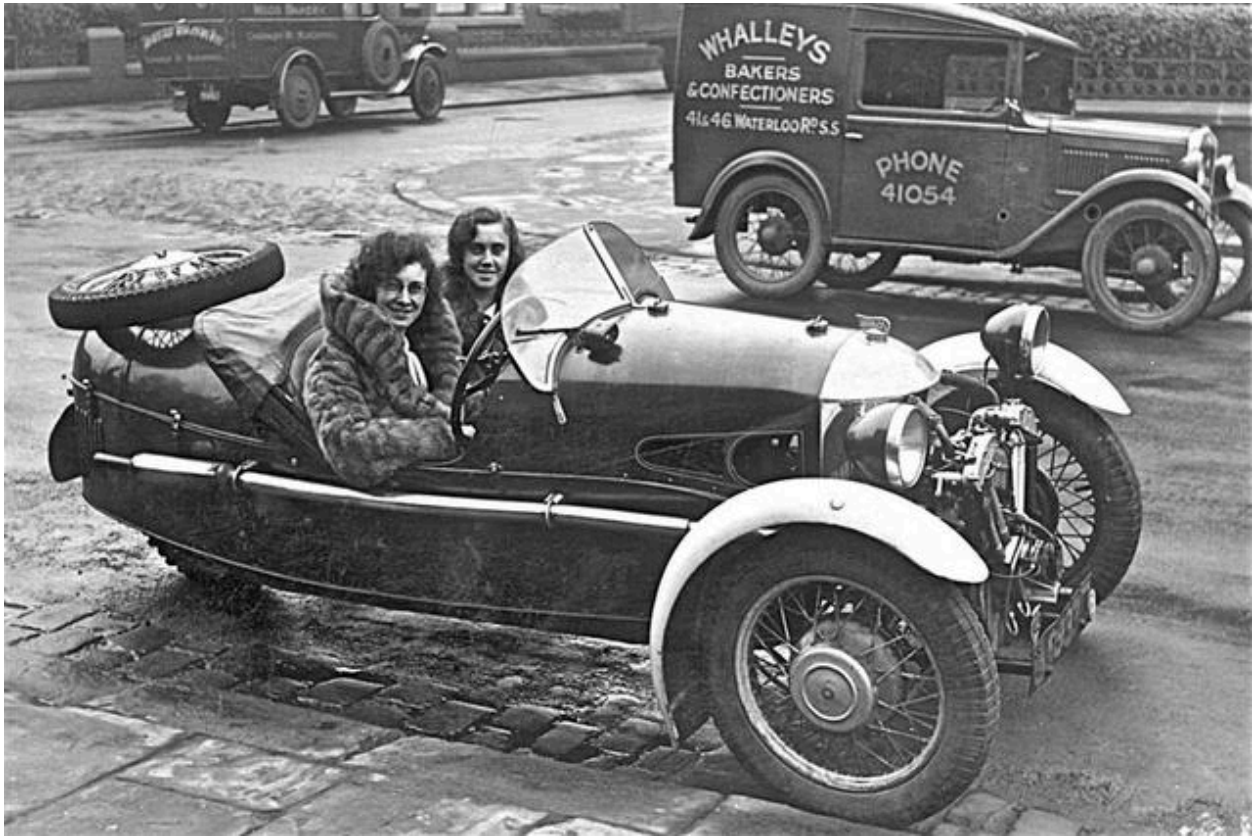
'988' - 1940s or 1950s

(Steve Blake Photos)



