



The Morgan Link

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The Magazine of the Pacific Morgan Owners Group

Oct 2021



From the Editor's Desk...

We still have time for a few great drives before the rain dampens everyone's spirits. It looks nice outside as I write this but a cyclone bomb is arriving tonight which will bring wind gusts to 60 kph and a whole lot of rain. After that passes through, the meteorologists are promising some sunny days so the top-down driving is not over yet!

There are some interesting items in this month's Morgan Link. Chris Allen has shared a project he did creating a wheel cover for his Plus 8. Susan Blake won the Sea to Sky photo contest for best Scenic photo. Jacques Gallien has supplied me with a number of ads and magazine covers with Morgans with permission of Johan Van den Heuval from his collection. I will share those with you over the coming editions. Don Morgan has written the second part of the story of the purchase of his Plus 8, which includes an issue both he and I had with the tax man! Lorne Goldman has supplied the second part of his article on the Morgan SLRs. Machiel Kalf has shown us how history can be changed or erased by somebody who has a falling out with another person and erases their contribution. Keeping with the coupe theme, Alistair Crooks has submitted an article on the Mercedes-Benz 30 SLRs and another story on Denis Jenkinson who raced the M-B 300 SLR with Stirling Moss.

I am still looking for more "On the Road" photos, a paragraph or two of what is happening in your garage, with a photo or two, member profiles, stories on how you got into Morgans, a story about your Morgan, how to fix something, or ??? Sometimes you just run across something that you want to share with somebody else. We can probably use that idea!

Is it fair to use a snowblower to get rid of your leaves into neighbour's yards?

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

October 2021

Editor – Steve Blake

sblake@telus.net

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

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

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

Report from the Executive- October 2021

By Steve Blake, Chair

We have not had many meetings, actually none for a couple months. It is nice when there are no issues to solve or work to be done. I would like to give my thanks to all of those people who contribute to the club by writing or submitting articles to the Morgan Link, use the PacMOG website, submit photos to the Snapshot Contest, look after the website, account for our money, make new members welcome, communicate to our members, liaise with members further away, organize events, look after our regalia, take the minutes at meetings, provide me with sage advice, and a myriad of other things that go unnoticed to the majority of the club membership. To all of you, I give a hearty thank you because without you we would not have a club.

We are in need of a club secretary. The job is not difficult and you will be trained. We have about 3 directors' meetings a year plus the AGM. The secretary needs to type up the agenda, the minutes of the meeting, prepare the package for the AGM and a few other little tasks. Steve Hutchens is no longer able to do the job, so Susan Blake is returning to the Secretary position until the AGM. She would like to train a new person and if you could do this she will work with you to make it very easy. Please give some careful consideration to helping the club with this task.

Remember a number of us are getting long in the tooth and have sat on the Board since the inception of the club. We need new blood. Please consider stepping forward to take on a position. If re-elected, I will be in my final year of eligibility to be the Chairman. Somebody will need to step up. I sat off the Board for a year to give others a chance. How did I end up back here? It must be really fun! Let us know if you are interested. We promise it won't be a lot of work.

Please join me in welcoming our new members below.

Stay safe!

New Members

John and Jo-Ann McNulty
1978 Plus 8
1966 Plus 4 Competition

David McCrossan and Jacqueline Van Es
1969 Morgan Plus 8

PACMOG Directors

Chair, Editor

Steve Blake

sblake@telus.net



Vice Chair, Webmaster

Tom Morris

tomm8847@telus.net



Treasurer

Pat Miles

pat_miles@hotmail.com



Communications

Chris Brunt-Tompsett

cabt@shaw.ca



Island and Inland

Liaison

Jane Cowan

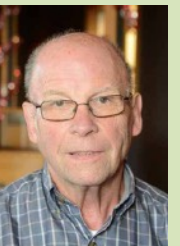
janecowan@shaw.ca



Events

Ken Miles

kengmiles@telus.net



Membership, Regalia

Brian Nixon

nixon.b@outlook.com



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Non-voting member attending
Board Meetings as Secretary

Susan Blake
susanblake@telus.net



Cover Photo Credit:

This month’s cover photo was taken by Steve Blake of new member, John McNulty’s 1966 Morgan Plus 4 Competition at Qualicum Beach.

Contributors

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

Susan Blake, Dave Doroghy, Ken Miles, Pat Leask, Andrew Smith, Pat Miles, Lorne Goldman, Tom Morris, James Gilbert (MMC), Alistair Crooks, Frank Gruen, Valentin Tanase, Jacques Gallien, Gary Bell, Jeff Kemper, Don Morgan, Jeremy Taylor, Chris Allen, Machiel Kalf, Terry Shea, Doug Barofsky, Ron Akehurst, Chris Okula, Howard Jewell, Roger Mulloy, Woof Creative Photography, Brian Moody

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.

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Markham, ON L6G 1C3

PACMOG Constitution:

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

On the Road!

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



Above: David McCrossan's new Morgan Plus 8 being picked up in Calgary

Below: Morgan's new Morgan Plus Four CX-T - (Carfections photo)





Our Belgian friend, Jacques Gallien taking "On the Road" to heart!

Jeff Kemper's co-pilot, Heidi, in their Morgan 3 Wheeler (thanks to Just British On-Line)



Susan Blake Wins Photo Contest

We are pleased to announce that Susan Blake finished in First Place in the Best Scenic Photo and Second Place in the Best Car Photo at last month's Silk Cat Sea to Sky Rally. I am very proud of how Susan has improved in her photography skills and she is really deserving of these awards. Congratulations!



A Tale of Two Morgans, the Sequel

By Don Morgan

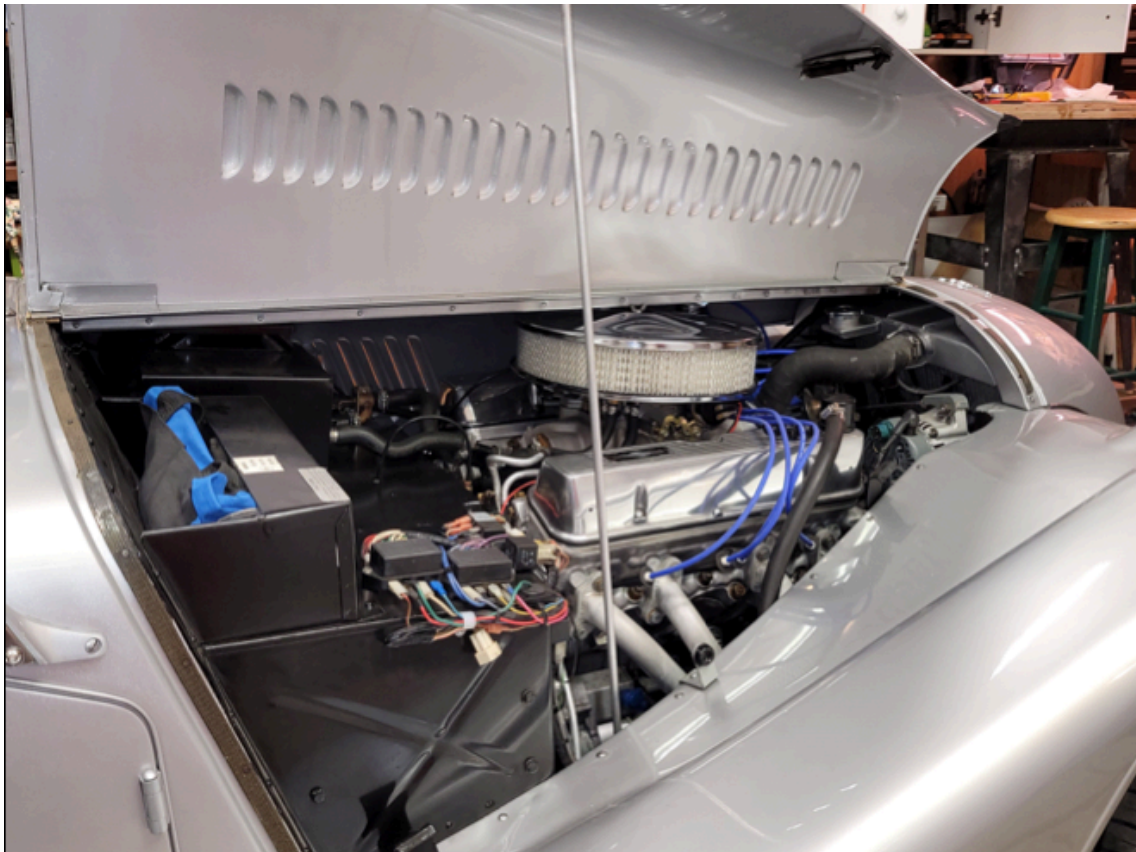
Some time ago in August 2020, I bought a Morgan from a dealer in California, sight unseen, except for the photos in the ad. I was buying a 1989 Plus 8 with a 3.9 liter fuel-injected motor. When it crossed the border and I picked it up in Chilliwack, it was beautiful. I was grinning from ear to ear. But the paperwork said it was a 1969 model with a VIN of 7033. I phoned the dealer and he said, "Don't worry, some cars had the VIN changed to elude the American Pollution Legislation."

It was clearly too wide a body for 1969, had a 5-speed gear box and locking glove box, so I knew it must be younger. More inspection...the motor is a 3.5 liter with 9.35 compression with carburetion. On the edge of the door is a 17-digit VIN label from ISIS Imports, so it was one of Bill Finks' imports that he converted to propane and then marketed in 1987.

A phone call and a few emails to Morgan Motor Company in Malvern, UK. Despite it being Covid-time, with reduced staff and no archivist, they were able to identify my car as being Chassis number 9745. It was shipped from England to Isis Imports on November 28, 1986. So, my car was not a 1989 with a 3.9-liter engine as advertised at all.

It wasn't the car as advertised, but I love it anyway! It is young enough to have Cuprinol-treated wood, is all aluminum except for the bulkhead and radiator surround, so is a "lightbody" model. I have avoided the rot and rust problems that some cars develop.

A few months later in production, the cars were given fuel injection. My car originally came with twin Stromberg carburetors having about 150 hp, but down stateside it took a different path. After 18 years fueled by propane, the second owner had it converted back to gasoline in 2005. The company who did the conversion put on Edelbrock performance intake and exhaust manifolds, a four-barrel Edelbrock carburetor and a racing cam. I'm not sure of the horsepower, but as the saying goes, it's "adequate"!



Through this Covid winter, I had lots of time to spend on my Morgan. I cleaned 34 years of grime and grease off using about eight liters of Spray Nine. Starting at the back, I found the gas tank was leaking from the bottom of the filling hose where it joined the tank. This was because the people who converted the car back to gasoline put the tank in backwards, with the sloping side forward. The filling hoses then had to do a wicked S turn to reach the tank. The stress of this broke the flange the hose attaches to. When filling the tank, fuel would run across the top of the tank and onto the pavement below. Yikes! After reversing the tank, which was just supported by two metal plates off the frame on each side, I put a full width plywood support under the tank and new almost straight filler hoses.

The seats, once removed, have 1986 stamped on the bottom rails. The slings under the seats had torn, so I had those replaced.

The glove box door was delaminated. I glued that by squirting a two-part epoxy in and clamping it to the work bench...to find it was glued to the workbench, too...but I was able to cut it free. The inside of the glove box door was signed by Charles Morgan at a Concours meet in California in 2010 and has a blue medalion. This, I sealed in with seven coats of Varathane.



I took apart the console, changed the gearbox oil and greased the front U-joint. Then I cleaned the gearshift linkage and hand brake ratchet. I have a three-part speedo cable, which doesn't seem right. The central part is a relay that has wiring to connect to an Engine Control Unit that doesn't exist on my car. The speedo was a bit wobbly at low speeds, which I now find is not uncommon, but I fiddled with it and made it not work at all! I fixed that with a universal cable for \$11.00, so I hope it lasts.

(Photos submitted by Don Morgan)

Up front, there was some rust on the bulkhead, so I took all the electrics off and sanded and painted it. The electric fan had a broken upper bracket, so that when it was running, it sucked itself forward to scrape on the radiator. Fixed that.

I have rack and pinion steering, another change that came soon before my car was built. The boot on the left end had been sheered off, so I had to clean and replace that. The ball joint boots were also shredded, so those were taken apart, cleaned, and new boots installed.

Now the carburetor. It just wasn't right. Hesitated off the line and at moderate speed would stumble and not power up, in fact would not rev above about 3500. Cylinder compressions were all very good, about 165 psi. The vacuum was zero on one nipple and 17 psi on the other. My distributor likes to run with no vacuum. The automatic choke ran at about 2500 rpm and stayed on too long. Fixed that, and then adjusted the idle speed and idle mixture screws. I downloaded the on-line manual and watched lots of u-tube videos to de-mystify carburetors. Then, I took the top off the carburetor and replaced all the gaskets, the accelerator pump and cleaned the little accelerator jets. The floats were set wrong, too. Now, there is no more hesitation off the start. It still has a problem under heavy load accelerating up a hill, like it is short of fuel. The fuel pressure at the carb intake is 6 psi, which is correct, but I'm not sure if the flow is adequate. I will change the jets, step up springs and metering rods next to get a leaner mix as the plugs and exhaust are sooty.

My car is not in showroom or concours condition, but it does have the original engine, the original solid aluminum wheel rims, the original upholstery, the original dashboard, and the original Jaguar Opalescent silver paint, all in great condition.

Now about the fictitious VIN. I didn't want to keep the registration as a car 20 years older than it is. After calling ICBC to change the record back to the 17 digit VIN Bill Fink had attached to the door (Morgan Motors were not using the international 17 digit VINs back then), I was told it had to be the Federal Registry of Imported Vehicles (RIV) that made the change, so I called them, sent a few photos and documents, and in two days they had corrected the registration to 1S9AR02R0HS200745.

Then, I go back to ICBC to update my Insurance and Registration here in B.C. and get the run-around. Why 2 different VINs? How do we know it's the same car that Bill Fink sold into the market from where you imported it? We should assign you a third totally different VIN. We're too busy to process this complicated business. Well, after three months of having no insurance, ICBC, in their wisdom, finally sent me an entirely new BC 17 digit VIN. I'm on the road again.

One more Caveat Emptor. When I imported this car, I paid 5% GST at the border, and then 7% PST when I registered it with ICBC. I have just be reassessed another 3% PST by the BC consumer Taxation Branch, so I have now paid 15% tax on this used vehicle.

Editor's Note: I also received a letter, at about the same time as Don, requesting another 3% tax on the Morgan I imported. Seems like the Ministry of Finance and the ICBC computers are not in sync with each other. They leave it up to the auditors to send the bad news that you owe them more money. As much as we don't like it, because the car came from out of the country, 15% is the correct total GST and PST. It did take them one year to discover this error. I guess there is no statue of limitations on collecting tax!



In Our Garages

By Steve Blake

It is amazing what ideas we come up with when we have time on our hands. Many of us have taken advantage of Covid time to do projects we had on the back burner and to get to the bottom of the “Honey Do” list. We also had time to actually read the car magazines that come in and sometimes that means we get an idea that we can consider. Chris Allen took advantage of this time to follow through on a project he had on his mind for some time. New Morgans come without a spare tire to keep the weight down. This is similar to most cars sold nowadays. The weight savings translates into improved fuel consumption and better EPA scores. A louvred cover is fit over the “wheel hole”.

