



The Morgan Link

Vol 5 No 8 The Magazine of the Pacific Morgan Owners Group September 2020



From the Editor's Desk...

When we are out for drives, everything appears normal. The roads are as busy as ever and we look back nostalgically to a few months ago when everything was shut down and the roads were clear. Our first Stir Crazy drives were free from traffic and it was fine Morgan motoring. I am almost hoping for a second lock down!

A great member profile was written by Bob Sterne on Dave Collis. Dave was a Morgan mechanic for GB Sterne and a consistent driver on the race track, notably at Westwood, with his 4/4. Dave's wealth of knowledge has constantly been shared with club members.

Great news for readers this month. Cuthbert J. Twillie has come aboard! We have a feature article on him and a series of articles that will appear in our future editions. Cuthbert has been writing about Morgans and restoring them for years. He has experience and knowledge that he is most happy to share with us. I welcome him to our team of writers.

Mike Pullen has written an article on converting windshield wiper blades to more efficient ones and has introduced his next two part series on installing a 5-speed transmission to a Kent 1600 cc engine. This is a great companion piece to the article Pat Leask wrote last month on installing an overdrive to a Moss gearbox.

You can read about 8 Morgan Plus 8 chassis I came across when reading about the demise of Bristol Cars Limited. It will be interesting to see where they end up.

In case you don't have enough to read, Machiel Kalb has recommended a series of three books written by Jake Alderson and Chris Chapman that would be a welcome addition to every Morgan owner's library and Dave Doroghy has a humorous new book out on bee keeping on his houseboat.

*Respectfully,
Steve Blake*

Happy reading and safe driving!



The Morgan Link

September 2020

Editor – Steve Blake

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

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Report from the Executive - September 2020

By Steve Blake, Chair

It has been reported that the sales of collector cars and parts has sky-rocketed in the last few months. With people working from home, they seem to have more time to work on their cars. Not being able to travel abroad has had people looking for other past-times and collector cars have become as popular as ever. I am hoping that this trend is true for our club as well, as we may see more projects completed. We are certainly seeing new memberships.

In our AGM reports and as reported at our last executive meeting, there are a number of people we have thanked for work done for the club. I would like to repeat the thanks for four of the people here.

Susan Blake - Susan has been the volunteer secretary for the past several years and has had to decipher some pretty scrambled minutes from our meetings and continues to proofread the Morgan Link. She has also prepared and supplied lunch to our hungry gang when executive meetings were held at our place.

Pat Miles - Pat has been the treasurer of the club from the beginning and has fastidiously looked after our books and made sure we complied with banking, insurance, and government regulations. She also prepared and supplied meals when we had meetings at their place. She also served as secretary before Susan. The Miles have also generously welcomed us to their home for many parties and events.

Bob Wadden - Bob stepped up to be Vice Chair and has been on the executive for several years. He has made our name badges and was instrumental in the creating and writing of our Constitution, By-Laws, and Operation Manual. We wish him well and look forward to many more drives with Bob next year.

Tom Morris - As the outgoing Chair, Tom has always presented thoughtful and respectful ideas and contributions to our meetings. Tom set up and has managed our website, monitored incoming messages and our forum, and oversees our annual photo contest. He was the other member, along with Bob, who created and wrote our Constitution, By-Laws, and Operation Manual. We are pleased that Tom is remaining on the executive.

Many others were thanked for their contributions and you can read those in the AGM reports package you were sent.

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New Members

Al Clyde - Looking for a Morgan

Ed and Cheryl McCallion - Looking for a Morgan

Dan and Judy Kelly - 1978 Morgan Plus 8

Non-voting member attending
Board Meetings as Secretary

Pat Miles
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Cover Photo Credit:

This month’s cover photo was taken by Steve Blake at Stewart Farm showing Bob Wadden’s 1957 Morgan 4/4.

Contributors

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

Dave Doroghy, Ken Miles, Pat Leask, Susan Blake, Bob Wadden, Pat Miles, Lorne Goldman (GoMoG), Tom Morris, Machiel Kalf, James Gilbert (Morgan Motor Cars), Alistair Crooks, Bob Sterne, Cuthbert J. Twillie, Robbie Syme, Lawrence Lowe, Mike Pullen, Tom Everts, Mike Duff

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PACMOG Constitution:

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

An Unusual “Barn” Find

By Steve Blake

What is the Morgan Motor Company connection with Bristol Cars Limited? Bristol’s last project before going into administration (receivership) and being sold off again was the Bristol Bullet. Its engine is said to be based on the Morgan’s BMW V-8, but it is more than that.