## 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!



## From the Morgan Oasis Garage

By Cuthbert J. Twillie, Proprietor

Box 1010 - North 51, Terrace

Hoodsport, WA 98548

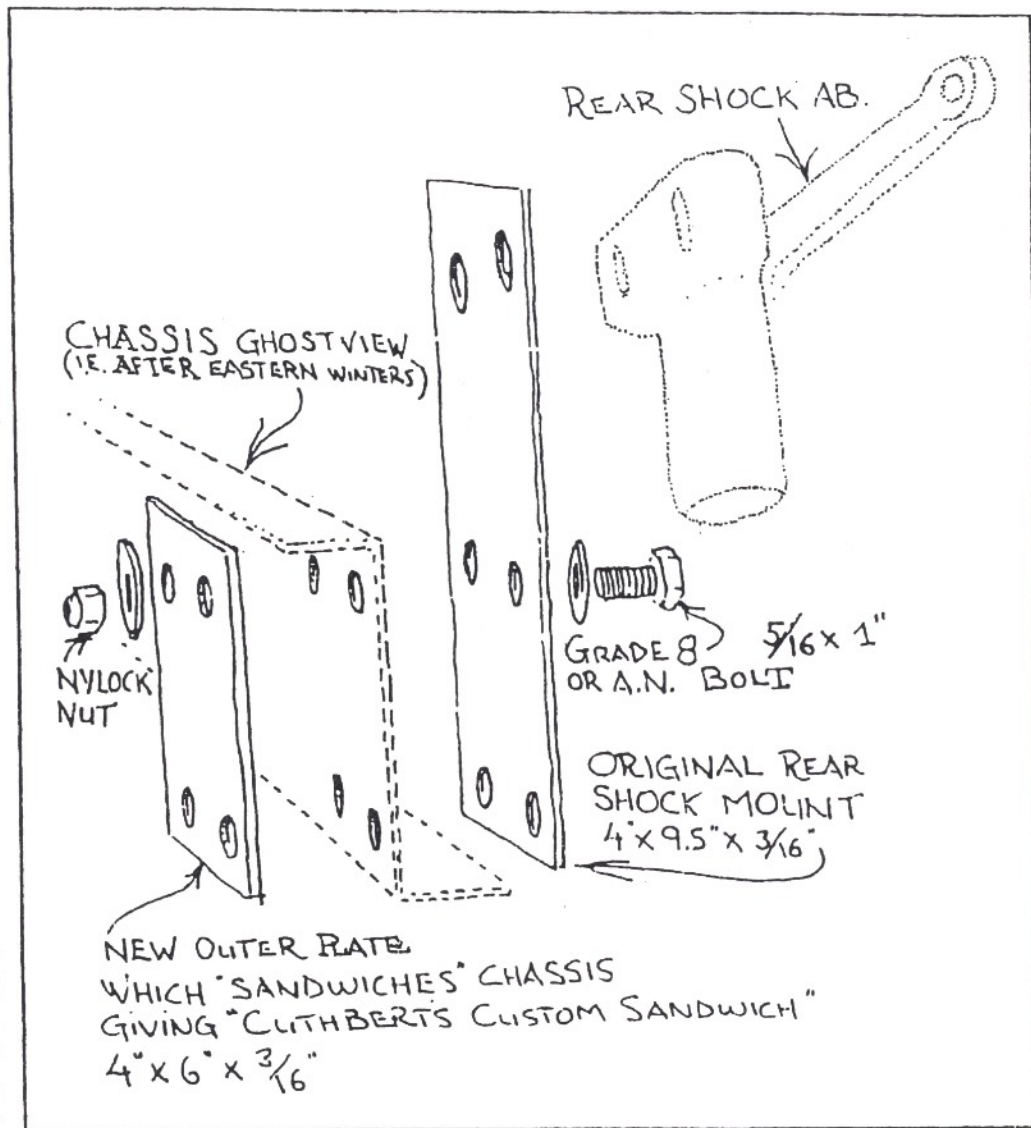
(360) 877-5160



Friends,

When I first began really looking at my original chassis, one area bothered me more than somewhat. This was where the bolt holes are for the rear shock absorber mounting plates. The chassis was puckered severely at each hole. There are 8 holes. Perhaps this was caused by loose bolts. A whole bunch of the suspension stress is supposed to be "fed" into the chassis by these two mounting plates.

Upon removing the plates, I found them rusty and eroded and the chassis as well erodes, etc under the plates. The mounting bolts need to be kept as tight as you can get them and seating all around the perimeter between chassis and mounting plates is cheap insurance. My chassis was so rusty there, I thought I better get a new chassis if I was to have a decent Mog.



I had Brekke Steel in Ballard make me new mounting plates. They charged three dollars. The mounting plates are flat steel  $\frac{3}{16}$ " thick by  $9\frac{1}{2}$ " long by 4" wide. Using the old plates for the pattern, I drilled the holes. Now here is where I got soooooo clever! After using the old plates for the pattern, I cut them off and used them as the outside half of a sandwich that encloses the chassis between (see drawing) the old and new plates. Here is where I got soooooo dumb! At the prices Brekke Steel charges, I would never again cut across 4 inches of  $\frac{3}{16}$ " steel with a hack saw!