Chris saw the wheel hole covers on Morgans in the UK as well as in magazines. Known affectionately by Pam as the “bin lid”, Chris set out to make one for his 1972 Morgan Plus 8. Unable to find a body shop with the correct size presses for the louvres, he contacted Richard Thorne, a Morgan dealer in the UK for help. He was pointed to

VSM Malvern Ltd. and they were able to make the aluminum cover for Chris. VSM is run by Steve Barnes who was one of the fellows in the tin shop at Morgan and worked along with our Andrew Smith.

Three weeks later, DHL delivered the cover and Chris had it painted to match his car. It can be taken off and the spare tire re-fitted in less than 10 minutes. The two stainless steel screws used for holding the cover in place would then be screwed into the rivnuts on either side of the wheel hole and you would revert to the traditional look.

There is even room behind the cover to store some tools or spare parts. Great ingenuity!



(Steve Blake photos)

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Morgan owners all over the world receive a speedy and reliable service from VSM and continue to rely on us for their restoration and repair needs.

Nestled near the Malvern Hills, VSM was established almost 30 years ago by Steve Barnes shortly after he left Morgan Motors, where he served an apprenticeship and worked for more than 15 years.

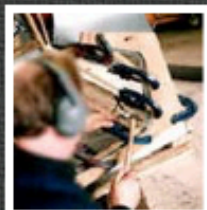
If the part or service you are looking for is not mentioned here please call Steve to discuss your particular needs in detail: +44 (0)1531 671148 or

email: vsm@vsmmalvernlimited.co.uk

We look forward to working with you.



360° Workshop Tour



A Different Drive

By Steve Blake

We have had bad luck trying to do our drives these last two months. September was canceled due to low sign-up and October has been postponed due to very rainy weather. Rain or shine we will be driving in the OECC London to Brighton Commemorative Run on November 7 and, hopefully, we will find another day in November to get our October drive in. In the meantime, at least one drive did take place in October with some of our club members, so I will tell you about it.

From October 4-7, 2021, the Tea and Crumpet Society, a group of owners of pre-war cars, did a drive on Vancouver Island. We took various BC Ferries to Nanaimo and met at the Black Goose Inn for lunch to start our journey. Members from PacMOG included Steve and Susan Blake, Colin and Laurel Gurnsey, and our newest member, John McNulty. Our cars included 2 Derby Bentleys, a Bugatti, a Lagonda, a Rolls-Royce, an Alvis, and our 1937 Chevrolet Pickup Truck. These 7 did the full trip and some others joined us for part of the time and they were in a Morgan, a Morris Traveller, a Citroen 2CV, an MG VA and two other Bentleys.

Our drive took us to Campbell River where we stayed two nights at Painter's Lodge. A drive to Gold River was optional and completed by several cars. We returned to Parksville, stopping at two car collections along the way, ending at Tigh Na Mara Resort. The only problems were a wiring issue in one of the Bentleys where two of the old wires shorted, sending a cloud of smoke into the back seat and out of one of the trafficators. Another Bentley quit on the ramp leading to the ferry. An extra night on the Island for him where he replaced his coil and spark plugs before returning home the next day.



John McNulty's 1966 Plus 4 Competition - Steve Blake photos



Famous People with Morgans

By Steve Blake

My Life in Cars: Charles Gordon-Lennox, 11th Duke of Richmond

By Jeremy Taylor (Courtesy of London Luxury)

The old kitchens behind Goodwood House haven't seen much culinary activity for years. The buildings were once a working hub for the grand house – the ancestral seat of the Duke of Richmond since 1697. Charles Gordon-Lennox, the 11th Duke of Richmond, is the present incumbent – and perhaps best known for his love of cars. As the driving force behind the annual Goodwood Festival of Speed, he has access to a smorgasbord of the rarest, most exotic vehicles on the planet.

A double garage simply wouldn't be large enough to house his collection, so the Duke, 63, uses the kitchens as the ultimate man cave – although he rarely likes to speak of it. “Honestly, there's not much in there at all really,” he says. “If the house did go up in smoke, I would probably grab the keys to my Lancia Aurelia. It dates back to the mid-1950s and was very advanced for the era. I love the architecture – an absolutely fantastic piece of modernist design, so laid back and one of the most beautiful coupés ever made. It's quite quick with very complicated suspension. The cost of building the Aurelia almost killed off Lancia for good.”

The Duke says he rarely gets to drive the Aurelia, which he bought at auction during the 20th anniversary of the Festival of Speed in 2013. His late grandfather also enjoyed a passion for Lancias, designing the world's first production car featuring Art Deco aero styling. It was later incorporated into the 1934 Lancia Augusta. “My grandfather loved Lancias – they were the best machines of that era,” he explains. “My Aurelia is black with grey cloth and the first production car with a V6 engine. Perhaps another reason I love it is the Lancia is the same age as me.”



The Duke launched the Festival of Speed at Goodwood in 1993, partly to help keep the 12,000-acre estate afloat. Held right outside his bedroom window, it has grown to become one of the world's most popular motoring events. It later spawned the Goodwood Revival – a retro fest of fancy dress and classic cars. “I wanted to bring motorsport back to Goodwood because this place is steeped in motor racing history,” he says. “My grandfather launched the Goodwood Motor Circuit in 1948 and I've grown up in or around cars.”

What else is parked out the back? Naturally, there's a Rolls-Royce Ghost as the marque has been based on the Goodwood Estate in West Sussex since 2003. The 42-acre site employs more than 1,700 workers and around 20 cars are hand-built here every day. Designed by Sir Nicholas Grimshaw – who also created the Eden Project – the factory features a roof covered with sedum plants that hides the building from the road. “I'm lent a lot of Rolls-Royces,” the Duke says. “Obviously, they're a very nice drive. My favourite is a Phantom coupé that was built especially for the Festival of Speed as a course car a few years back. It's orange inside and has an orange line down the paintwork. It sounds horrible, but it's dead cool.”

In 2010, the Duke visited the famous Bonneville Salt Flats in America to try his hand at speed driving. “I was there with my son, Charles, and we both fell in love with hot rods. I went off the idea of owning super-expensive cars. I liked the idea of creating my own individual vehicle instead. “In the end, I shipped a 1929 Model A Ford

back home to England and still have it. That car looks like it has been dredged up from the bottom of a lake. If the devil was a car, that would be it.

The Duke recently bought a Porsche 911 GT2 RS. The supercar was officially launched at the Festival of Speed in 2017 and produces 690 horsepower from a 3.8-litre twin turbo engine. With a lightweight magnesium roof and other body panels made of carbon, it will accelerate to 60mph in 2.7 seconds.

He mentions that he has a 'modest' fleet of more conventional cars in his garage too, among them an Audi RS6, several old Land Rovers and a Range Rover. He also has a Defender Works V8 70th Edition on order – the most powerful Defender ever built.

"I learnt to drive around Goodwood estate when I was a teenager. One day when my parents were out, a friend and I borrowed a Land Rover and tore around the fields. We were doing well until my friend accelerated through a gate and stuffed it straight in the side of a bloody horse box. It was totally annihilated but my parents took it very well."

They weren't so impressed when the 16-year-old Duke 'borrowed' his mother's Morris 1100 and took to the famous Goodwood hill climb, now an integral part of the Festival of Speed. Heading downhill, he hit gravel and crashed into some trees. "It was one of the world's worst cars and I did myself a lot of damage. I broke the top of my femur. Weirdly, I was so young they decided not to pin the bone, so I spent four months on my back with a leg in the air. It was cruelty to children.

Undeterred, the Duke bought a Morgan three-wheeler: "My parents were dead against motorbikes but they agreed I could drive the Morgan on a motorcycle licence at 16. That was a big mistake. "The Morgan cost £200 in Littlehampton and was absolutely lethal. It was fitted with a horrid Ford 100E engine – not very nice at all. The back wheel also had a tendency to fall off."



1936 Morgan 3 wheelers similar to the one owned by the Duke

The Duke was "furious" when he failed his driving test at the first attempt: "I can't actually remember what I failed on – it was something stupid like not checking the rear-view mirror. I was unbelievably angry because in those days, all teenagers wanted was the freedom to get around."

He was even less happy when his father gave him a Datsun Cherry as his first road car. "It wasn't my finest moment. I was working for the film director Stanley Kubrick at the time and travelling up and down to London."

Although the Datsun lacked street cred, the hatchback survived the Duke's determination to destroy it: "I thrashed the hell out of it and revved to the red line for every gear change. Fortunately, the cook spilt a flagon of milk on the back seat. The smell was so bad it had to go."

The Duke then indulged in a string of fast cars, including a stripped-out Mini Cooper S and an Austin Healey 3000. He took the latter on honeymoon to France when he married his first wife, Sally Clayton. "It dripped hot oil on her feet and then the bloody thing blew up."

A career in advertising afforded him a Porsche 924 Carrera GT, which he kept for 13 years until the first Festival of Speed in 1993. "I should never have got rid of it but when the engine gave up it went," he says. "Bad decision." Porsche became involved in the festival early on and the Duke owned or loaned many of its best cars, including a dark-blue 993 – the last of the air-cooled models – and then, later, a 5.7-litre Carrera GT. "That was a highlight, a quite phenomenal car."

The 924 Carrera GT was also the car the Duke used to make a 'record' run from Goodwood House to Chelsea in just 54 minutes. "That was a bit naughty and you'd never get away with it now," he says. "My grandfather wasn't a fan of bureaucracy either. The day the 70mph national speed limit came in, he drove a Jensen flat out up the Edgware Road in London. He was promptly caught by the police and had to appear in front of Bow Street Magistrates Court. I have a photograph of him coming out of the building sticking up a V-sign to the camera!"

Nowadays the Duke claims he has become tired of expensive supercars and has turned his attention to bespoke, American vehicles: "I like the idea of building your own car, gathering all the pieces together and creating something unique. Having that accident when I was 16 really didn't teach me anything. There probably is some oil running through my veins and over the years I've loved every minute behind the wheel."



(Photos from thetimes.co.uk, luxurylondon.co.uk, prewarcar.com, and classiccars.com)

Those Magnificent SLRs! - Part 2

By Lorne Goldman (GoMoG)

The Emberson SLR (silver)

The three Morgan SLRs gather legends like no other cars within the Morgan community, save TOK 258. Over the years they have changed hands and continents, back and forth. It is wonderful to now see all the three back from where they started, in the United Kingdom, being racing on the tracks they know so well. This is the SLR that was the biggest mystery. Hopefully, this article will help lift some of the veil.

The car was built by Chris Lawrence and John Sprinzel (Sprinzel LawrenceTune Racing) late in 1963. They built three SLRs on Morgan chassis and this was the second. The red one was first. (The SLR built on a Triumph chassis is five inches shorter). They were combined with a LawrenceTune engine. The lovely aerodynamic SLR bodies were fashioned in light aluminium originally by Charlie Williams of Williams and Prichard. As the project was developing with each car, all four SLRs were, in fact, slightly different from the start. Many of the lessons learned with TOK 258 were expressed in the SLRs. After the TOK stub axles were found to be cracked after the LeMans win, bigger stub stub axles and wheel hubs were used on the the SLRs to prevent this. This and others of the SLR improvements were later incorporated into the Plus 8s.



This SLR is also distinctive as it is the only one unpainted boasting polished aluminium from the start. It was built for Pip Arnold & driven directly on completion from the shop to Spa to be raced by Chris Lawrence against the Porsche's Works racers. The story is that there was no time to paint the car so they paid a group of youngsters to polish the bare aluminium!



In 1969, the car was acquired by John Atkins and registered in the UK as TAE 253G. (John Atkins also owned 581 DOK, the first Morgan SLR.) Sometime in this period it was extensively repaired after a garage fire by Maurice Gomm, a prominent body builder and was restored with or by Rob Wells of Libramotive along with a then young mechanic, Brian Gateson. Brian Gateson now runs his own Morgan business (Techniques) & will be entrusted with the car. The other two Morgan SLRs are maintained by Brett Syndercombe at Brands Hatch Morgans.

In 1981, this SLR was purchased by George Raterink, a noted vintage racer from Colorado, and the car was shipped to the USA. The next owner was a blessing for the car. A sales ad as spotted by chance by David "SuperDave" Bondon, the very well-known American moggie racer and Concours winner. Dave has a great habit. Whenever he is delayed at an airport, he browses the local ads searching for automobile beauties. This is how in he found the SLR in Denver 1983, still with its extra body. He restored it and went on with it to win a decade's worth of races and Concours awards.

N.B. An extra chassis was made at the time of the repair by Maurice Gomm.

In 1995, the car was purchased by Larry Nelson, another American and in 1998 he sold it to Adrian van der Kroft, a European Morgan collector and fine racer. Adrian brought the car back to the UK and raced it there.

In November 2009, the car was purchased by John Emberson. John's Morgan experience began in 2000 when he was attracted to the Aero 8 while attending the 2000 Geneva Motor Show where the Aero was first unveiled. After speaking with Melvyn Rutter, a British Morgan dealer, he was convinced to buy a Morgan trad, which he and his family promptly fell in love with!

He bought a Morgan Roadster Lightweight in 2004 and entered the Morgan Challenge in 2006 racing every year since. In 2004, he acquired a Jim Tucker race-prepared 1961 Plus 4. In the Centenary year, he purchased one of the Limited Edition Aeromaxes with the SLR. He intends to co-pilot the SLR with Morgan notable, Bill Wykeham.

This legend has found a fine home. We wish John the very best of luck and fun!

The Ahlers SLR (green)



(Ilya Holt photo - supercars.net)



(Emberson SLR photos - Lorne Goldman)

The Fourth SLR - Triumph

By Steve Blake

One of the four SLRs built was on a Triumph TR4 chassis. The other three were the Morgan SLRs. The success of Morgan with TOK258 at Lemans in 1962 was instrumental in getting this project started. Nick Dangerfield raced TRs and desired a faster more aerodynamic car. John Sprinzel and Chris Lawrence worked with Dangerfield to find a suitable replacement body for his TR4. Together with Chris Spender and Charlie Williams, two excellent panel crafters from the Williams and Pritchard coach builders company, the SLR body was formed and fitted to Dangerfield's TR4. Three other bodies were melded onto Morgan Plus 4 chassis.

The moniker SLR came from the names of Sprinzel LawrenceTune Racing. The TR4 SLR was introduced to the public in January 1964 at the Racing Show at the Olympia. The TR4 SLR was painted in blue and raced for many years by Dangerfield and, on occasion, Lawrence. The car was purchased by Tony Griffen in 1986.



(Photo courtesy of ultimatecarpage.com)



Model of the TR4 SLR built by Jim Simpson of Simpson Design

Reunion Silverstone

By Lorne Goldman (GoMoG)

All 3 Morgan SLRs turned up at Silverstone Raceway on Friday May 15th, 2010, set to make history. The three legendary cars, 1960s creations of Sprinzel LawrenceTune Racing (aka Chris Lawrence, pilot of the TOK 258 the LeMans winner) have long been considered the most beautiful of all Morgans, raced together for the first time in almost fifty years on Sunday, May 16th at 12:15. Simon Orebi Gann's beautiful Red (the first Morgan SLR), John Emberson's newly acquired silver one (the second Morgan SLR) and Keith Ahlers' green one (the third Morgan SLR) took off with many enthusiasts and a fine field of other competitors present.

The drama started early. The Emberson and Orebi Gann SLRs were both due to test on Friday. The former missed the first session but otherwise ran well. On the other hand, the other car stumbled on three occasions, throwing a tappet adjustment suddenly, within a couple of laps of starting. As a result, it hardly ran all day. In the evening, the engine builder, co-pilot and Rick Bourne opened up the engine and noticed a bent rocker arm.