First, some history on Bristol. The company was started in 1945 as part of the Bristol Aeroplane Company (Later Bristol Aerospace), when the factory had excess capacity and workers at the end of World War II. They decided to build a top level luxury car in limited numbers. H.J. Aldington of AFN Limited, makers of the Frazer Nash, was appointed to the Board. AFN had been working in collaboration with BMW before the war and marketed BMWs in the UK. Bristol had little experience or knowledge about building cars and felt it wiser to start with something already in existence and build from there. That led to Aldington, through his connections with the War Reparations Board, securing the release of Dr. Fiedler who was in charge of the designs of the BMW sports cars.

The first Bristol car, the 400, was based on a combination of the BMW 326, 327, and 328 models. Fiedler worked to further the development of the 6-cylinder engine and designers were brought over from the aircraft section to design the body, chassis, and interior. Bristol built 150 cars per year and was successful building a luxurious, driver-friendly, and technically advanced automobile. In fact, I owned a Bristol 401, the second model, and can attest to the quality and sophistication of this automobile.

Bristol was sold to Sir George White and later to Tony Crook, who retained ownership until 1997. In 2002, ownership was transferred to Toby Silverton and the Tavistock Group. Unfortunately, they went into administration in 2011. The company, in an interesting round-about way, was bought up by Frazer Nash Research. They unveiled a new car that used modern technology and features, while based on a design from 1964. This car is the Bristol Bullet. Sadly, only one prototype car was built before financial challenges again ended the Bristol’s progress. The Bristol Bullet as captured by the urban explorers in the underground garage in Surrey. This car has the Morgan



Plus 8 chassis and BMW engine.

Today, Wyles Hardy and Company have been tasked with selling off Bristol Car's assets through private treaty sales. When I was looking through an article written by Daniel Strohl and published online by Hemmings, I discovered that part of the assets included 8 Morgan chassis with BMW V-8 engines that were to be used by Bristol to make the Bristol Bullet. The only finished car, the prototype, is expected to sell for approximately \$300,000.



I corresponded with David Fletcher of Wyles, Hardy and Company and he corrected the information from the Hemmings article that said the chassis were from the Aero 8. The chassis are, in fact, Morgan Plus 8s with the BMW engine. They would date from 2015 or 2016 as Project Pinnacle was for the 2016 Bristol Bullet. For the last few years, everything has been in storage and collecting dust. Two urban explorers stumbled across the dusty collection of cars, wooden bucks, and parts in an underground car park on an overgrown property in Surrey, north of London. They have posted a Youtube video of their discovery.

David Fletcher tells me that the Morgan chassis have been pulled from sale at this time because they have

received a claim from Morgan Motor Company that they have intellectual property over the chassis which will be breached if they are sold "as is". Consequently, the client for the sale is looking over the agreement Morgan Motor Company had with Bristol Cars Limited to see if that claim is correct. No doubt a resolution will be arrived at some time in the future and we may see these chassis appear as "new" Plus 8s or some other "special".



(Morgan Plus 8 Chassis)

Stir Crazy VI

By Ken Miles

What a glorious day for a run September 22nd turned out to be! When I phoned the Roadhouse Grill, they asked me if I was stupid wanting to have a table on the patio when it was supposed to rain. Everybody had their top down except for me because the top on the +8 is extremely tight and I did not want to fight putting it up. Well it is up for the winter now and perhaps I will have more drives in it.



Three Morgans showed up at Timmy's but there was supposed to be four, our newest member, Jon Moss, was missing in action. We ran him down by phone and found out he had turned up at nine and gone to do some shopping. We set up a meeting place where he could join us.

We left Timmy's and headed east and south by a zig zag route going as far south at 0 Avenue and then north to McCallum Rd and Hwy 1 to meet Jon at the Chevron in Abbotsford before heading north. Jon met us there and we were now four Morgans running together. The +8's of Miles and McDiarmid and the +4's of Blake and Moss.

We followed the Abbotsford/Mission Hwy to Harris road and then turned east to eventually drive along River Road to Fort Langley. After turning south on Glover Road, we picked up the Langley Bypass to 176th Street. We turned south and made our way to our destination, the Roadhouse Grill, where we had a tremendous lunch.



It was a good run that would have only been made better by having more Morgans in attendance. As an afterthought, ask us how long it takes four Morgans to make a U-turn on a narrow road not once but thrice?