I've done this to three Morgans so far. One other part should be mentioned. This is the bolts. I used grade 8 which are rated at 150,000 psi. A good hardware store or a good NAPA parts store will have graded bolts and graded nylock nuts which don't loosen. If a bolt has a smooth head, it's probably made by Hyundai or Hound Dog. A grade 8 bolt has six radial ridges on its head.





Forza Horizon 4 is an X-Box game company that sponsors the Retro Cartoon Contest. Contestants paint their cars with a cartoon them while advertising the Forza brand.

This year's winner was the truck on the top left.

The Mini pictured below came in second place.

One Morgan was entered this year sporting a Disney themed livery. It is a 2010 Morgan Aero Supersport.



(Photos courtesy of Forza Horizon 4)



# The Morgan/Huntsman Car Cover

(From Morgan Motor Company and Huntsman Facebook pages)

Introducing #MorganUndercover, a unique collaboration between @huntsmansavilerow and @ronaradstudio. We have long discussed the similarities between a bespoke Morgan sports car and a tailored suit, and this latest collaboration takes that one step further.

Huntsman have collaborated with artist Ron Arad to create a bespoke cover for a Morgan car. For his annual exhibit in the Royal Academy Summer exhibition, Arad was inspired by the blankets covering automobiles in the streets, and set forth on an exploration of the concept of covers as valuable objects. Whilst bespoke tailoring is an art form in itself, the skills of the Huntsman Cutters and Tailors have been recast to create this piece of contemporary art, which has been cut and stitched by hand in Huntsman's Savile Row workshops. Showcased in the window at Huntsman, No.11 Savile Row, in line with London Frieze, the installation is available to view until the 17th October. Discover more on the Huntsman socials and YouTube channel!





Huntsman has collaborated with internationally renowned artist and designer Ron Arad to create a bespoke car suit, which is on display in the window of 11 Savile Row.

Inspired by the protection blankets covering cars in the street, Ron began sketching what he imagined to be the cars under cover, these sketches then woven into car covers. For his annual exhibit in the Royal Academy Summer exhibition, Arad collaborated with renowned car manufacturer Morgan about creating an art piece to cover one of their models. Thinking of the cover as a bespoke garment in this respect, Arad approached Huntsman, the most innovative tailor on Savile Row, to stitch the cover for the vehicle. Bringing the heritage of Morgan and bespoke tailoring process-perfected with Huntsman for over 170 years together.



Masterfully cut and hand-stitched by Huntsman Head Cutter Dario Carnera, it was by far his largest and most unusual undertaking with Huntsman. Taking over 72 hours of skilled handwork, the size and weight of the fabric required a special kind of thread - traditional cotton stitching just wouldn't support. Using leather thread, Dario applied the same style of baste stitching you'd expect to find on a bespoke garment but on a much larger scale!

To display the cover, Ron worked on re-imagining a Morgan car, using parts of old vehicles to create an installation piece that is of itself a work of art. The entire work, which was hand-painted and assembled in his workshop, then had to be deconstructed to transport to 11 Savile Row.

The collaboration between Huntsman, Ron Arad and Morgan is a reminder of the beauty and ingenuity of what can be created when tradition meets innovation and is a perfect example of the art of bespoke. Bespoke can be anything you'd like, whether it be a suit for yourself, or for your car.

The car and cover were on display in 11 Savile Row until October 17th, with the exclusive car cover available to purchase on request.





## Website Report

*By Tom Morris*

[www.pacmog.com](http://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.

A big thank you to Steve Blake for placing the first entry, taken on the Stir Crazy Run, in this year's contest.

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

### Two for One!

If you are trying to think of where to take a photo of your Morgan, why not look at the list of [111 Places in Vancouver You Must Not Miss](#). You can take a photo beside one of these places and enter your photo to both contests. Enter your photo in the Morgan Moments Contest and also send a copy to Dave Doroghy for the 111 Places in Vancouver contest. See Page 35 for information.

**Last Chance to Submit Entries - Closes October 31, 2020**



Upcoming PACMOG Events  
By Ken Miles and Chris Brunt-Tompsett



Watch your emails for news of the next Stir Crazy Run VIII

(Steve Blake photo of Blakes and Brunt-Tompsetts on Stir Crazy Run II)

**Last Chance! 111 Places in Vancouver Contest Run**

Dave Doroghy is sponsoring a contest where you take photos of your Morgan next to the 111 places in his book. Winner is the one submitting photos of the most places. The book is a great one to have in your home for when guests come to stay. It shows numerous places that are off the beaten track and ones that have history or which you may not have been aware. The contest prize is an autographed copy by Dave which is priceless! The contest will end on **October 31, 2020**.