On Saturday, the day dawned well and all three cars went out for the qualifying session. The Emberson SLR (piloted by John Emberson and Bill Wykeham) qualified 9th and the Ahlers' SLR (piloted by the father and son team of Jack and Billy Bellinger) did even better, achieving 7th in a grid of 50 cars.

Sadly, the Orebi Gann SLR (piloted by Simon Orebi Gann and Rick Bourne) failed on the first lap with exactly the same symptom as the day before in testing, and the newly fitted rocker arm was once again found to have bent. With some very efficient and rapid mechanical work, the engine was patched up enough to get the car qualified, although the revs had to be kept within 4000 rpm. (As these engines generate most of their power from 4000 rpm + upwards, the performance prejudice was substantial and the car qualified in 39th place.) However, in true British racing spirit, overnight the engine was stripped down, a sticking valve diagnosed and unstuck, and the engine rebuilt on the spot. With crossed fingers it was rolled out on Sunday for the Race.



The one hour, two driver race began promptly the following morning. At the end of the first 20 minutes, the order was the Ahlers' car, then the Orebi Gann's followed by Emberson's. A Triumph broke a half shaft on the (fortunately slow) Brooklands left hander, and the car rolled. The safety car was used for 10 minutes while the marshals cleared driver (unhurt) and remains of car wreckage. At the end of the safety car period, the Ahlers' car stayed out but the other two SLRs came in for a driver change. The Emberson car changeover was so slick that they emerged from the pits just ahead of the Orebi Gann car and looked like it might over take the Bellingers!!

However, a couple of laps later, sadly the Emberson car pulled off with a blown head gasket. With the number of cars in the race, the clerk of the course decided not to operate the normal process of making the pace car pick up the leader car, which luck gave the Ahlers' car nearly a lap gain. The Orebi Gann car managed to unlap itself and made up half the next lap when the chequered flag came out.

The result for class GT3 was:

1. Ahlers Morgan SLR
2. Austin Healey 3000
3. Orebi Gann Morgan SLR (with the fastest lap by 0.015 second showing how well matched the cars are)

A historical first was achieved: the three SLRs started the race. At any point, it looked like any one of the cars could have been first. With no damage to the cars, all the drivers are waiting eagerly for the next Special Race Day!



The Ahlers Morgan SLR
Driven by Billy and Jack Bellinger
Placed #1 in the GT3 Class

(photo by sportscardigest.com)

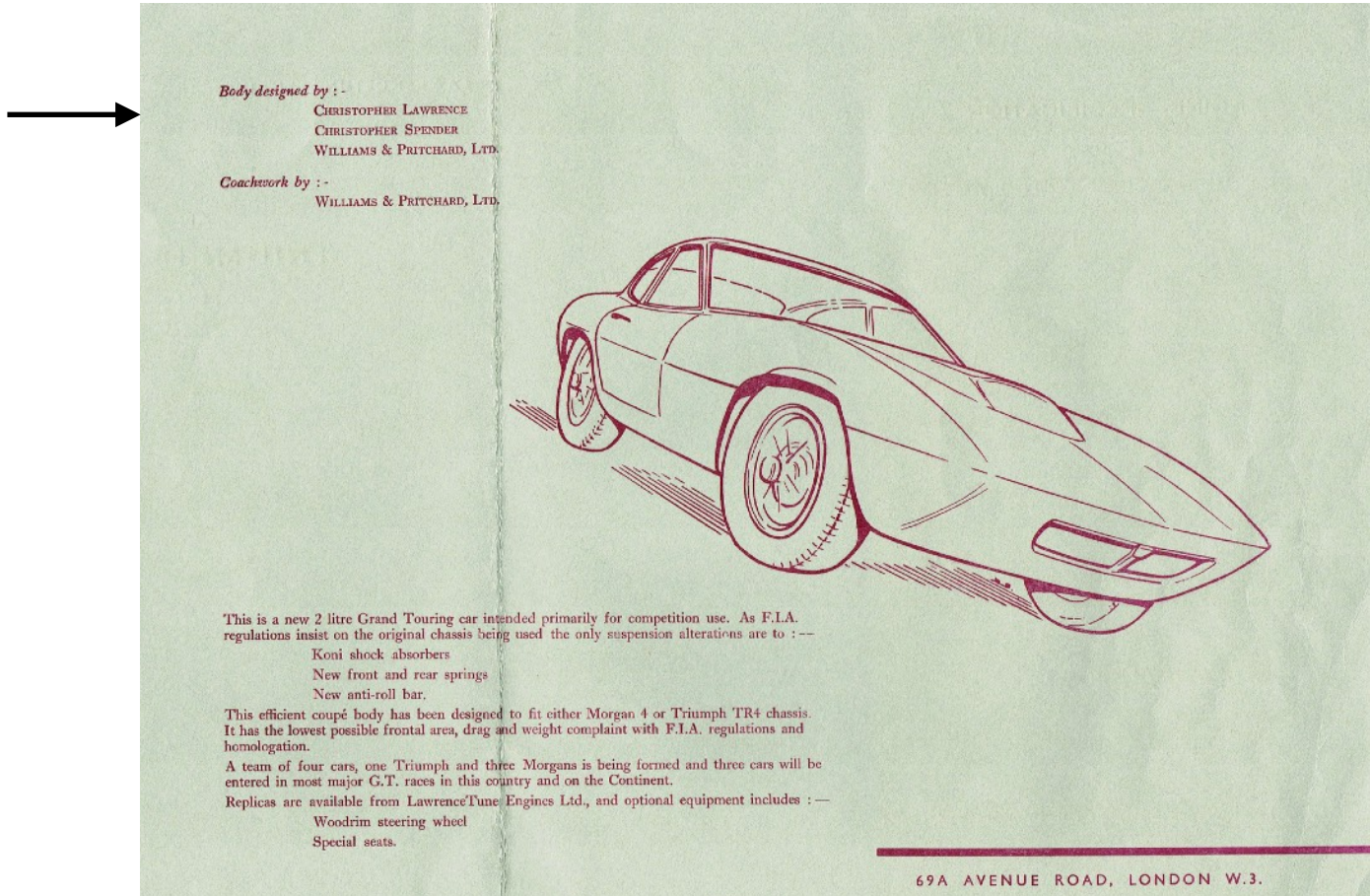


Morgan Historic Register (MHR)

By Machiel Kalf

Here are some scans of the original SLR sale brochure. You will see that Christopher Spender's name is included in the "Body designed by" section. Interesting that his name is missing when looking at the same brochures on P.284-5 in Chris Lawrence's book, The Morgan Maverick.

A falling out between these two? Can anyone tell us the story of what happened and why this discrepancy?

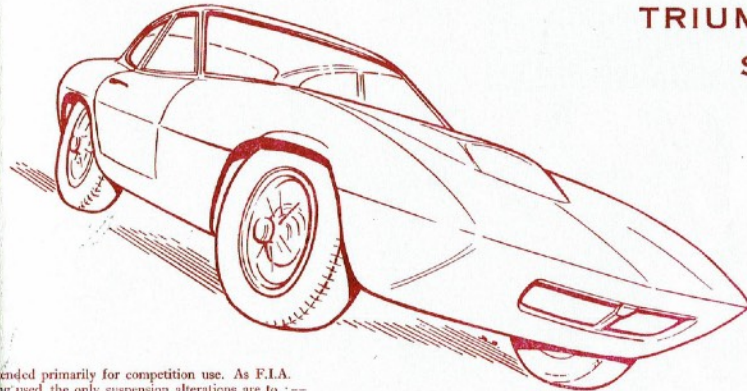


Body designed by :-
CHRISTOPHER LAWRENCE
WILLIAMS & PRITCHARD, LTD.
Coachwork by :-
WILLIAMS & PRITCHARD, LTD.

LAWRENCETUNE ENGINES LTD.

presents the

**MORGAN
AND
TRIUMPH
SLR**



This is a new 2 litre Grand Touring car intended primarily for competition use. As F.I.A. regulations insist on the original chassis being used the only suspension alterations are to :-

Koni shock absorbers
New front and rear springs
New anti-roll bar.

This efficient coupé body has been designed to fit either Morgan 4 or Triumph TR4 chassis. It has the lowest possible frontal area, drag and weight compliant with F.I.A. regulations and homologation.

A team of four cars, one Triumph and three Morgans is being formed and three cars will be entered in most major G.T. races in this country and on the Continent.

Replicas are available from LawrenceTune Engines Ltd., and optional equipment includes :-
Woodrim steering wheel
Special seats.

LAWRENCETUNE ENGINES LTD. 69A AVENUE ROAD, LONDON W.3.

Editor's Note:

Machiel Kindly sent me a copy of the brochure as printed on P. 284 in The Morgan Maverick. I was not able to find a copy of the book and the ones for sale are very overpriced.

Above is the same brochure copied from P. 284 of Christopher Lawrence's book, The Morgan Maverick. You can see that Christopher Spender's is in the brochure in Machiel Kalf's archives shown on the previous page. Mystery? Intrigue? Was there a falling out or was it just an error, corrected in a later brochure?

There are always mysteries as history is lost when it is not written down at the time of the event. There was even controversy around which SLRs were built in which order. Fortunately, Lorne Goldman was able to speak with JC Spender and ascertain that the first SLR was indeed built on a Morgan chassis.

ENGINE SPECIFICATION

The T.R.4 based engine has a full range of LawrenceTune equipment, the "Le Mans" replica specification being as follows :-

1. LawrenceTune cross flow light alloy cylinder head
2. LawrenceTune exhaust system
3. H & G light alloy pistons & liners
4. Special balanced crankshaft
5. LawrenceTune full race camshaft
6. Balanced con rods, competition clutch & lightened flywheel
7. Special Vandervell bearings, special rear oil seal.
8. Two 45DCOE Weber carburetors, throttle linkage & inlet manifolds
9. Racing distributor & large diameter dynamo pulley
10. Full flow oil filter & cooling arrangement

You will notice that the new LawrenceTune cross flow opposed valve cylinder head is fitted, and this gives a compression ratio of 10.5:1 and a power output of 156 b.h.p. at 6,100 r.p.m.

A technical report on this item, reprinted from Autocar, is available on request.

PERFORMANCE

The car is capable of 6,800 r.p.m. in all gears, giving speeds of 45 m.p.h., 72 m.p.h., 111 m.p.h. and 136 m.p.h. Using overdrive a speed approaching 150 m.p.h. should be obtainable under favourable conditions. The car will reach 60 m.p.h. in 6.1 seconds and 100 m.p.h. in 16.0 seconds.

LawrenceTune Engines Ltd., 69a Avenue Road, London W.3. Telephone: ACO 0129/3227

J. H. Hall & Sons Ltd., Leeds Place, Derby.



MORGAN THREE WHEELER

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

2013 Morgan THREE WHEELER SUPERDRY EDITION Matte silver, Leather and graphics package // **2,700 MILES**

2012 Morgan THREE WHEELER Black, Red Leather // **7,200 MILES**

2012 Morgan THREE WHEELER Pearlescent White Metallic, Romeo Red Leather // **1,345 MILES**

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

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

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

ROADSTERS

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

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

700 miles 2019 Morgan 3.7 V6 ROADSTER Champagne Metallic, Sky Blue Yarwood leather // **MINT!**

2003 Morgan Plus 8 Royal Ivory, Mulberry Leather // **ANNIVERSARY EDITION - 18K MILES!**

2003 Morgan Plus 8 Ivory exterior, Black Yarwood Leather // **ANNIVERSARY EDITION - 10.8K MILES!**

2002 Morgan Plus 8 British Racing Green, Tan leather // **BEAUTIFUL EXAMPLE!**

WWW.MORGANWEST.NET

The Morgan Link



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

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

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

1963 Morgan Plus 4 SUPERSPORT, British Racing Green, Black leather // **HUGE PRICE REDUCTION- OPPORTUNITY OF A LIFETIME!!**

1949 Morgan Four/ FOUR SERIES 1 Tan body with chocolate wings, Chocolate leather // **HUGE PRICE REDUCTION- WHAT AN OPPORTUNITY!**

OTHER MARQUES

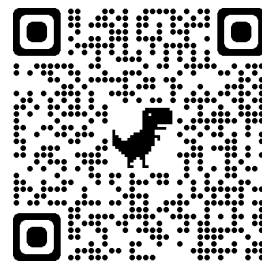
NEW 2021 Allard J2X MkIII Coming soon!

1965 Sunbeam TIGER Mk1A Race Rally Prepped!

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

1959 Austin-Healey BUGEYE SPRITE Larger 1,100cc engine!

1950 Jaguar MK V DROPHEAD COUPE LHD, Freshly rebuilt



Morgan WEST

Authorized Morgan Motor Car Dealer

(310) 998-3311

dennis@morganwest.net

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

The Moss Gear Co. Ltd.

By Terry Shea from April 2015 issue of Hemmings Sports and Exotics

Editor's Note: This article was found by Doug Barofsky and published in the July/August NW Magazine. Thank you to Doug for letting us use the article and thank you to Bob McDiarmid who suggested it for the Morgan Link. As Doug mentioned, Moss Gear boxes were not named after Sir Stirling Moss but from the name of a town in Yorkshire. Think green vegetation!

Founded more than a century ago, this supplier was geared for success

Don't be fooled by the name. The Moss Gear Company finds its origins not with our friends Moss Motors, American purveyors of parts for seemingly all things British, but with a family out of Aston Manor, Birmingham, in 1910.

But those engineers who established the company were not named Moss, but Duckitt. Originally from Moss Side, Yorkshire, some 85 miles north of Aston, they took their name from their hometown when establishing their first factory. At first, they began production with spiral bevel gears, and quickly added complete transmissions for motorcycles and automobiles.

As their reputation grew, so did their product line, with industrial gears and differentials, along with complete axles, landing on the product list. The Duckitt family clearly established its works at the right time as it was soon supplying not only the automobile and motorcycle markets, but also heavy truck companies and even the aircraft industry. Moss's expertise in machining led to it supplying steering gears, rear axle bevel gears and even camshafts. In the 1920s, Moss advertised complete three- and four-speed gearboxes, steering gear assemblies and rear axles, along with virtually every type of machined gear: spur, worm, bevel, spiral bevel, straight bevel and internal gears.



MOSS
A NAME OF FAME IN
GEARS

It is no exaggeration to say that the name and reputation of 'MOSS' for high class Automobile Gearing is without rival. 'MOSS' are privileged to supply leading Manufacturers with all their requirements in Spiral Bevels, Differential Assemblies, and complete Axles. Superb quality of materials, expert control of treatment and precision in manufacture combine to make 'MOSS GEARS' the most efficient, silent, durable and dependable under all conditions of service. Why not avail yourself of 'MOSS' specialised service in the production of these parts?

*Especially
Spiral Bevels*

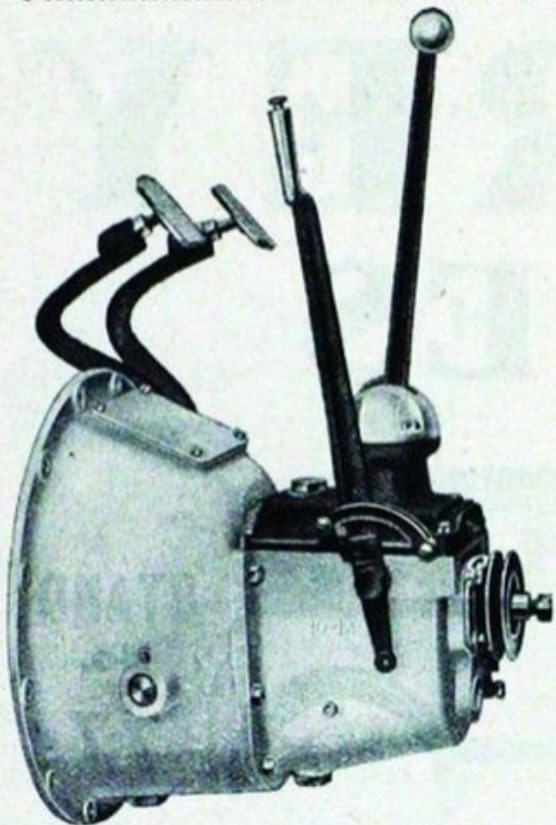
THE MOSS GEAR Co. Ltd.
CROWN WORKS,
TYBURN · BIRMINGHAM.