Pat Miles social distancing



Steve Blake with co-pilot Roger Mulloy



New Member Finds His Morgan!

We met Jon Moss at the beginning of the Stir Crazy V and he said he was looking for a 4-seater Morgan. He found one, a 1960 Morgan Plus 4, 4-seater, at Len Drake's in Kelowna and now has his car on the road. We look forward to having Jon and Dawn Moss join us on our drives and welcome them into the club!



Jon in his new ride!

(Steve Blake photos)



MORGAN LAUNCHES DRIVING TOUR PACKAGES



Calling all drivers,

Summer is here, and travel restrictions in the UK are easing, so what better time to share with you our all-new offering, Morgan Driving Tours.

You'll be behind the wheel of the all-new Morgan Plus Four, our latest model and the purest expression of the Morgan sports car. Delivering enhanced refinement, engaging handling and scintillating performance, it makes the perfect vehicle to discover some of Britain's best roads and most spectacular scenery.

On arrival, your Morgan Plus Four will be waiting for you, fully prepared, fuelled and ready to take to the road, and you'll receive a detailed 'roadbook' with all the information you need, as well as a GPS with every days' routes pre-programmed.

Two initial packages are available to book today: the Cotswolds and Snowdonia Tour, and the 'Big Three' Dales, Pennines and Lakes Tour. Whichever you choose, you'll stay at some of the finest boutique hotels, eat at outstanding gourmet restaurants and pubs, and enjoy exclusive activities.

For more information: <https://www.morgan-motor.com/morgan-driving-tours/>

Member Profile - Dave Collis

By Bob Sterne

Dave Collis was born in England at the end of WW2, and immigrated to Canada onboard ship with his mother shortly after the war. He grew up in Canada, and they lived in the Kerrisdale area, and Dave attended a Private School. After graduation, he attended Trade School to become an Auto Mechanic. Shortly after G.B. Sterne opened his Morgan Dealership in Burnaby, Dave was hired as an Apprentice Mechanic, and served his apprenticeship working on Morgans and other import cars. He is the only B.C. Mechanic to “get his papers” working on Morgans. Eventually Dave worked his way up to Shop Foreman, over the decade he was employed by G.B.’s. After leaving Sterne Motors, Dave worked at various firms, and eventually finished his career at Chilliwack Honda.

Dave purchased a used Morgan 4/4 1500, originally British Racing Green with steel wheels, and quickly updated it to “Competition Model” specs, with wire wheels and a 1500 GT Cortina engine. In 1970, Dave, along with Bob Sterne, took Driver’s Training at Westwood in their Morgans, with G.B. as their instructor, and both completed their Novice programs that year. Dave competed in “F Production” in the ICSCC, and also raced in the CASC Races, Hillclimbs and Slaloms held during the early 1970s. He was a regular at the Hillclimbs at Little Saanich Mountain in Victoria, and at Knox Mountain in Kelowna. Dave was extremely competitive in all three types of events, with lots of wins to his credit.

Dave updated his Morgan again, to 1600 Competition Model specs, by fitting a 1600 GT Cortina engine and gearbox, and competed in “E Production” in both the ICSCC and CASC. His skill was legendary, and some of the battles that he, Bob and Stu Rulka had with their three 4/4’s left the crowd in the hairpin at Westwood gasping, and on their feet applauding. Here is a photo of just such a race, Dave diving down the inside in his faithful (now sky blue and black) #13. He was a member of both the SCCBC and the RCSCC.



Dave raced throughout the Pacific Northwest, attending most of the “Conference” events during the years he competed. In addition to Westwood, this included Western Speedway in Victoria, Pacific Raceways in Kent, Wash, the Deer Park airport circuit in Spokane, Wash, and Portland International Raceways in Oregon. He was always found at the sharp end of the pack, in some of the closest racing ever witnessed, such as this photo of the Mogs entering the “Circus” at Portland, where Dave is tucked in behind Stu. (*see alternate photo below*)



Racing is, of course, not without incidents, as shown by this other photo of Dave, exiting the Circus at Portland, staring at his wheel which was attempting to pass him on the outside after the rear axle broke.