Email your entries to Dave at [doroghy@hotmail.com](mailto:doroghy@hotmail.com)

Find the list of places at:

[https://www.amazon.com/Places-Vancouver-That-Must-Miss/dp/3740804947/ref=sr\\_1\\_1?dchild=1&keywords=111+places+in+vancouver&qid=1603211461&sr=8-1](https://www.amazon.com/Places-Vancouver-That-Must-Miss/dp/3740804947/ref=sr_1_1?dchild=1&keywords=111+places+in+vancouver&qid=1603211461&sr=8-1)



Pre-Registration is now available on the OECC -VCB website

<https://www.oecc.ca/vcb/index.htm>

Covid -19 regulations limit participation to 50 people so please register as soon as possible.

On November 14, 1896, the British Motor Car Club celebrated legislation raising the legal speed limit from 4mph to 14mph with the Motor Car Tour to Brighton. Now known as the London to Brighton Veteran Car Run, the event continues to the present day and OECC's Vancouver Coast Branch has been celebrating it since the hundredth anniversary in 1996.

PLEASE JOIN US FOR THE 25th RUNNING OF THE ANNUAL LONDON to BRIGHTON COMMEMORATIVE RUN  
SUNDAY, NOVEMBER 1, 2020

Delta Heritage Air Park, 4103 104 St., Delta.

- COST: \$10.00/car Registration - limited to 50 people. (Registration fees will be donated to a charitable organization – details to follow)
- MEETING TIME: 09:30 am.
- LAST CAR OUT: 10:00 am.
- DESTINATION: Return to Start

Note: that due to Covid-19 restrictions and the general comfort of participants, there is no lunch component for this year's event

- CONTACT: Malcolm Tait (604 -224-0938) [mbtait44@gmail.com](mailto:mbtait44@gmail.com)
- Delta Air Park – directions: located at the foot of 104 St. Delta, adjacent to the dyke. Access from Hornby Drive. Google: Delta Heritage Air Park.





# 7500 mile Morgan Plus 8 Sold Last Month

By Steve Blake

Sold on August 26, 2020  
For US\$60,000.00



This 1998 Morgan Plus 8 is a left-hand-drive model that was reportedly purchased by the current owner from the first owner in 2008 with approximately 150 miles showing. It now has just under 7,500 miles and is finished in ivory over a tan leather interior. Power is provided by a 4.0-liter Rover V8 paired with a five-speed manual transmission, and equipment includes a removable tan soft top and side curtains, a luggage rack, front bumper-mounted driving lamps, front disc brakes, and 16" chrome wire wheels. This Plus 8 is now offered on dealer consignment with the factory soft-top storage bag, a clean Carfax report, and a clean Pennsylvania title.



(Photos courtesy of Bring-a-Trailer)

## BaT Essentials

Lot #35568

Seller: **KTVintage**

Location: **Bethlehem, Pennsylvania 18017**

Chassis: 1S9AR02R5WS200270

7,500 Miles

4.0-Liter Rover V8

Five-Speed Manual Transmission

Ivory over Tan Leather

Removable Soft Top

Kenwood CD Stereo

Burl Walnut Dash

16" Wire Wheels

Clean Carfax Report

Private Party or Dealer: Dealer

Additional Charges From This Dealer: USD \$0

Category: **British**





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

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

### Recent Sales and Auctions



This 1966 Morgan 4/4 on Hemmings Auctions for US\$22,575 on October 16, 2020.



This RHD 1967 Morgan 4/4 sold on BaT for US\$28,500 on October 21, 2020.



This 1961 Morgan Plus 4 sold on BaT for US\$43,000 on October 26, 2020.



#### 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!



THE

10:00 A.M. EDT

# ELKHART

COLLECTION 23 - 24 OCTOBER 2020 • ELKHART, INDIANA

OFFERED ALMOST ENTIRELY WITHOUT RESERVE



Sotheby's

A LIVE IN-PERSON AUCTION WITH COMPREHENSIVE REMOTE BIDDING OPTIONS

A former CEO's collection of more than 240 cars — carrying a value well into the millions — will be auctioned off to pay their debts, after they were accused of a multimillion-dollar fraud scheme.