Having outgrown its original works, Moss built a newer factory just a few miles east of Birmingham at Tyburn in the late 1920s, calling it the "Crown Works." During this time, in 1935, Moss became a publically traded company, making Walter Duckitt, his son Sydney Lawrence Duckitt and his brother Samuel Duckitt, all very wealthy as the stock offering proved very popular, with plenty of suitors turned away as the sales were nearly eight times oversubscribed.

By 1938, Moss Gear Company Ltd., employed over 2,000 people. With success in the automobile business, supplying gearboxes to the likes of Standard and other Standard-powered automobiles, such as SS, Moss was poised for even greater growth. The company added heavy-duty axles for use in agricultural equipment, driveshafts, universal joints and other driveline-related components to its product range.

But World War II changed Moss's course, as it did so many other companies. Taken over by the Ministry of Defence, Moss manufactured heavy-duty transmissions for tanks and other vehicles. The Ministry of Defence added additional capacity for Moss by opening another factory in a cluster at Castle Bromwich, just across the River Tame from Tyburn. As the location for Spitfire production and other important wartime materiel, Castle Bromwich was a frequent target of the German Luftwaffe. During the Battle of Britain, the Moss works was bombed, but the damage turned out to be very slight, and production continued, virtually uninterrupted.

**OLYMPIA,
STAND No. 405.**



MOSS GEARS For 1923.

Buyers and Manufacturers alike will be intensely interested in the range of Moss Gears for 1923, which will be exhibited at Olympia.

The 1923 models include new designs and are the epitome of ripe experience, the latest car gear practice and the highest quality materials for which Moss Gears are famed.

There is no Car which would not be improved by the incorporation of one or more of the Moss components, which include :

3-SPEED GEAR BOXES, 4-SPEED GEAR BOXES, REAR AXLES, STEERING GEARS, MULTISPEED GEAR FOR FORDS, PETROL ENGINE CAM-SHAFTS, SPIRAL BEVEL GEARS, STRAIGHT BEVEL GEARS, WORM GEARS, SPUR GEARS, ETC., ETC.

You are welcome to our Stand. Come and see the whole range of Moss products and witness the results of our efforts toward the "better" car by the production of higher-class components.

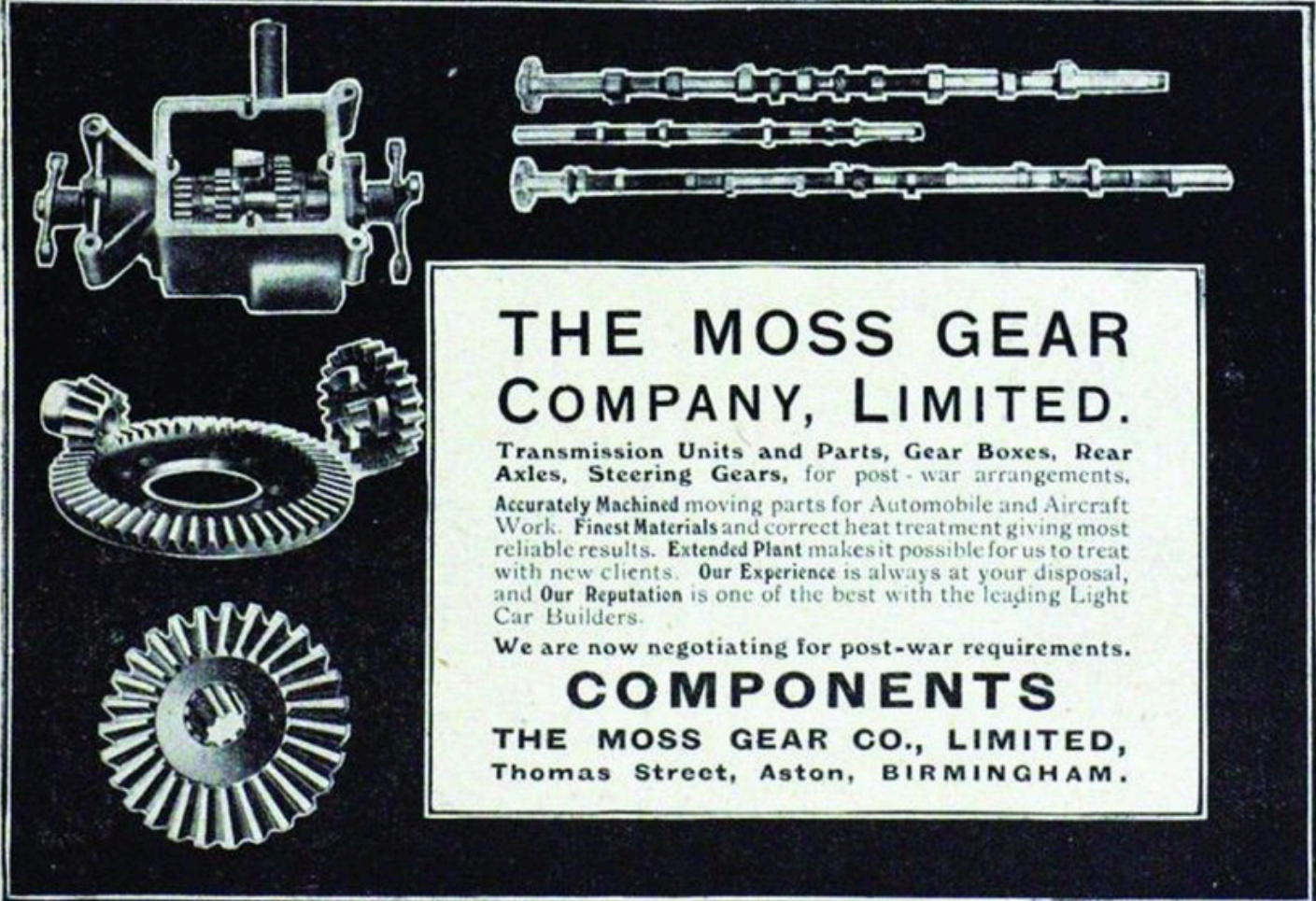
**THE MOSS GEAR CO., LTD.,
Aston Manor, Birmingham.**
Tel.: East 306. Grams: "Mosgear, Birmingham."

Postwar, Moss jumped right back into the automobile fray, providing transmissions for the newly renamed Jaguar. Initially, Moss supplied the gearboxes outright, but Jaguar soon began phasing in its own production based on the Moss designs, which Jaguar continued to use through the mid-Sixties. Notably, Moss supplied Jensen, Morgan, Alvis, AC and even Triumph, for the TR2 and TR3, with transmissions for a time after the war. Morgan used Moss gearboxes up until about 1973. Though not the smoothest transmissions, Moss gearboxes had a reputation for ruggedness and durability.

In the 1960s, Moss produced a wide variety of automobile components, from complete front and rear axles to driveshafts, u-joints and still transmissions. But its focus changed, as the industrial gear and transmission business proved stronger in the long run. In 1966, Moss closed the Tyburn factory and split production between a facility in Wales and another in northwest England in Accrington.

In 1982, senior management at the Accrington plant bought out that factory during a Moss restructuring. Named after those managers, Basil Fone, Frank Pickles and Len Wilson, F.P.W. Axles Ltd. took over where Moss left off, specializing in axles. The following year, the company acquired the rights to British Leyland's Light Axle Division during the divestiture of that enterprise.

Today, F.P.W. continues to make axles, but rather than for the automotive industry, it supplies the likes of utility vehicles, such as street sweepers, forklifts, other electric-powered vehicles and even some agricultural applications.



THE MOSS GEAR COMPANY, LIMITED.

Transmission Units and Parts, Gear Boxes, Rear Axles, Steering Gears, for post-war arrangements. Accurately Machined moving parts for Automobile and Aircraft Work. Finest Materials and correct heat treatment giving most reliable results. Extended Plant makes it possible for us to treat with new clients. Our Experience is always at your disposal, and Our Reputation is one of the best with the leading Light Car Builders.

We are now negotiating for post-war requirements.

COMPONENTS

THE MOSS GEAR CO., LIMITED,
Thomas Street, Aston, BIRMINGHAM.

Morgan Art by Valentin Tanase

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



Morgan Treasures from the Jacques Gallien Collection

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



Editor's Note:

On the following pages, we will read about Jacques Gallien, the Vice-Chairman of the Belgium Morgan Owners Group. Our histories are coloured by the choices we make in life. It is very interesting to read about our fellow Morganeers, especially those who live away from us. I have translated Jacques's story from French so there may be a couple incongruences and thoughts lost in translation! Jacques is friends with Brigitte Bardot, owns two Morgan 4/4s and has built four replicas. His hobby is photography and we have been enjoying his photos and artistic creations in this section of the Morgan Link.

A Quick Self Portrait

By Jacques Gallien

It was in April 1948, under the sign of Aries, that I was born in Saint-Servais near Namur, Belgium, and very early on, I showed an interest in anything that moves on 4 wheels. As a child I started to build what were called "soapboxes" at the time, made of a few pieces of wood, string, nails and 4 wheels.

This taste for tinkering never left me and at the time of writing, it is still with me. In the sixties, I started by restoring an old go-kart bought from a scout troop. It was equipped with a Vespa 3-speed gearbox. But even back then, what fascinated me were those 500cc Cooper racers and other home-made formula 3 cars, running on methanol, which every year took part in the hill-climb race at the Citadel of Namur. From the top of the Esplanade of the Citadel where I had the privilege to spend my teenage years, one could hear these racers accelerating on the starting line at the level of the Casino of Namur and the single cylinders with free exhaust with a characteristic noise resonating during the rise up the Merveilleuse road until the arrival at the Esplanade of the Citadel. One time, we saw in Namur a certain Jacky Ickx skimming the hill-climbing races on a BMW 700 at first, then on a Lotus Cortina driven at a hellish pace on this paved road that was lined with high and dangerous curbs. It was boy's dream to have this kind of car one day. That's why, several decades later, yours truly is in the process of completing a very homemade construction made of tubes, sheet metal and polyester, which should remind us, in a more or less satisfactory way, of those little racing cars. To roll, it should roll, is difficult to say, because this is a work which will undoubtedly be doomed to immobility. This is a work that will satisfy my craving to be a constructor of racing cars which I dreamed about since childhood. Those who know me, know that I have since made up for it. But not everyone is Colin Chapman and wants to become a brilliant aeronautical engineer. Yours truly, having always been angry with mathematics and science, turned to a more literary but nonetheless rather rigorous vocation, namely law.

Law teaches, in principle, the spirit of synthesis, the structure of reasoning and the writing of texts. This will be useful for writing a review later on. After the applications in Namur, it was in Leuven that I acquired my doctorate in law with the last batch of French-speaking students before their emigration to L-L-Neuve.



Jacque's 1980 Morgan 4/4

In the meantime, I had taken up photography: "Motorsport is dangerous" and...expensive, but photographing races and paddocks is accessible, compatible with family life and gives the impression of participating. This is how my all-consuming photographic passion developed over time. Photography that later evolved into artistic photography and a number of exhibitions focusing on black and white portraits. Another adventure! But the car virus was still present; at the end of the 70's, my young wife Jacqueline suggested that I should find out more about this beautiful and elegant car that can be seen regularly driving down the road from Philippeville to Gerpennes. This is how I discovered the Morgan. At the time, people in their thirties bought this type of car, however, times have changed. Once the order was placed with Mr Elleboudt, the fantastic and penniless importer of the brand, I had to wait patiently for the delivery which became effective in April 1980. However, the Morgan adventure started badly. In January 1980, as a civil servant in the legal department of the Ministry of Communications, my kind colleagues in the technical department had informed me during a working meeting that the Morgan importer had not renewed the homologations which were therefore now out of date. During this period, a solitary and feverish obstacle course to collect the certificates required by the European directives.

For example, the distance between the top of the seat and the bottom of the steering wheel had to be 13 centimetres. This requirement was not met at Morgan due to the size of the steering wheels. In order to fit a smaller steering wheel, the manufacturer had to give permission in person. The commercial section of the British embassy in Brussels intervened to explain to Peter Morgan that the standards had changed, although he had always fitted the same steering wheels. The same goes for the mirrors, which had to be CE approved, but the cars arrived without this type of equipment. And once the car arrived at the rue Osseghem and was given the certificates, it was used as a prototype to be examined from every angle at the Fonds d'Etudes... And I obtained a provisional PVA... People talk about "martyr" texts, as far as I am concerned I was the "martyr" customer whose "sacrifice" made it possible to relaunch the Morgan import in Belgium with this new homologation, at the very moment when this one was taken over by the Albert garage. Many small-scale manufacturers disappeared because of the difficulties inherent in obtaining a homologation that remained national at the time. I always think that my portrait with flippers should be on the big panel hanging on the back wall of the Albert garage as a benefactor of the cause...



Jacque's 2017 Morgan 4/4

I quickly discovered the fauna (and often the pretty flora that accompanied it) making up the Morgan clientele: in their thirties or early forties, atypical, bohemian bourgeois, often crazy. With some beautiful cases of sweet madness. As I was trying my hand at artistic photography, I sent some of my photo-montages to various club magazines, notably Miscellany which appeared in A5 black and white format, The Rough Rider of the Morgan Club of Washington in 1984, the magazine of the Swiss club and above all, and in a more regular way, with reports, the magazine of the MSCC Belgium which was at the time the only Belgian club. It was therefore natural that once Mog Belgium was formed in 1987, I spontaneously took over the responsibility for the magazine. The first issue of the magazine (Nov. 1987) was a few sheets typed and photocopied discreetly on the machines available due to lack of budget. As my public was young, well identified, the spirit and the tone of the magazine was a mixture of Libre Belgique, Echo de la Bourse and saunas and Canard Enchaîné or Hara-Kiri, depending on the style. The icing on the cake was that, like Miscellany at the time, a pin-up or any creature that might resemble one graced the penultimate page, a practice that has continued to this day...