One of the stories Dave always enjoys telling (although he did not enjoy it at the time), was one race against G.B. at Westwood where on the last lap, Dave slipstreamed G.B. out of Turn 3 and caught him at the top of Deer's Leap. As he was about to pull to the right to pass, G.B. put on his turn signal to indicate he wanted to move to the right, and Dave lifted his foot, albeit briefly. That was all that was required, that momentary hesitation, to leave Dave second at the finish line. It was a lesson in racecraft he never forgot! Dave was always a fair race driver, and one of the few who you could trust to go through the Esses with "side by side".... but he would take the advantage any time you opened the door, ever the fierce competitor.



Dave's other hobbies included Model Boats and Aircraft, some were the finest scale models you could imagine, others built for the pure enjoyment of Radio Control flying. His specialty was large scale model aircraft, with wingspans of 8 feet and more! After his racing career, Dave rebuilt his beloved Morgan 4/4 with a VERY hopped up 1600 GT Cortina engine fitted with two side-draft Weber carbs, a car which he has to this day, over 50 years after he bought it. Here are two recent photos of Dave and his Morgan.

(Photos from the Bob Sterne Collection)



Famous People with Morgans

By Steve Blake

Jay Leno

Two months ago in Morgans in the Movies, we highlighted a Simpson's cartoon that featured a 3-wheel Morgan and Jay Leno. In actual fact, Jay Leno does own a 3-wheel Morgan which is proudly displayed at his Big Dogs Garage.

Jay Leno calls his Morgan, "One of the oddest and most fun cars I have." His Morgan is a 1932, but was not assembled until after the war in 1946. 9 of these cars were sent to Australia and registered as 1946s. One disadvantage of the 3-wheeler is when a pothole is imminent, you choose to run over it with a front wheel or the centre rear wheel. Very hard to miss it! Neither make it comfortable for the occupants!

Leno's Morgan with the 990 cc Matchless engine puts out 42.1 horsepower. It is a 3-speed with a reverse gear, not usual for Morgan up to this time. The 3-wheeler is guaranteed to do 80 mph which Leno says feels like 180 mph!

Leno has owned this "barrel-back" Morgan for over 20 years and even took Barbara Walters for a drive in it.

(Photos taken from the Internet)



Cuthbert J. Twillie - An Introduction

Article from the Morgan Sports Car Club of Canada's "The Blurb" of September 2011

The following article is being reprinted here to introduce you to a writer and restorer of Morgans who has written many articles for club magazines and a book titled [A Yank at Malvern](#). We are pleased to have Gary Bell (Cuthbert J. Twillie) share his knowledge and experiences with us and will have an ongoing set of articles from him. This article captures the personality and passion for Morgan sports cars. - Editor

Gary Bell (aka Cuthbert J. Twillie) - Author and Morgan Guru

By Morganeer (MSCCC)

Most of us know the venerable Cuthbert from his 'From The Morgan Garage' articles, which he graciously allows to be published in the worldwide Morgan club newsletters, and for his book 'A Yank At Malvern'. His articles cover a wide range of subjects from simple advise on how to kinkle finish a dash to the best way to tackle the more difficult and potentially dangerous business of disassembling the Morgan front suspension. As many have discovered, his ideas are not only innovative and simple, but they are also always a little bit genius, a little bit fanciful and a little bit Rube Goldberg.



I was privileged to meet this fine gentleman and 'listen and learn' when he had been summoned by David Crandall to begin his 4/4 rebuild by attaching the front crossframe to the new chassis. His methodology explained much, and consisted of, in short – level chassis on saw horses, tell a story, clamp crossframe to chassis, mark center lines, vertically level crossframe, tell another story, recheck level of chassis, recheck level of crossframe, tell another story, take cross measurements, make adjustments, tell another story, re-level chassis and crossframe, take another set of cross measurements, make adjustments, tell another story . . . well, you get the picture. It was only later (when my own first rebuild was completed) that I came to understand Cuthbert's important lesson - that 'offering up the crossframe to the chassis', as he described it, was the CRITICAL first step in doing a Morgan rebuild, and quite possibly the difference between the rebuilt car and driver cruising happily along the road or same car and driver fighting each other to stay on the road, the misaligned chassis and front suspension slowly sowing the seeds of its impending destruction. Only then did I begin to appreciate Cuthbert's true genius. Ever since then I have wanted to learn more about this Morgan man – maybe discover a bit more about what makes him tick. Just as I was privileged to meet him years ago, I was again privileged to renew our acquaintance and ask a few questions of the sage.

MORGANEER: I must begin by asking you how your 'Cuthbert J Twillie' moniker came about. Was it blatantly 'borrowed' from a W.C. Fields character, or is there another source or story?