Najeeb Khan, the founder and former head of Elkhart, Indiana-based payroll firm Interlogic Outsourcing Inc., was accused by KeyBank last year of fraud exceeding \$100 million, Indiana newspaper The South Bend Tribune reports. Khan then resigned from the company and filed for personal bankruptcy, and now Khan's huge car collection is up for auction through RM Sotheby's.

Court records obtained by The South Bend Tribune show that Khan had amassed a worth of roughly \$98 million, but had liabilities totaling at least \$126 million. To pay off creditors, a judge mandated that Khan sell off much of

the collection, which, according to bankruptcy filings, includes 281 vehicles and is valued at approximately \$31 million. However, the sale beat those estimates by bringing in US\$44.4 million.

**1088**

BRITISH AUTOMOTIVE PARTS,  
INCLUDING MINI AND MORGAN

**\$2,500 – \$3,000**

OFFERED WITHOUT RESERVE



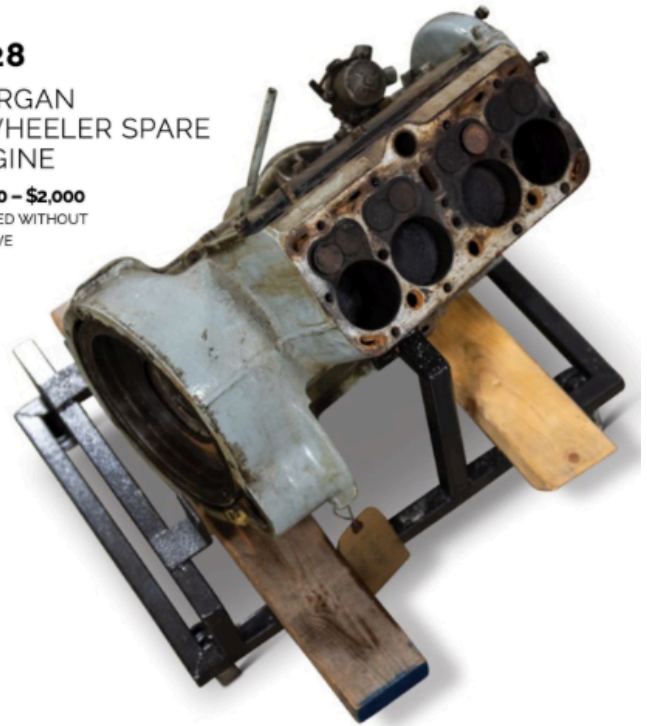
Sold for US\$360

**2128**

MORGAN  
3-WHEELER SPARE  
ENGINE

**\$1,000 – \$2,000**

OFFERED WITHOUT  
RESERVE



Sold for US\$120



**2032**

MORGAN  
3-WHEELER  
EVS JUNIOR

**\$3,000 – \$5,000**

OFFERED WITHOUT RESERVE

**\$700 – \$900**  
OFFERED WITHOUT RESERVE



**2081**

MORGAN  
3-WHEELER  
PEDAL CAR

**\$2,500 – \$3,500**

OFFERED WITHOUT RESERVE

Visit [rmsothebys.com](http://rmsothebys.com) to view all photos.

Sold for US\$7800

Sold for US\$4200





**1280** 2012 MORGAN 3-WHEELER

CHASSIS NO. SA9M32856CP202436

**\$35,000 – \$45,000**

OFFERED WITHOUT RESERVE

Iconic No. 112 Squadron RAF livery  
 Powered by an S&S V-Twin with a five-speed manual transmission  
 Interior features VDO instrumentation and a wood-rimmed steering wheel  
 Accompanied by owner's handbook with pouch  
 Showing less than 2,000 miles

Sold for US\$53,200



2012 MORGAN 3-WHEELER **2267**

CHASSIS NO. SA9M32854CP202435  
 BODY NO. M3W486

**\$35,000 – \$40,000**

OFFERED WITHOUT RESERVE

The modern iteration of a British legend  
 1,983 cc S&S OHV V-twin engine  
 British Racing Green and black with Biscuit quilted leather interior  
 Custom Autosound Secretaudio SST stereo system  
 Excellent overall condition; 1,210 miles at time of cataloguing  
 Single ownership since new

Sold for US\$44,800



1937 MORGAN F4 3-WHEELER **2144**

The iconic British three-wheeler  
 10 hp British Ford flathead four-cylinder engine and three-speed transmission  
 "Occasional four-seater" bodywork; wooden ash frame  
 Charming older restoration with fine patina of use  
 Subtle upgrades throughout, including 12-volt electricals  
 Accompanied by Morgan Chassis Record