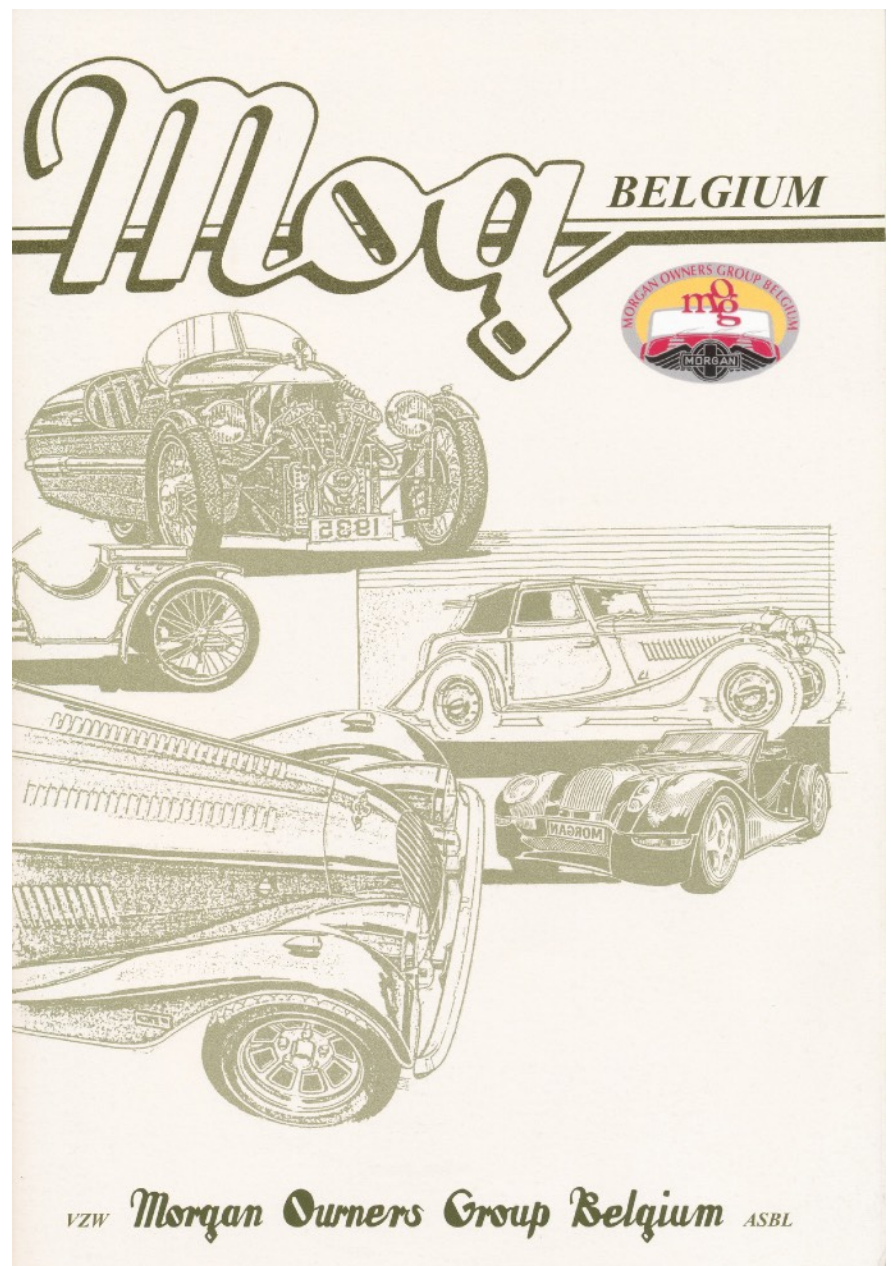
I remember talking to Albert Stammel at the time about my vocation as editor of the magazine and he said "You don't know what you're getting into". Indeed, I didn't know that I was going to take up the challenge of a 40-page magazine every three months. Endless variations on the same theme, each time finding something to fill in the fear of the blank page, and printing with makeshift means that resembled the clandestine press. And like a whirling dervish, assembling the magazines sheet by sheet, turning around the living room table under the eye of my wife who seemed to be telling me, "You're wasting your time." And, consistently, little or no feedback and rare contributions from members!

I often said to myself "I'll stop at number 50", then why not at number 69 to establish the reputation of this 'naughty' magazine as the English used to say, and then finally here I am at number 100, 25 years later! What has kept me going is the friendly and unselfish collaboration of Valentin, who has spared no effort to provide me since 1994 with top quality drawings, most often spiced up with the sauce we all know, but great artists have their favourite subjects, which are also mine, to your misfortune... Thanks to him, with each issue, starting from scratch, I already had a few 'good' pages, as they say. I was also able to count on the dedication of Léon who publishes a report of all the club's organizations on the website, texts and photos that I reuse in both languages thanks to the good care of our devoted translator, Johan.

Not forgetting the decisive impulse of our president Roland who encouraged the committee to provide a substantial budget to allow a more professional printing and assembly of the magazine with the most important possible introduction of colour. The tone of the magazine has changed somewhat, the friends at the time, who were mainly French-speaking at the beginning, have disappeared in favour of an older and mainly Dutch-speaking audience during the organizations. It is therefore still difficult to perceive what might suit the sensibilities of the various parties.

This is all down to a few people. For how long, I don't know. I don't know whether the procreation, assisted or not, of the next editor of this magazine has already been undertaken. I have serious doubts as to whether it will be possible to replace him with a volunteer who will last 25 years or 100 issues, unless cloning makes decisive progress quickly. In that case, the whole committee could be cloned, which would also solve the problem of future replacement of its members. Because "good clones make good friends", there is nothing like this kind of pirouette to close this post and avoid projecting ourselves into the uncertain future.

And finally, let us take up the expression of our first and Past-President Gaetan de Ghellinck who, before he would invariably close his speeches with a rousing "Long live Morgan, long live the brand!"



(Jacques Gallien photos)



Unleash

JACKSONVILLE
ST. AUGUSTINE HIGHLIGHT

TAKE ME WITH YOU
(FREE)

Adopt
**CLYDE THE
SHOPLIFTER**
PAGE 6

No. 25
Trippin'
(V) HITTING THE ROAD FOR THE PURPOSE OF
HAVING AN ADVENTURE

Submitted by Jacques Gallien from the Johan Van den Heuval Collection



—BEHIND THE SCENES—

Cover Photoshoot

Adoptable Models:

Grayson, Dakota, and Clyde the Shoplifter

Rescue: The London Sanctuary

Photographer: Woof Creative Photography

Location: Atlantic Beach

Car: 1964 Morgan +4, on loan from Brian Moody



Grayson



Dakota



Clyde the Shoplifter

To adopt any of these beautiful models, contact The London Sanctuary!
thelondonsanctuary.org

Adopt Grayson

Happy, friendly, engaging and playful—that's Grayson. He's ready for an active family that will love him, challenge him, and cherish him as a family member for the rest of his life! Grayson is good with dogs and adults. He likes to play with toys, is affectionate, intelligent, even-tempered, and goofy!

Thank you to Brian Moody for letting the hounds take over his 1964 Morgan +4

Adopt Dakota

Dakota is magical! This social butterfly is two years old, loves people and dogs, but hasn't been cat tested. She's high energy, so probably kids 10 and up would be fantastic for her. A 6-foot privacy fence is a must for her (she can jump a 4-foot like it's her job.) Dakota loved being in front of the camera and inside the convertible, but that's not a requirement for her new family to have. :)

Adopt Clyde the Shoplifter

How did this 3ish-year-old resourceful and handsome boy get his name you ask? When he was a stray hungry hound, he was smart enough to wander through an open door at a country grocery store and start fixing his own lunch! Clyde is just a sweet, happy, goofy, and playful boy who LOVES people and to play play play with other dogs!



From the Morgan Oasis Garage

By Cuthbert J. Twillie, Proprietor

Box 1010 - North 51, Terrace

Hoodsport, WA 98548

(360) 877-5160



Spare Bracket

By Cuthbert J. Twillie

Friends

If you are one of those fortunate Morgan owners who drive a four seater, or a drophead coupe, this may interest you. Two seaters do not have this problem, though you may get lucky and get a four seater, or a drophead sometime, so you may want to read along as well.

This is what just occurred, for the second time. The Plus 4, 4 seater I am trying to get on the road this spring (he said) has got a new set of Michelin XZX 165 SR 15 tires. When I try putting the mounted tire in its round hole in the back of the four seater, the steel frame called the spare tire bracket that the chromed " T " bar screws into, will not let the tire into its slot. This happened on another Plus 4 , 4 seater that had the same size new Michelins. I think Morgans came new with 155 X 15 s and the 165 s just won't get by that steel frame on the back wall of the spare tire hole.

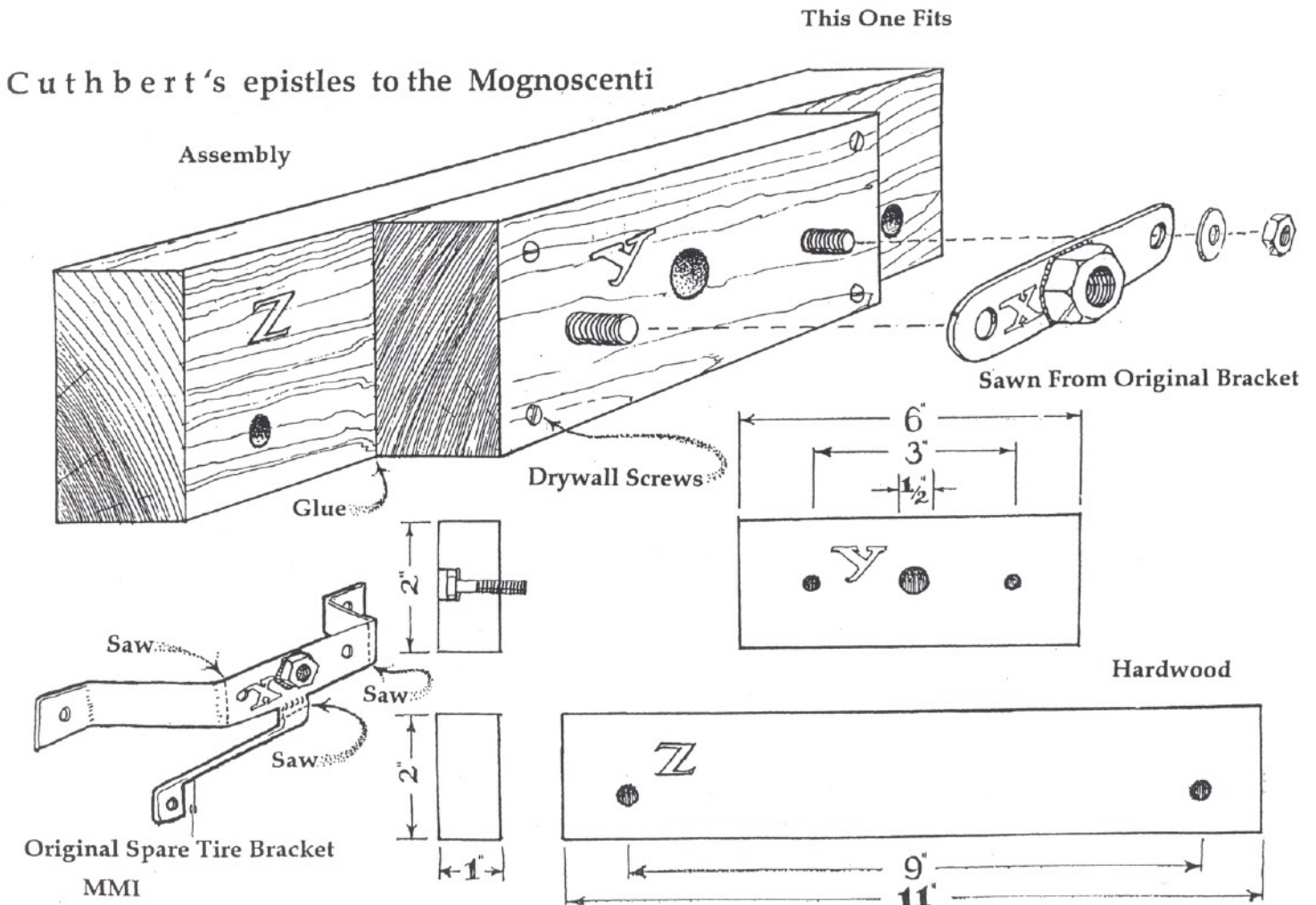
On the other car I got out my most heroic hammer and straightened the legs of this infamous protruding frame and then bent them so the tire would fit into it's carrier. It's no fun bending that steel without a torch. With a torch it's almost as fun as a wet dream, without, it's pure torture.

On a car that uses as much wood as a Morgan, it baffles me why this frame isn't made of wood in the first place. Anyhow I just made one out of a hardwood that may once have been a nice fresh young piece of ash. It perfectly performs it's task of carrying the nut the " T " bar screws into, and must weigh a third of what the old steel frame weighed.

I can hear the purists grumbling. At one time I thought I was a purist, thank God I was wrong. Even if I was a purist I'd still want to be able to mount the spare tire, or what will I do with the perfectly scrumptious tire cover the lovely Flowerbelle is about to sew together ?

The bracket shown in the drawing is one I made this week. It does not require any new holes drilled so one can always revert to the "au naturel" look when you find that elusive 155 X 15 tire set. The bracket is drawn to fit the boltholes the original bracket used, and the dimensions given are what worked on my '61 Plus 4. You'll be safer using measurements taken from your Mog, but the general layout is what will allow the tire to go into it's position. I made up the two pieces of wood and installed the bracket onto the mounting bolts. Then I taped the center of the bracket so I could spy through the center of the mounted spare wheel, so the bolt the "T" screws into was centered in relation to the spare. Then the sawn part of the original bracket that holds the bolt (X) was mounted to the bracket using quarter inch bolts. The piece marked "Y" is counterbored 1/2" from it's backside for the heads of the 1/4" stainless steel bolts that fasten the sawn steel piece to "Y".

The spare sits on two pieces of angle iron so the bracket only has to hold the tire, and hardwood will do the job as admirably as the sweet young ash has done for your body.



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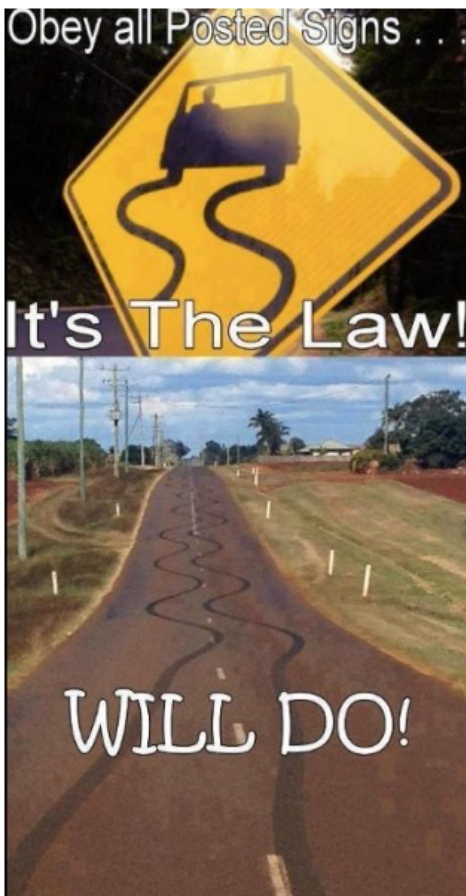
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Thanks to Roger Mulloy!

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A Morgan Life - Part 3

By Ron Akehurst

Andrew showed me a little problem with the driver's side door. Where the top of the front portion of the door meets the body, the door was about 1/8 inch too high and was wearing the paint off the wire beading above the door. The problem was caused by the rubber block near the bottom of the door closing joint, which was apparently mounted too high. He showed me that two extra holes had been drilled in the door frame (by CMC) above the original mounting holes for this rubber block. One of the original holes had a broken screw stuck in it. Instead of removing the broken screw, CMC just mounted the door closure block higher on the door frame. I had not noticed the wear on the paint caused by this misalignment, but it also explained why this door didn't close as smoothly as the other one. This little revelation certainly increased my confidence that Andrew was looking out for my interests in every possible way.

I began to realize that Andrew was not "just another guy" who used to work at the Morgan factory. Rick revealed to me that Andrew was the "go to" guy at the factory when something special had to be done, such as prepare display cars for the annual Geneva car show and work on special projects such as the prototype electric car (which we saw during our 2008 factory visit).