I was working for a guy in Seattle who had a car collection. He wanted me to wear white coveralls so when he brought his pals by his "museum" the help would be presentable. The overalls were rented and cleaned by a laundry and they asked me what name I wanted sewn on the coveralls. Is there anything more vanilla than Gary? The best mechanic I ever knew offered "Tell 'em Cuthbert", as we had just been talking about the too funny WC Fields.

When was it in your life that you discovered Morgans, and what were the circumstances?

In 1956 in San Diego I first drove a flat rad that was in a used car lot. At the time I was driving an XK 120 Jaguar FHC and I thought the Mog wasn't as thrilling as the Jag. Fast forward to 1976 San Francisco. A friend sent me out in her Morgan '66 Plus 4 to find a job. For three weeks I drove that Mog to every dealer, parts house, or garage in 'Frisco. During those three weeks EVERYBODY smiled at me. This did it for me. I felt like a movie star. People

laying love on me. Was I that cute? No - it was the car! From that time on I HAD to have a Morgan.

How many Morgans have you owned over the years, and which is your favorite?

I've only actually owned one Morgan. A '61 Plus 4, 4 seater #4447. Bought it as a pile and rebuilt it over a period of 18 years. During this time 5 other Mogs were rebuilt in my shop to pay for our 4 seater. Before I found the real Mog I built a wooden body frame on a '68 VW chassis that resembles a Morgan DHC, and we call that a Plus Faux. I still have that car and drive it now and then.

How long has the 'Morgan Oasis Garage' been located in Hoodspport, Washington? How many rebuilds can you take credit for? Of which are you the proudest?

In '93 a Morgan 4/4 was given to me to rebuild. The chassis had rotted away as had the back half of the front wings. At the time I was working for the collector with the white fetish. I also had a pile of parts in my garage, which had once been a '61 Plus 4 and I hadn't a clue as to how it ought to be rebuilt. So I quit the collector and started in on the 4/4. This took about a year. No engine or transmission work, essentially just taking the pieces off the rotted Mog and putting them on a new Simpkins chassis. A panel beater pal of mine cut off the rotten metal of the front wings and added new stuff. Another pal made up new door frames and the panel beater skinned them.

My wife Pamela

(some call her the lovely Flowerbelle) sewed up new vinyl upholstery that really, REALLY, looked good. I painted it in Jaguar British Racing Green with biscuit upholstery. Building this car was an education for me, and led to the procedures I developed for the next five Mogs to decorate our shop. On finishing the 4/4 we moved from Seattle to Hoodspport, Washington and I came up with "Morgan Oasis Garage" - this was in 1994. The Morgan of my San Francisco friends was my next rebuild. Then there was a '62 Plus 4 roadster, a '64 4/4, and a '64 DHC with a brand new chassis and skinned body frame from the works at Malvern. That pretty much covers all the Mogs with serious work done in my shop. I now have Lee Spencer's '53 roadster in my shop—my first flat rad, and in wonderful condition for it's 58 tender years. Of all those cars the '66 4 seater owned by a friend of 48 years - the car loaned to me in San Francisco -is the sweetest of those cars that came back to life in our shop. And I must also say that sharing a shop with Pamela is a dream come true. She has built tops, tonneaus, side curtains, seats, and interiors for every Morgan that came through the shop, and many, many more that came here ONLY for her attention. She did the interiors for 4 Morgan trikes. The first won best in class at Pebble Beach Concours d'Elegance in '09.

Have you ever encountered a problem during a rebuild that so exasperated you that you had to walk away and sleep on it? And did the answer come to you on its own or did you need to seek help from another Morgan guru?

On encountering a twisty problem, my first inclination is to call for help. From time to time I have consulted John Sheally, Bill Fink, Greg Solow, Penny Bates, Gerry Willburn, Jim Perman, Bob Noguiera, Eric Schneider, and an old pal of mine who is definitely the best mechanic in Seattle - Tom Sumner. All have saved my behind at one time or another. On rebuilding a whole car there are always plenty of other tasks to perform while you consider ways to solve a problem where no solution is now apparent.

What is your least favorite task during a Morgan rebuild/ restoration?

Definitely the final painting, I have painted 2 cars and then had 4 cars painted by someone who knew what he was doing.

When did the idea come to you to put together your book – 'A Yank At Malvern'?