CHASSIS NO. F490  
 ENGINE NO. 497361  
 BODY NO. 4820  
 REGISTRATION NO. CVE 295

**\$35,000 – \$45,000**

OFFERED WITHOUT RESERVE

Sold for US\$36,400



## 1958 MORGAN PLUS 4 **1254**

Finished in Old English White  
with red leather interior

Equipped with Smiths gauges and  
Bluemels Brooklands steering wheel

Satisfying originality throughout; original  
wood and bonnet hinge stampings

Attractive and tidy; a great way to  
enjoy traditional British fun!

CHASSIS NO. 17753

ENGINE NO. S177

BODY NO. 2226

**\$30,000 – \$35,000**

OFFERED WITHOUT RESERVE

Sold for US\$36,400

**2168**

## 2005 MORGAN AERO 8

CHASSIS NO. SA9AR281850J00338

**\$75,000 – \$95,000**

OFFERED WITHOUT RESERVE

An original US-delivery example

Showing 14,375 miles at time of cataloguing

4.4-liter BMW M62 V-8 and six-speed  
manual Getrag transmission

Hand-assembled with aluminum chassis and body frame

Accompanied by original Owner's Handbook and jack



Sold for US\$112,000



## Front Fenders (Wings) For Sale

For Sale- Two Morgan 4/4 front fenders (left and right), 1970s/80s vintage, in very good condition. Fenders are apparently from different model years, so not quite identical to each other. Detailed measurements available. Will sell separately or together. \$1000 each. Contact Ron Akehurst in Victoria 250 658 3978 or [Ron.akehurst@hotmail.com](mailto:Ron.akehurst@hotmail.com)



## A New Member's Car is For Sale 1969 Morgan Plus 4

This car was bought for the owner as a surprise in 2013. It resides with its second owner, the first being a Kenneth Wightman in London, Ontario. The car was in storage for 10 years from approximately 1991-2001. It was completely restored by Reg Beer Coachbuilder Corp. in 2001. (Editor's note - Reg Beer is one of our advertisers and is a very respected craftsman.) Complete mechanical and extensive work done on the chassis. The car was repainted at that time. New 72-spoke wire wheels were installed in 2010 along with a new top. In 2013, new tires and seat belts were fitted. The following year the seats were re-upholstered. Speedometer reads 92,850 miles but exact mileage in unknown. The car has just been serviced and runs well. Extras include a luggage rack. This Plus 4 is fitted with a TR3 engine. Asking price is \$43,000. Gordon Baughen [baughen@shaw.ca](mailto:baughen@shaw.ca)





# PACMOG Regalia

Contact Brian Nixon for any regalia requests [nixon.b@outlook.com](mailto:nixon.b@outlook.com)

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



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

**\$25 CDN\*** (plus shipping)

Badge measures 3.5 by 4.25 inches overall

\*Club members only, all others please inquire



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

**\$2 CDN\*** (plus postage)

Patch measures 3 inches in diameter

\*Club members only, all others please inquire



[www.regbeercoachbuilder.ca](http://www.regbeercoachbuilder.ca)

CMC Enterprises has been supplying North America with parts and sales of vintage vehicles since 1990.

Reg Beer Coachbuilders have been offering the best in full service restorations, general repairs, tuning and modifications. Martin and Stephen Beer have been the sole Morgan dealers in Canada since 1990. We have the largest stock of Morgan parts in Canada. Our inventory consists of new and old parts, some extremely hard to find or no longer in production. Parts can be fabricated in-house by our skilled craftsmen. Morgans have been our specialty for over 40 years and we have numerous best-in-show awards to prove it.

We work closely with clients, ensuring that work is completed to their specifications at realistic costs.

**Martin Beer & Stephen Beer**

933093 Airport Road  
Mona, ON L9W 6C7

[cmcmogrbc@gmail.com](mailto:cmcmogrbc@gmail.com)

905-857-3210



**Steve Sillett**

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

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

604-530-1433 [www.panelcraft.ca](http://www.panelcraft.ca)



**Terry Firestein**

604 910 0857

[www.autobauer.ca](http://www.autobauer.ca)  
[autobauercanada@gmail.com](mailto:autobauercanada@gmail.com)

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



# Pacific Morgan Owners Group

## 2020 Membership Application

(Please print in block letters)

### 2020 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.