Andrew told me he also fabricated body tubs when he worked at the factory. He said he could recognize who built each tub by the subtle differences in the wire beading around the doors. For instance, one fellow sharpened the top end of the bead to a point before soldering it in place, while another flattened the bottom end, and all of them ended the bead at different points around the radius at the bottom door corner.

In addition to these individual "signatures", each body tub craftsman was required to stamp his time card number (employee number) on the lower flange of the hood hinge, or in earlier years on the middle of the body tub just above the tool tray. On my car the (previously unnoticed) number 16 is stamped on the body tub (thank you, Mister No.16). This was obviously done for quality control. (See the example in the photo above showing #25 on Steve Blake's Morgan.)



On all cars, the engine number is stamped on the bottom flange of the hood hinge. This is done to ensure that the engine is correctly matched to the car, but also to ensure the correct hood is fitted to the car. Andrew explained that since the hoods are individually built for each car, and after final fitting they are removed for painting along with several other hoods from other cars, the stamped numbers are necessary to ensure they are painted the correct colour and ultimately returned to the correct car.

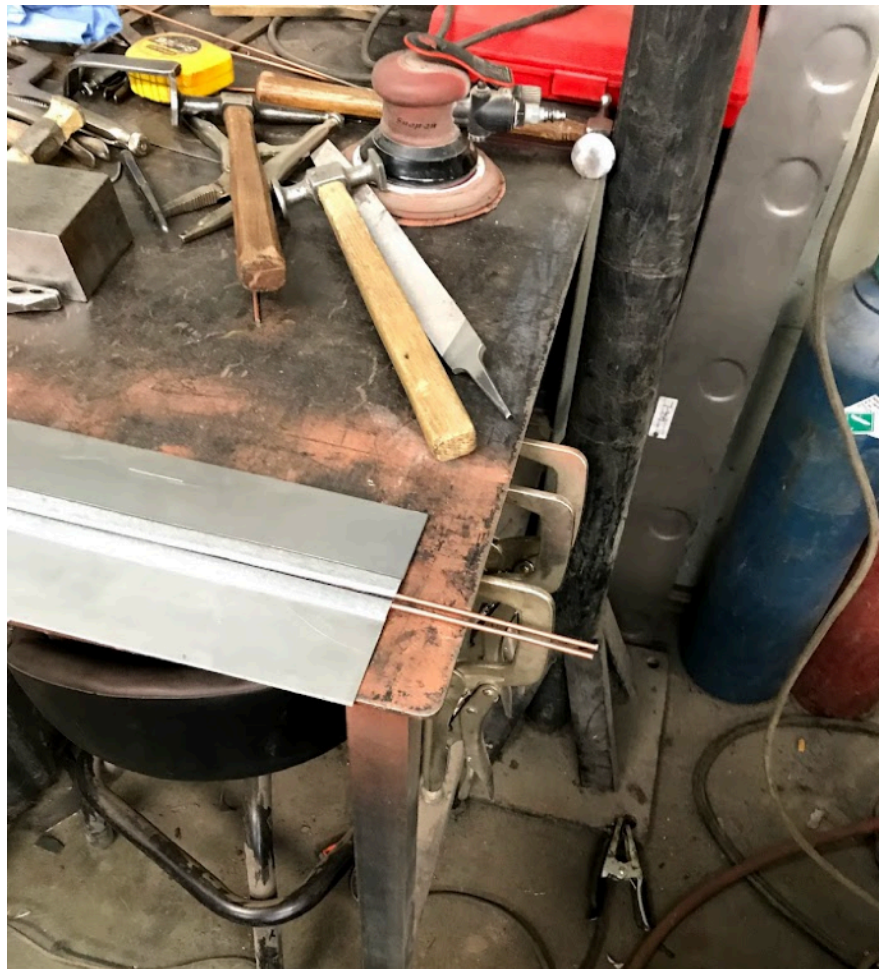
Andrew has quite an eclectic set of tools, many of them from his Morgan factory days. When I arrived that day I could hear banging and clanging as I approached the shop door. Inside, Andrew was applying more than gentle persuasion to the top of my fender using a panel beating tool fabricated from a Morgan leaf spring. When we were looking at the door fit problem, he used his official ball peen hammer to check the spacing of the nails holding the sheet metal panels to the wooden frame. (The length of the hammer head is equal to the nail spacing.) He also showed me a template he used in the factory to drill the hood for the four latches. I'm sure he had more that I didn't see in his bag of tricks.

We discussed the numerous extraneous holes drilled by CMC in the valances to mount the replacement fenders and cowl, which Andrew planned to fill with weld. The extra holes in the valances under the cowl clearly illustrated the one inch shift of the cowl and hood to the left. He also fabricated oval shaped pieces about four inches by three inches to replace the tops of the fenders which had stress cracks around the parking light and mirror mounting holes.

On Day 11, I visited the shop with brother Geoff who was in town for our mother's 93rd birthday. Andrew was about to weld the new skirt onto the second fender running board. The first fender was trial fitted on the passenger side, complete with all new metal patches in place, except for the rear end plate. The end plate was to be fitted only after the exact positioning of the fender was finalized and the length trimmed to suit.

I broached the subject of the upturns at the rear ends of the frame rails. Because the Morgan frame is recessed to pass under the rear axle, and the rear mounts of the leaf springs are at the ends of the frame rails, after a few thousand hard bumps the frame rails actually bend up at the axle. Several years earlier I measured about 3/4 inch upturn on one rail and 1/2 inch upturn on the other rail. This caused excessive vertical clearance between the rear fenders and the tires. Although this problem does not seem to affect the car's handling, and some Morgan owners consider it inconsequential, it was an aesthetic concern to me.

(Andrew Smith photos)



In 2002, Bill Button described a fix for this in the club 'Mogazine'. By anchoring the rear end of the frame rail to a hook embedded in the floor of his garage and then jacking up the frame just ahead of the rear axle, the frame rail can be straightened. Once straightened, he welded a two-foot long plate onto the web section of the frame, centred on the axle to resist future bending.

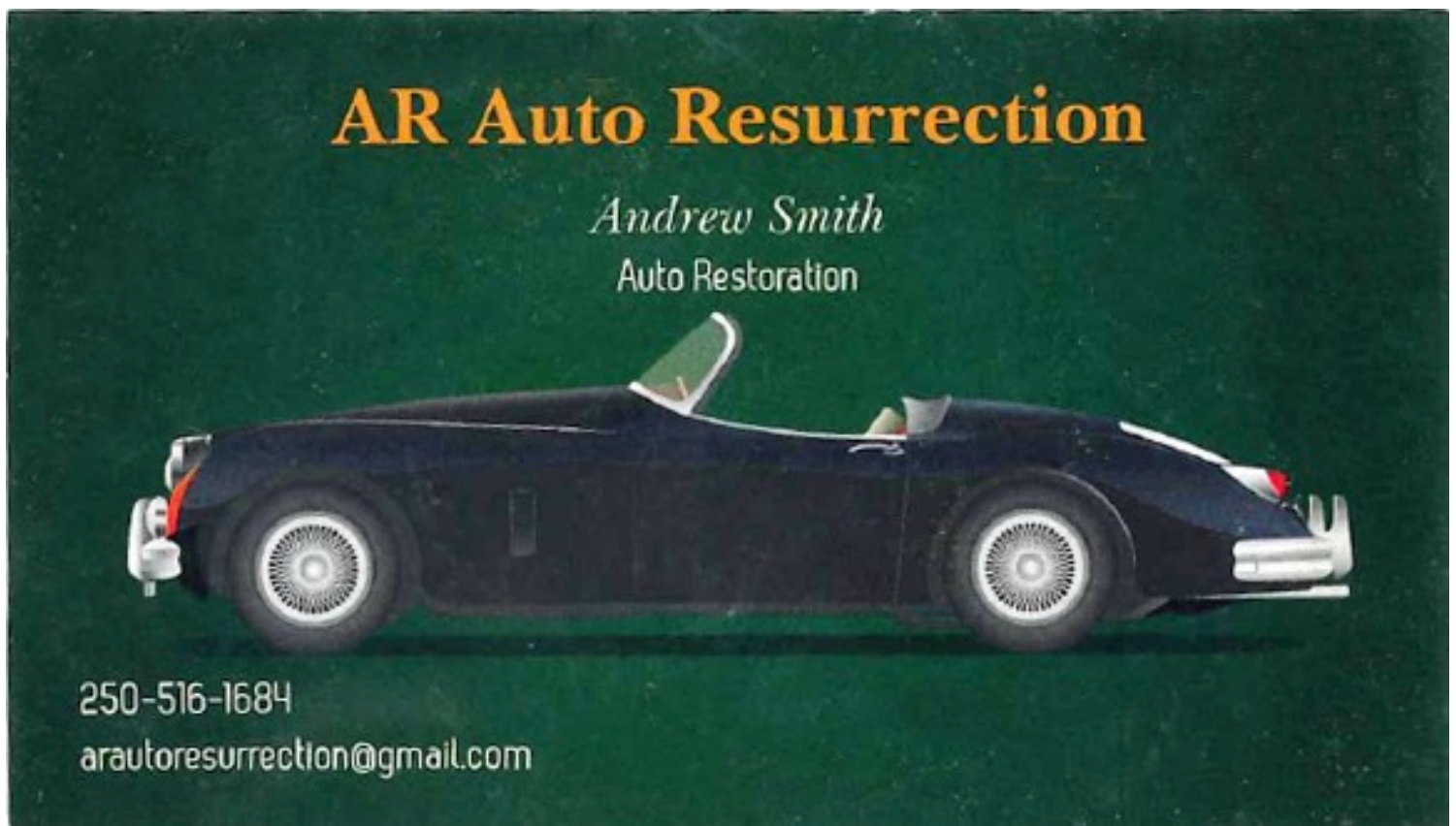
Andrew said he could straighten the frame rails on his frame straightening machine and thought he could weld the reinforcing plate in place without any additional dismantling, but suggested delaying the decision on this extra work until after all his other work was completed.

I mentioned to Geoff that my car was being renovated in the exact same spot as his Jaguar 20 years earlier, when Michael Grams operated Coachwerks out of this same garage.

On Day 13 I spent a couple of hours in the shop detaching the dashboard to move it out of the way so the rolled edge of the bulkhead could be fully painted, and also to replace the plastic beading along the top of the dashboard. I also removed a rear wheel to see how complicated it would be to weld a plate onto the web section as described above. It looked to me like this would not be easy without additional removals. Finally, I removed the spare tire deck, noting that the seven nice stainless steel screws holding this piece in place had Robertson heads, so they would have to be replaced. Robertson heads did not exist in Britain in 1962.

Andrew was just finishing up the last patch on the second fender. All that was left was to fit the end pieces and fill in any extraneous holes in the fenders. He suggested the final fitting would be ready to view by Day 16.

(Continued next month)

A dark green rectangular graphic with a subtle texture. At the top, the text 'AR Auto Resurrection' is written in a large, bold, orange serif font. Below it, 'Andrew Smith' is written in a smaller, white, italicized serif font, followed by 'Auto Restoration' in a white, non-italicized serif font. In the center, a side-profile photograph of a dark blue classic convertible sports car with wire wheels is shown. At the bottom left, the phone number '250-516-1684' and the email address 'arautoresurrection@gmail.com' are listed in a white, sans-serif font.

AR Auto Resurrection
Andrew Smith
Auto Restoration

250-516-1684
arautoresurrection@gmail.com

Morgans in the Movies

By Steve Blake

Silent Movie

Starring Mel Brooks, Dom Deluise, Marty Feldman, Bernadette Peters, Syd Caesar



Silent Movie is a 1976 satirical-comedy co-written, directed and starring Mel Brooks. The film's soundtrack is made up of music and sound effects but no dialogue. It is a parody on the silent movies of early years. It is made up of a great deal of slapstick comedy. The star, for us, in this movie is the 1954 Morgan Plus 4, 4-seater that the stars drive around in. The film was nominated for four Golden Globe awards. The cast contains many stars such as Liza Minelli, Anne Bancroft, Paul Newman, and James Caan.



The plot of the movie is that the rehabilitated director and two friends pitch the idea of making a

silent movie, the first in 40 year, to the Chief of a movie studio. It is first rejected but the allowed to go ahead. The crew has to find and sign a number of name actors to take part. The movie is completed, stolen, and stolen back. Very funny and something you must see if you have not already.

(Internet photos)



Little Man, Large Legacy

By Allstar Crocks

Exactly ten years ago, November 1996, the doyen of auto sport journalists made his last pit stop at the age of 76. **Denis Sargent Jenkinson**, known to his readers as simply 'DSJ' but universally as 'Jenks', was a major influence on generations of motor sport enthusiasts over a career that spanned four decades. As Continental Correspondent for the monthly publication *Motor Sport*, his brief was to report on the major four wheeled sporting events in Europe. Appointed in 1953, long before the era of low cost travel, this entailed his spending much of each summer traversing the roads of Europe, from Sicily in the south to Scandinavia in the north, Hungary in the east to Ireland in the West.

Not only did Jenks keep us well informed about the events, after all he was on first name terms with most of the drivers, mechanics and team principals, but also he gave us an insight into the cultures of Europe. Through Jenks we learnt of the glamour that is now automatically associated with the Monaco Grand Prix, the unbridled enthusiasm of the Italians for all things automotive both on the track and in the street, the meticulous attention to detail of the Germans and then of course the circuits themselves. The tortuous Targa Floria where one lap consisted of 44 miles through the Sicilian mountains, the super fast Spa Francochamps road circuit in the Belgian Ardennes, Monza with its banking and of course the ultimate challenge, The 'Ring. Set in the Wagnerian splendour of the Eifel Mountains in western Germany, this 14 mile roller coaster was considered the ultimate test for both man and machine.

Although no longer used as a race track, the World's motor manufacturers still use it for the final testing of their high performance cars. All of this and more were imparted to his avid readership against a monochromatic austere backcloth that was Britain in the 50's.

Jenks had aspired to be a motorcycle racer but a season in Europe campaigning a 350 Norton soon disabused him of this notion and he turned his attention to motorcycle side car racing. The diminutive Englishman with the flowing red beard and thick-lensed specs was adept at throwing himself around in 'the chair', so much so that when teamed up with the talented Eric Oliver, they won the World Side Car Championship in 1949. In his book *The Racing Driver* in 1958, he speaks of that extra something required under pressure that allows World Champions to excel in certain situations, akin to separating the men from the boys. He witnessed that quality watching Eric Oliver in their triumph at the Swiss Grand Prix that year at the closest of quarters! Enamoured with his newfound passion, he based himself in Brussels as a full time sidecar passenger until he took the job with *Motor Sport*. This did not dilute his interest in motor cycles and he continued to compete in sprints and hill climbs until he was 73, the year in which he recorded his best time on the Shelsey Walsh hill climb on his beloved homebuilt special he named a Tribsa (Triumph/BSA).

In his new career as a journalist, he was still drawn to competition and this resulted in his teaming up with Stirling Moss to compete in the 1955 Mille Miglia. This epic event took place each year over 1,000 miles of Italian roads. Starting in Brescia, it followed the Adriatic coast southward before crossing Italy to Rome and heading north back to Brescia. The rules allowed each car to carry a riding mechanic or spare driver but the Moss/Jenkinson duo had other ideas.