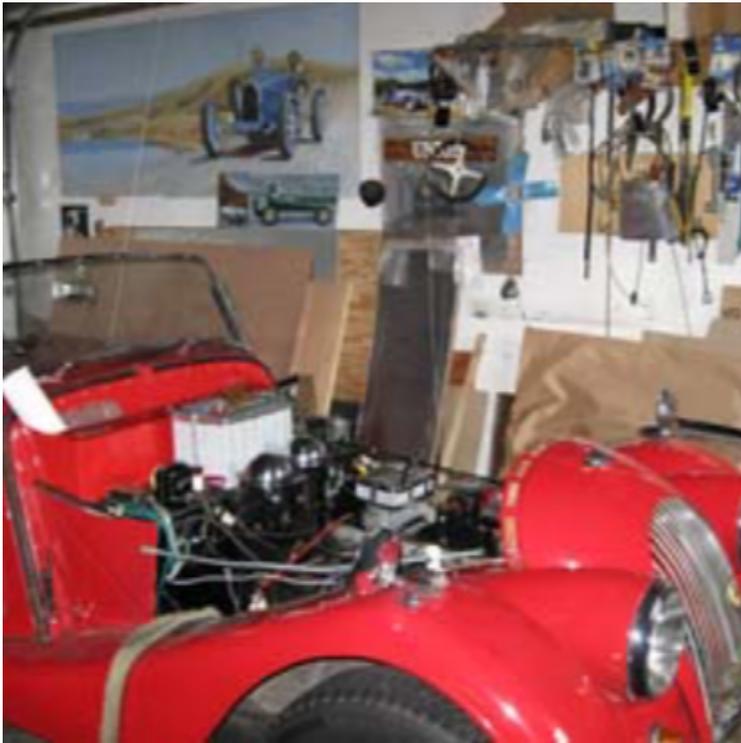
It all began with an article about a brake reaction bar I built for Sylvia's Mog which I was rebuilding at the time. I sent in the article to our local club's newsletter (NWMOG Mogazine) and got some pleasant feedback. So there was another article for the next issue. When there were 60 some pages I had the idea to do what Fred Sisson did with his "Notes From a Morgan Garage" : I went to a printer and had 50 copies printed. Meanwhile I kept writing articles, and 3 more editions were published. There are still articles being written. This week there appeared a flat rad roadster in my shop and I suppose there will be more articles. This may be an indication of how desperate newsletter editors can get to fill the relentless pages.

Yes, a point well taken. And did you get a chance to visit Malvern and ‘the works’ in the course of writing the book or thereafter? Did you have the opportunity to meet Peter Morgan? And what did he think of your ‘improvement’ ideas for HIS cars?

I have not been to the works at Malvern. I sent a copy of “A Yank at Malvern” to Peter Morgan and he wrote a wonderful letter in return - in longhand! I will treasure that a good long time. When sending him the book I was a little afraid he might take offence at some things I said. However, he was the perfect gentleman, as anyone will say. And so say all of us.

What do you think is the endearing quality or qualities of Morgans that makes otherwise sane people so crazy about them?

Here are two best things about a Morgan. First is the people I have met in the Morgan world. These are not perfect human beings like, say, Corvette or Porsche owners. They are mostly just sweet, quirky folks that you are proud to consider friends. And second is the many pleasant hours I have spent in the company of these great friends.



In your opinion, what is the all time classic Morgan model and year, and why?

My new Morgan trike. Larsen will be a Morgan trike dealer and will continue to build his good looking sidecars as liberty Motors. I believe there were 14 trikes built here as ACE trikes and they were VERY impressive - strong and really handsome machines. I like the look of the original Morgan trikes, and I like the new trikes coming from Malvern. The lovely Flowerbelle built tops and interiors for 4 restored trikes in the last couple years, so I have had a good look at nicely restored old Morgan trikes. I prefer the look of the old Morgan trikes, but I believe the new ones would be a thrilling experience. It’s gotta be like flying low, wind in the face, classic motoring.

Last question - what advise would you give to someone contemplating taking on the task of rebuilding his precious Morgan?

First let me tell you how the esteemed journalist and literary critic Ambrose Bierce defined advice - “the smallest coin in the realm.” Having said that, if an

amateur was hankering to rebuild his Mog it would take me a week to advise him. I’d start with something encouraging like “ you may be as smart as those guys who built those rust magnets the first time around.” Then I’d tell him to buy a nice big strong bench vice, a couple of big hammers, and a welding rig for some heat, ‘cuz most of the Morgan brackets are steel flat bars. Then get a camera and a large economy size box of zip lock bags. As the car is assembled stop every 15 minutes or so and take more photos than you think a complete idiot would need. Put everything in the bags - especially the fasteners—and mark them with ink that will not disappear over the years. Next, make friends with the smartest mechanic in the state, and take him donuts every time you stop in with dumb questions. Actually mechanics love dumb questions as they can answer those kind. By the way, I am also able to give reasonable sound advice but it’s a lot more boring to read.