(Photo courtesy of *Motor Sport Magazine*)

The MM was seldom won by non-Italian drivers and to offset the home advantage, Jenks proposed that the course be thoroughly reconnoitred and notes compiled so that he could advise Moss of what lay ahead during the race. After weeks of preparation they finally had a 17ft sheet of paper with details of what they considered were the trickier parts of the course. This was enclosed in an alloy case with a Perspex face and operated by a roller system. As a further complication, they had to devise a system of hand signals as the open cockpit of a car at racing speeds made verbal communication impossible.

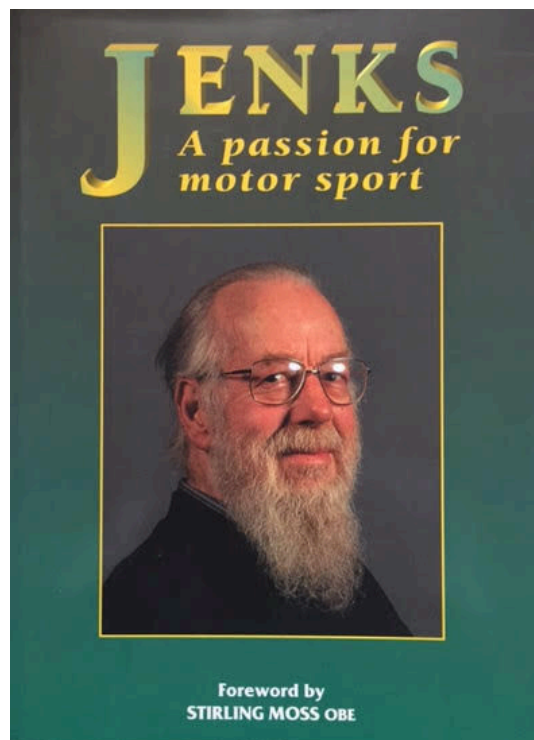
Their attention to detail paid off when they won at record speed, a fraction under 98mph, and 10mph faster than any previous time. Naturally, all of the preparation was recorded in articles that appeared as 'Continental Notes' in Motor Sport and the race itself. In 'From the Cockpit' is possibly the finest piece of auto sport journalism ever written and mandatory reading for those interested in such matters. In the latter, Jenks captures the spirit of the event and the physical/mental pressures associated with 10 hours flat out over public roads in their Mercedes Benz 300SLR sports racing car. This was in effect the W196 Grand Prix car clothed with a two-seater body.

Describing Moss going down hill at high speed and changing up a gear, or storming across mountain passes touching 170mph, entering Bologna at 150mph, even convinced Jenks he was living in the realms of fantasy. Although state of the art in its day, the SLR even had fuel injection, it only had inboard drum brakes on the front, which under heavy braking flooded the cockpit with acrid smoke. This, added to the heat of a midday sun, an engine operating at 7500 rpm, plus a sorely tried 5 speed gearbox, caused Jenks to eject his breakfast on two occasions. A memorable victory and 'our' man was on the spot to give us a bird's eye view of the proceedings.

In contrast, their efforts in the subsequent 56 and 57 MM were an anti climax. They raced in a Maserati on both occasions and never finished. In 56 the evil handling 300S threw them off a rain sodden mountain road and a tree prevented a 300ft fall and in 57 a brake pedal snapped off. It was the last year that the MM was held as the death toll on spectators even attracted Papal attention, therefore the 55 victory remained as the fastest in the record books.

The nomadic life style journeying through Europe in his faithful Porsche 356, to be followed by an E type Jaguar, also provided us with many stories under the titles 'Letter from Europe' or 'Continental Notes'. Although he was critical of the Jaguar's poor brakes and weak lighting, it cannot have been all-bad as he ran E types for 12 years and maintained the cars himself. How we envied him cruising at three figure speeds on the Auto Strada del Sol and the autobahns when we thought doing a 'ton' for a few minutes was a big deal.

The conventional road testing of cars was something that Jenks chose to eschew after a colleague explained you had to be economical with the truth. This did not stop him borrowing what he would term as 'interesting' vehicles. Only a man with his connections could wrangle a Ford GT40 for a few days in the same year that it won its first Le Mans, taking a Mercedes 300SL gull wing coupe out at 2 in the morning to see how it really went, driving an early production Lotus Europa to the Targa Floria, tootling down to a railway station in a racing Maserati to pick up Moss, regularly calling at Zuffenhausen to try the latest Porsche. On one occasion he persuaded Colin Chapman of Lotus to loan him a pukka Formula 2 racing car to test on Christmas Day. Jenks figured most of the populace, including the boys in blue, would be tucking into turkey and Christmas pudding so what better day for a brisk drive? Chapman duly obliged, delivering the Lotus 12 on a trailer with rudimentary paperwork and trade plates. Jenks set off but the Lotus sheared a half shaft and they had to be retrieved by a friend on the end of a towrope.

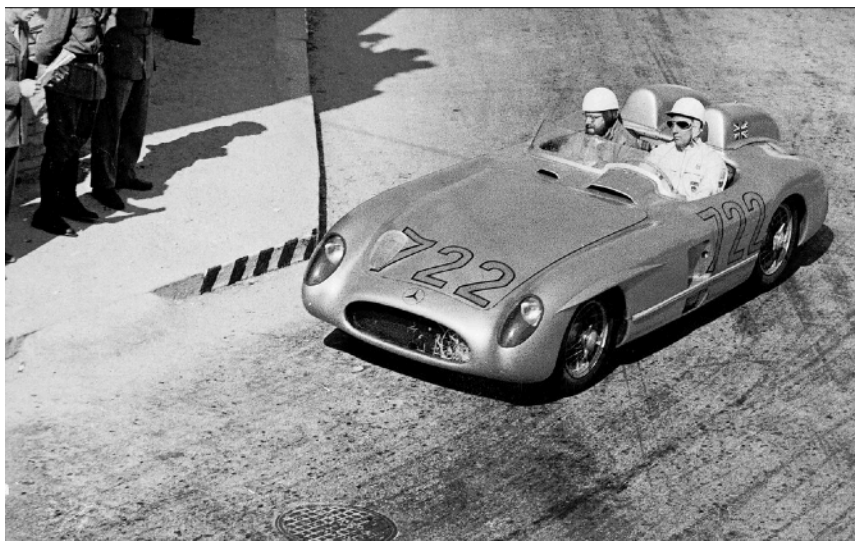


From a driver's perspective, Jenks was not an easy man to please and was never slow to show his disdain for whiners. His heroes were Fangio, Moss, Clark, Gilles Villeneuve, Senna and no doubt Schumacher would have made the list too.

Perhaps his greatest delight was when he got the opportunity to drive a Renault F1 car during the turbo era of the Eighties. In racing trim the power output was rumoured to be as much as 1400bhp but in the car provided for journalists it was 'screwed' down, to quote Jenks, to a mere 600bhp. After everyone had their turn at the wheel on the wide open spaces of an airfield runway, the group retired to enjoy the corporate hospitality except Jenks who persuaded the engineers to let him have a second go!

That Denis Jenkinson was the archetypal English eccentric is undeniable. He lived in an isolated cottage in rural Hampshire in southern England surrounded by an eclectic collection of motorcars in various stages of disrepair. The property was crowded with books, magazines, copious notes and an array of components that littered the hall and bedrooms. It enjoyed neither running water nor electricity, the latter being provided by a 500cc Fiat engine hooked up to a 6-volt battery system. The little man, often referred to as the Gnome, lived in a World of his own. He once wrote something along the lines "If ever you are enjoying yourself, don't tell anyone or they will ban it" which may go some way to explaining his quaint life style.

His last public appearance was at the Goodwood Festival of Speed in 1995. To commemorate the 40th anniversary of the famous Mille Miglia win, Jenks was persuaded to reunite with Moss and their trusty 300 SLR number 722. Having suffered a minor stroke earlier in the year, the little man was frail and was visibly touched by the crowd's ovation as he and Moss proceeded gently up the hill with hardly a dry eye in the house. Moss recalled that when they reached the top Jenks looked 10 years younger as they both recollected those exciting times so long ago. Six months later Jenks had another stroke from which he never recovered.



Denis Jenkinson and Stirling Moss in the MB 300 SLR
(Photo courtesy of Motor Trend)

Not being noted for his religious devotions, a group of close friends organised his funeral at Aldershot crematorium and Jenks was laid to rest to the sounds of Bach and Bechet and the car park resembled a VSCC (Vintage Sports Car Club) AGM. Jenks would have been pleased. The old bugger even wrote his own obituary.

The above tribute was not so much inspired by the anniversary of Denis Jenkinson's death but by the final Grand Prix of the 2006 calendar at the Interlagos circuit in Brazil. Schumacher, having been relegated to the back of the field with a puncture, put on a display par excellence. Storming through the field to fourth spot in his last race, with nothing to prove or to race for, he recorded the fastest lap on the penultimate lap. My immediate thought and probably that shared by many other others of my ilk was "Jenks would have approved". A reminder of how much he influenced us. A little man, a large legacy.

Allstar Crocks
November 2006

- The mandatory reading referred to in the above article can be found in "Jenks, A passion for Motor Sport"
- Published by Motor Racing Publications ISBN1-899870-22-9

Editor's Note: While we are looking at Morgan's special coupes, it is appropriate to look at others. This article sent in by Alistair Crooks shows the Mercedes Benz 300 SLR, reputed to be the most expensive car in the world. It is estimated that if it were to come up for sale, it would fetch between \$100 and \$300 million dollars! Watch the video below.

<https://www.motor1.com/news/533936/mercedes-300-slr/>

Rare Mercedes 300 SLR Shows Gated Manual, Superb Design On Video

By Chris Okula (Thanks to [motor1.com](https://www.motor1.com) and Supercar Blondie)

Welcome to the most valuable Mercedes-Benz classic car ever built, one of two 300 SLR Coupes. Supercar Blondie had the unique opportunity to tour and drive the incredibly rare and valuable 300 SLR Coupe which was built for racing. Sadly the 300 SLR Coupe never hit the racetracks of the 1950s, but if it did, it would have easily continued the roadster's unmatched winning streak. Since the 300 SLR Coupe never went racing, Mercedes-Benz head of motorsport, Rudolf Uhlenhaut kept one as his own personal company car.

The Mercedes-Benz 300 SLR is best known as the roofless roadster that dominated road racing of the 1950s. It most famously won the 1955 Mille Miglia with Sir Stirling Moss at the wheel. During this race, Moss and the 300 SLR set a new average speed record for the race averaging 97.96 mph (157.650 km/h) over the 900-mile race up the Italian peninsula.

Sadly all of the 300 SLR's racing success was overshadowed by the tragedy of the 1955 Le Mans Race. A 300 SLR driven by a private team was vying for the lead when it rear-ended an Austin-Healey on the pit straight that was slowed by a Jaguar attempting to pit. Debris flew into the stands killing 83 spectators and injuring over 180 more. The 300 SLR's high content of magnesium in the bodywork caused fires to burn out of control and prompted the other 300 SLR teams to pull out of the race.

The horrific incident coincided with Mercedes-Benz's decision to pull out of motorsports altogether. This meant the 300 SLR coupe project was dead, and only two test mules were built. One sat, and the other was daily driven by Rudolf Uhlenhaut as a daily commuter. Today Mercedes-Benz keeps these incredible machines in their private collection.



Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Photos by Howard Jewell from his June 1993 tour of the Morgan factory.



Electrification: What Could Go Wrong?

Submitted by Roger Mulloy from Lotus Club Canada Summer 2021 Bulletin



Morgan Fantasy Photos

I came across several interesting photos of Morgans shot as artwork or for ads or to capture a moment. This month we will admire more photos from Morgan's Timeline photo series. Enjoy the art!







Website Report

By Tom Morris

www.pacmog.com

Fourth Annual MORGAN MOMENTS SNAPSHOT CONTEST Entries are now OPEN

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

Contest Rules

All photos must:

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

Judging Criteria

Entries will be judged by PacMOG members.

Votes will be cast at the end of the year via the website.

Voters will use criteria of their own choosing when casting their ballots.

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

**** UPDATE ****

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

Entries close at Midnight Thursday December 31, 2021

"Looking Back"

This new feature is looking back at old articles having to do with our club, PACMOG, and the club from which we originated, MOGNW. The two clubs have a close relationship and there are lots of great memories to share. In this section, we will re-print some of our old articles and photos. This month we print articles from the NW Mogazine from October 1995. Thank you to MOGNW for allowing us to copy these pages.

Vol. 15 No.10

NW Magazine

October 1995

Northern Nonsense, from Mike Powley.....

I know that all were saddened by KEN McCLINTON'S recent death and thought I might share this little bit of "MAC" wisdom as an example of the many ways in which KEN was so emblematic of the style and comradery of the Morgan Owner's Group Northwest Club. In a Christmas card to us the season after our PASCO fiasco enclosed along with kind Christmas greetings and personal salutations KEN offered the following on the problem! -

"Raw gas filling the air take manifold and combustion chambers in almost every case is caused by a bit of grit in the seat of the carb float valve. When the engine is shut down, the fuel just keeps siphoning into the float chambers and onto the manifold etc. Every Morgan tank has rust scale and other junk like bits of solder on the bottom of the hand made tank. The best cure is a good grade inline filter, preferably one that allows visual inspection for debris. (Lots of stuff gets past the bowl screen on the fuel pump)"

Thanks KEN - you were one of the greatest!

NEW OCTOBER "BON MOT" - Again this month, a new "BON MOT" on Driving ... reflective of the Whistler Run perhaps - try this one on ...

TO DRIVE??? ... "THEY'LL ACCEPT THE FACT THAT A PERSON CAN BE AN ALCOHOLIC, A DOPE FIEND, A WIFE BEATER ... BUT IF A MAN DOESN'T DRIVE, THERE'S SOMETHING WRONG WITH HIM."

* Famed American newspaper columnist Art Buchwald offers his take on our relationship with the automobile. (a bit sexist perhaps?)

ABBOTSFORD - ON THE BUSES??? - Now that the Northern Pod has lost the September European Car day at the White Rock Museum of Flight (no more Museum of Flight for now!). A few of Pod members were eager to try the 2nd annual HOUGER PARK mini all Brits event in Abbotsford (well it is home of the BIG AIRSHOW anyway!) On Sept. 17th off went the POT & PRINCESS (Marianne) out to the fiefdom of the PITT to rendezvous with our HALLOWEEN TOUR GUIDE squire COLLIS whose family motto must be "TOP DOWN AT ALL COSTS". At the park on a bit of an over cast day the organizers were heartened to nearly hit 100

participating cars; and for us MOG guys we sure saw a couple of new bits of British Iron - a JOWETT JUPITER no less. Our group included a newly activated JOHN McNULTY & LADY SUE HEGARTY, the THEROUXS and possible new member RON LAFOND, who has now got AL MORGAN'S 1957 Red and Black +4 - 4 seater - boy have they done a nice job of bringing that one back to life as a personal car.

There was a great display of many different marques and I think we had the most of any one marque with 5 Mogs - and along with YVONNE'S bottomless larder of "stuff" - especially the potato salad! ... members should know that the best overall; participants votes - went to... A DOUBLE DECKER ROUTE MASTER BUS!- top that one any of the big three All Brits organizers!