Thanks, Cuthbert. It has been a pleasure, as always -and VERY entertaining.

(Photos supplied by Gary Bell)

From the Morgan Oasis Garage

By Cuthbert J. Twillie, Proprietor

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Friends,

I fell truly in love with Morgans in San Francisco in 1976. Friends there gave me their Morgan to find a job. For three weeks, I drove it all over San Francisco. It seemed like I was a movie star! Everybody smiled, waved, and stared. It was a handsome car indeed! It handled well, cornered great, and had as much power as one could ask. What made me say, "I gotta have a Morgan," was the emotional lift from all the warm responses I got from everyone, even the cops!

Then, when I really began looking to buy a Morgan, the prices were far beyond what I could afford. Being familiar with the old VW Beetles of that era, it occurred to me that I could build a wooden body- frame on a VW chassis. Removing a body from an old Beetle, leaves all the essentials: engine, gearbox, brakes, and steering. So, it was only a matter of building the body-frame to fit on a VW chassis.

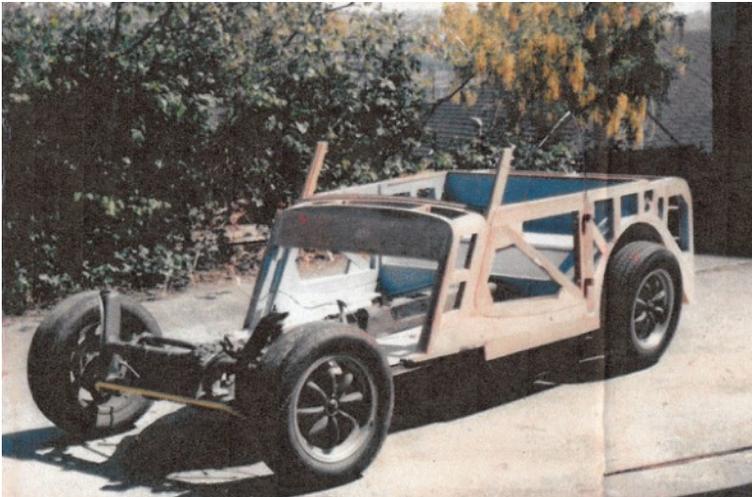
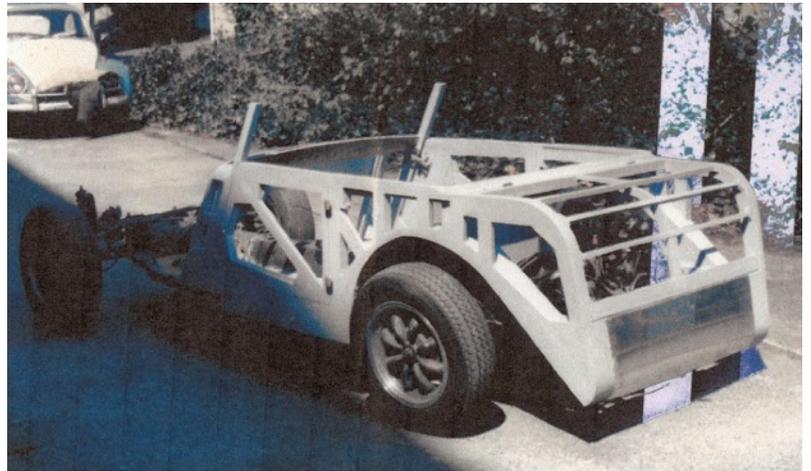
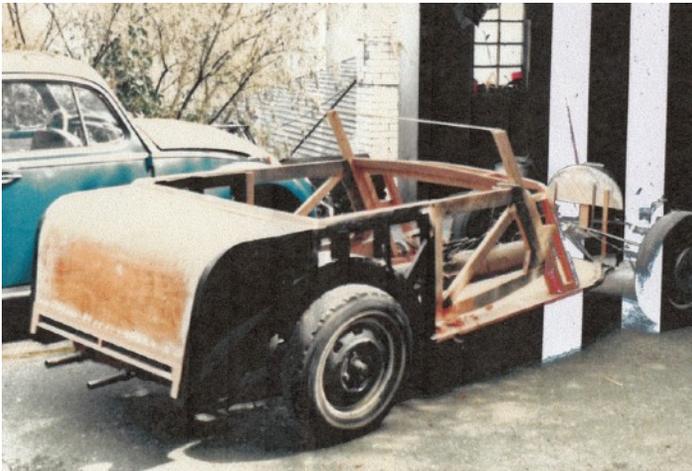
In 1983, I bought a 1968 VW sedan for \$350 and began the project on weekends and evening. Midway into the build, I found a 1961 Morgan Plus 4, 4-seater, with a new well-built body-frame and 50 some boxes for \$2500 in Sunnyvale, California. I had to promise to finish the fake Mog before starting the real Morgan rebuild. I still own the fake which is called a "Plus Faux", and enjoy driving it because it gets the same warm response from all.