WHISTLER - WHAT A DAY! - WHAT A DRIVE! -

Once again the third annual VANCOUVER-WHISTLER All British Run was blessed with weather beyond belief and a record turn out was had with about 215 different entries - our Club didn't do too bad either as most of us felt we had the most cars on the run. The official number is hard to pin down for the actual run - do you count DAVE & DEBBIE PADGHAM'S run in their BRAND X - do you count LARRY SHARPS aborted run - only made it to the muster point before BIG KNOCKING sounds started to be heard - game though he was and drove a brand X up to the lunch at the KLANNIE restaurant before deciding he just couldn't stand being MORGAN-LESS again! - do we count AL & HELEN ALLISON who came out for the muster BUT had to go to the races to see their horse bring home the bacon ... we hope! and do we count JUDD & MARISHKA MARTEN who had a major break down on the way up. ...well if we do we had 21 cars out - even NOT counting these tragedies we still had more than any one of the MG models.

The U.S.A. contingent included 7 cars and other than MCCABE, who stayed at the PALACE - they all trickled in late, with DAVID WELLINGTON and now Morgan fanatic extraordinaire' brother TODD WELLINGTON, video camera and all. Some early runners were
(continued next page)



more Nonsense, continued from Mike.....

Stu Rulka and daughter who met us at KLANNIE on the way back! and JOHN McNULTY and LADY SUE who had to do a quick turn around as well. BUT with the WELLINGTON BOYS firmly in convoy we all pushed off for the great run and park-in at the WHISTLER TOWN SQUARE.

BUT FIRST LUNCH! - The gang looked really great at the KLANNIE RESTAURANT and we saw the first of TODD WELLINGTON'S never ending thirst to video our every move, including the invasion of the KILLER BUNNIES - where was my trusty CHIPMUNK killing tire iron! SHANNON FALLS sparkled in the sun as we rejoined the never ending stream of little British cars on the SEA TO SKY route to WHISTLER. Once there we were all checked in and parked (all over the place) and then hunkered down to tire kick and find beer! This gave me a chance to get a better look at the BUTTON'S new +4 - sure seems to be a better bet than the old green machine - but of course they now have two of 'em! It was nice to see LES & JUNE'S 4/4 out but other members of the family ROSS and JUDY BURKHOLDER had to do the dirty work and drive the car up - LES & JUNE were back in Saskatchewan enjoying the weather????

CURMUDGEON CABIN TIME AGAIN??? - well only a little bit ... as this time PAT AND KEN MILES and the POWLEY'S only had to put up with BERT MCCABE as fellow crumudgeons TED LATURNUS with MAUREEN found accommodation elsewhere and the THEROUX'S were on a "moving to Sullivan Station safari!" Many of the rest of the MORGAN MOTLEY CREW were "holed-up" in the GREEN LAKE LODGE deal - saw this on Sunday - for the big MORGAN picture and it really was a great place.

RIC'S ROOST ROCKS AGAIN! - What a great spread of goodies for all as we held the cocktail hour with the sun reflecting off the mountains and once again BERT MCCABE challenged all with his kilt etc. JONATHAN it seems "forgets" his kilt at these mountain top events! RIC it seems was hoping that BERT would clean his carpets again but this was not to be. Here we got our first look at TODD THE VIDEO CHRONICLER work for the day - what fun - every one wanted a edited version, "Just my 15 minutes of fame only please", said many! All too

soon it was off to TAPLEY'S FRIENDLY NEIGHBOURHOOD PUB in the Village

HOW MUCH IS THAT LOGO IN THE WINDOW??? - What a great welcome, on one of the major windows at TAPLEY'S the proprietors had painted a great MORGAN WINGS thing for us to view while eating. Funny it had a +4 on it not a 4/4 but it sure looked great and made all feel VERY welcome. Bert's driving companions (the fresh salmon) were now served up and all were just blown away with the spread we were presented with. Our waitress regaled all with her sharp wit (brought on this shift by RIC at special request). She parried many a barb and cheap-shot with just the greatest comebacks you could imagine - even got the great MCCABE on few! Desert???. A heavily soaked rum cake with a fantastic reproduction in icing of Whistler Run Logo, a road and a little metal MORGAN. We then gifted the serving staff with MORGAN memorabilia - I even gave Maryanne our waitress the POT'S Groucho glasses - so impressed was I. Most wanted to head for home but DAVE & DEBBIE PADGHAM were offering an opportunity to visit the hot tub at their cabin - few takers though!

LITTLE SCRUFFY IS KIDNAPPED??? - It was during the closing moments of this event that RIC found a "ransom" note pinned to his chair written in LITTLE SCRUFFY'S own hand begging RIC to do penance for his assassination attempt on the POT. - RIC was shattered!

THE NEXT DAY AT WILLIE "G"'S IN PEMBERTON - After gathering up the crew at the GREEN LAKE LODGE - and RIC finding still yet another "ransom" note written in LITTLE SCRUFFY'S own hand now suggesting that chocolate cookies might be a better substitute than penance for a safe return - now RIC knew something was really up!

The drive up was duly recorded with TODD WELLINGTON hanging out of DAVE COLLIS'S unit while DAVE "drove the line" at great speeds and TODD's adrenaline got some work out! At the GREAT BREAKFAST MECCA in Pemberton we were all able to sit outside and for HAL, JOAN, LEO, TRISH and TED, to name a few the main diversion was staring at the 3-D cartoon

(continued next page)



still more Nonsense, continued from Mike.....

thing in our SUNDAY PROVINCE - the locals now knew driving those funny little cars does cause brain damage! (perhaps we really should wear helmets) Most had the "EGGS-BENE" and just around finish-up time the waitress produced LITTLE SCRUFFY - he was very disappointed to find there were no chocolate chip cookies and so RIC had to embrace the SACRED STAFF OF MORGANESS to redeem his little friend!

KIDNAP SACRED STAFF OF MORGANESS?? - Yes, it seems that the same people who might have been involved with the LITTLE SCRUFFY caper felt they were on a roll and the POT suddenly noticed that after the embracing number the SACRED STAFF OF MORGANESS was gone! The POT then had to put on his "THE MAN WHO KNOWS EVERY-THING" beanie and letting the spell over take him, wandered over to the MORRISON'S and the NELSON'S Morgans - to suddenly be jolted by the vibes coming from the MORRISON'S Morgan - yes it was there! JACQUE and LORETTA immediately denied any involvement, without even being asked! So while RIC and I don't want to point fingers at any fellow

CLUB members, remember you read it in this issue - so take care - kidnapers are about!

The brunch and fun ended all too soon and as is the way with these things people started to drift home. RIC & GLENDA you really out did your selves this year in every way imaginable - thanks from all of us!

NEXT - DAVE DOES THE DEWDNEY DRIVE - Yes on Saturday October 28 the NORTHERN POD will DO THE DEWDNEY - We are to meet at the McDonald - in Pitt Meadows Lougheed Highway and Harris Road at 9:30AM/10:00AM and leaving for a two hour drive on the Dewdney as led by DAVE. The run will be about 100 K. and we will reconvene the meeting portion over vespers and/or lunch back at the JOLLY COACHMAN bring your Morgan of course but Brand "X" is OK too!!!! ... and if you can't make the AM drive portion of the day please join us for lunch and vespers at the JOLLY COACHMAN about 1:00PM or so! **Please let us know your pleasure - Dave Collis home 465-9403 work 857-1403 or Mike work 432-8445.**

Southern Chatter, from Heinz Stromquist.....

The customary "Morgan Room" at the Roadhouse was unavailable for our September social gathering so the 13 attendees squeezed into a much smaller space for real shoulder-to-shoulder coziness. For some reason we started and finished earlier than normal, so a would-be fourteenth reveler arrived just in time to see the last cars pulling out of the parking lot. It wasn't confirmed until a few days later that the Rolls that looked liked Roscoe's actually was Roscoe's and that he had missed the entire meeting.

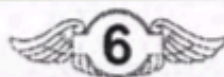
Mike Miles brought along a recent issue of AutoWeek with an article on news from the Morgan works. It seems that production will be increased to over 700 cars per year, suspension modifications are being planned and there will be

stretched versions available of both the Plus 4 and Plus 8 models. Since the cars are selling so well, it would be nice to hear why these and other changes are being introduced.

And finally, a big, belated THANK YOU to Linda and Rodger Huntley for a superb party and potluck after the Portland field meet. For most of us, it was our first opportunity to see their lovely new home. So as a token of friendship, we offered to introduce them to the ancient and popular white carpet/red wine initiation rite. This offer was politely declined despite the fact that we had an abundance of expertise on hand for a flawless and memorable performance. Great food. Good conversation. What more could you ask for? Thanks.

REMINDER, from Heinz.....

Please don't procrastinate on registering for the Holiday Party and for the hotel rooms - both have due dates early in November. Details on the flyer - see next page.



Upcoming PACMOG Events

By Ken Miles



Watch your emails for news of the next drives

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

Save the Date!

October 30, 2021 - Valley Drive - Meet at 10:00 for a 10:30 start at Tim Hortons, 17888 #10 Highway or 56th Avenue - let Chris know you are coming cabt@shaw.ca

November 7, 2021 - OECC London to Brighton Commemorative Run



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

or Ctrl-click on this link:

<https://forms.gle/HLR3H4vWWEyuKxqk7>

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 26th RUNNING OF THE ANNUAL LONDON to BRIGHTON
COMMEMORATIVE RUN

SUNDAY, NOVEMBER 7, 2021

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

COST: \$10.00/car Registration (Registration fees will be donated to a charitable organization - details to follow).

MEETING TIME: 09:30 am.

FIRST CAR OUT: 10:00 am.

DESTINATION: Return to Start

ROUTE DIRECTIONS will be available online prior to the event

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

- 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.



K r u i s e F o r K i d s

Scroll Down
for Event
Information



WHEN /

NOV. 7th
2021
9:00 AM-
1pm

WHERE
/START/FINISH

Drive-Thru event--
George Preston Arena-
East Parking lot- enter
on 42nd ave off 208th
st- Langley

The Greater Vancouver Car Club Council invites one and all to attend the 2021 KRUISE FOR KIDS !! Decorate your car, decorate yourself !!

There will be T-shirts for the first 150 entrants. K4K decals while they last. Trophies for Best Decorated Vehicle, Best Club Turnout !!

ALL we ask of you... is to donate ONE brand new toy (unwrapped) per entrant (plz no stuffies) and we always encourage all Car Clubs and individuals to make cash or cheque donations !! Please make all Cheque donations payable to the "Lower Mainland Christmas Bureau"

All toys and donations go directly to The Lower Mainland Christmas Bureau for distribution to children in the Greater Vancouver-Fraser Valley area.

We look forward to seeing you on **November,7th**- 2021



ABFM 2021 Vancouver cancels 2021 event, announces new date Saturday May 21, 2022

It is with a heavy heart that the event officials of *The Greatest Show on British Wheels*, ABFM Vancouver presented by HAGERTY, announce that the 35th anniversary event, originally rescheduled for Sept 11, 2021, has now been officially cancelled.

The 2022 ABFM will take place Saturday May 21, 2022, followed by a Run on Sunday May 22, 2022.

“As mentioned in our last announcement, we have been working hard with our sponsors, vendors and suppliers to ensure the integrity of the show, given the restrictive guidelines and costs put in place by local Government bodies, but the risks involved are simply too great to ensure the success of the event,” said event co-chair Patrick Stewart.

Celebration

The 2022 Show will celebrate the 35th event (delayed two years due to the pandemic) and the 34th year that it will be staged at the VanDusen Botanical Garden, Vancouver. Featured marques have been carried forward and will celebrate Jaguar EType 60th, Triumph Stag 50th and include English Fords first produced in 1911. A special look at the future with an Electra Classic display is planned to showcase the trend of classic looks with modern drive.

Car clubs and young enthusiasts

The important work of car clubs will also be recognized with a Best Club Award and young enthusiasts will be supported by a NASCARZ / HAGERTY educational program for Youth Judging. The show is staged with 61 Class Awards and 14 judged Sponsors Awards, making it the largest classic car show of its kind in Western Canada and the second largest in the Pacific Northwest.

This world-class classic car event is a family day to remember, which showcases a capacity gathering of almost 500 British-built classics, exhibitors, vendors and the general public all complemented by the beauty of the magnificent VanDusen Botanical Garden.

Welcome back

“Given these past two pandemic years of cancelled events and isolation, we are extremely disappointed with the cancellation of the 2021 event, but are looking forward to opening the gates at VanDusen on the Victoria Day Weekend date of Saturday May 21, 2022, seeing the classics roll in and welcoming everyone back safely and in grand style to our much cherished garden party for all classic car enthusiasts,” said Joan Stewart event co-chair. Mark your calendars and plan forward to Saturday May 21, 2022 for the return of *The Greatest Show on British Wheels*. Registration details will be announced in early fall.

Joan & Patrick Stewart

1959 Morgan Plus 4 Sold Last Month

By Steve Blake (from Bring-a-Trailer)

Sold for US\$24,000
On September 8, 2021

This 1959 Morgan Plus 4 was originally delivered to Sterne's Garage in Sidney, British Columbia and was acquired by the seller in 2015 as a disassembled project that had been partially refurbished by its late owner, including the frame being refurbished by Reg Beer Coachbuilder. Work carried out during current ownership included a repaint, an engine overhaul, and refreshment of the electrical system, interior, suspension, and brakes.

Finished in Honda Milano Red over black vinyl, the car is powered by a Triumph 2,138cc inline-four paired with a four-speed manual transmission. Additional equipment includes a Brooklands steering wheel, mahogany dashboard, leather strap, and knock-off wire wheels. This Plus 4 is now offered with refurbishment receipts and photos, spare parts, a tonneau cover, a soft top frame and side curtains, and Ontario registration.



BaT Essentials

Lot #54815

Seller: **keewatinguy**

Location: **Keewatin, Ontario, Canada P0X 1C0**

Chassis: 4107

41k Miles Shown, TMU

2,138cc Triumph Inline-Four

Four-Speed Manual Transmission

Red Bodywork

Black Vinyl Upholstery

Twin SU Carburetors

PerTronix Electronic Ignition

15" Knock-Off Wire Wheels

Mahogany Dashboard

Brooklands Steering Wheel

Wind Wings

AVO Rear Shocks

Refurbishment Photos

Spare Parts

Private Party Or Dealer: Private Party



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.



This 2005 Morgan Aero 8 was bid to US\$82,501 on BaT on September 29, 2021 but did not meet reserve.



This 1964 Morgan 4/4 sold on BaT for US\$30,500 on October 22, 2021.



This 1958 Morgan Plus 4 sold on BaT for US\$46,000 on October 29, 2021.



Editor's Note:

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

PACMOG Regalia

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

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



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

\$25 CDN* (plus shipping)

Badge measures 3.5 by 4.25 inches overall

*Club members only, all others please inquire



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

\$2 CDN* (plus postage)

Patch measures 3 inches in diameter

*Club members only, all others please inquire



www.regbeercoachbuilder.ca

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

Martin Beer & Stephen Beer

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



Steve Sillett

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

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

604-530-1433 www.panelcraft.ca



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AUTO METAL RESTORATION

Terry Firestein

604 910 0857

www.autobauer.ca
autobauercanada@gmail.com

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

Pacific Morgan Owners Group

2021 Membership Application (Please print in block letters)

2021 Membership:

Membership is only \$10

Make out cheques to "PACMOG"

Send dues and completed form to:

Pat Miles, PACMOG Treasurer

15410 Kildare Drive

Surrey, BC V3S 6B9

Date _____ New _____ Renewal _____

Last Name _____ First Name _____

Spouse/Partner Last Name _____ First Name _____

Address _____

City _____ Province/State _____ Postal / Zip _____

Home Phone _____ Cell _____ Other _____

Email Address _____

Spouse/Partner Email _____

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

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

Engine _____ Chassis Number _____

Unique or notable characteristics _____

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

Engine _____ Chassis Number _____

Unique or notable characteristics _____

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