Recently, the wild VW camshaft was replaced with a more reasonable camshaft. When the engine was back in place, there was an oil leak at the bottom of the engine. I dumped the oil and cleaned the engine case where it was leaking. I applied a Permatex product called Liquid Metal Filler. After this cured, it no longer leaked. So, if you need to add metal somewhere, it can be done without oxygen and acetylene.



Stay tuned,
Cuthbert

Cuthbert's VW "Plus Faux"



(Photos supplied by Gary Bell)



30 May 2001.

Dear Cuthbert.

Thank you so much for sending me a copy of your most excellent Morgan Book. I hope it has and will prove very successful with Morgan Owners and enthusiasts.

To me it is of great interest as it goes toward proving a point I have made one or two times when speaking here. We are a very fortunate firm as we have most enthusiastic Morgan Clubs throughout the world. And in the club it is always a case of "I can help you" or if not I know somebody who can. You are one of those Somebodies.

excellent. you are a great draftsman.

Although I have seen some of the individual articles. to have it altogether in book form is so much better.

Thanking you again for sending me the copy.

Yours sincerely
Peter Morgan

Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Morgans in assorted colours ready for shipping in 2006





PROMOTIONAL VEHICLES *By Dave Doroghy*

I found a new useful purpose for my Morgan last weekend. I used it as a *promotional vehicle*. I hope you caught that clever unintentional double entendre, which came as a pleasant surprise to me too after I wrote it. Speaking of promotional vehicles, this issue of the Morgan Link is also a *promotional vehicle* for me. With all these free promotional vehicles whizzing by, who's to blame a recently published author for jumping onto both them?

In March, right in the midst of a very serious global Pandemic, my new book, *Show Me the Honey: Adventures of an Accidental Apiarist* was released, to a locked down world by BC Publisher, TouchWood Editions. As you can well imagine when it comes to books, speaking events and book signings help to drive sales. The five or six events that I had planned for the Spring to promote my second book (my first one, *111 Places Vancouver* was written with Graeme Menzies) were all cancelled. Then earlier this month, with a great deal of caution and a bit of trepidation my local bookstore out in sleepy little Ladner and I decided it would be OK to stage a socially distanced outdoor book signing; a safe one that even Bonnie Henry would be proud to attend. The store Manager, get this, her name is *Holly Morgan* is a big supporter of the community and a real booster of local writers like me. The fact that most of the book's story takes place on a floating home less than two kilometers from her store was further impetus to boldly crack open the lid on the hand sanitizer, dawn a baby blue protective face mask and set up a tall clear plexi-glass sneeze barrier in the mall's parking lot right out in front of her store. Being the eternal pessimist, I even invested in three round adhesive bright red floor stickers to assist the throngs of my fans safely distance themselves six-feet apart as they made a mad mosh-pit style rush to the table where I was perched with my brand-new fountain pen.



To pay homage to Holly, who I think has a wonderful last name, and in my opinion runs the best book store in Canada, and to draw attention to a balding bee keeper sitting alone in a strip mall on a hazy Sunday afternoon, I decided to park my 1966 Plus Four Morgan next to the eight-foot book signing table. And you know what? It worked like a charm. Just the sight of a Morgan signals something special is going on. It's a festive pleasant site. It makes some people smile and walk over to see what's going on. Between the Morgan, a big yellow sign I had made up, and an empty bee hive I brought with me, I had an instant attention getting display. Dozens of people commented on the car and I posted a picture of it on Facebook at the beginning of the signing to help people locate where I was.

In what can only be described as a quirky Morgan side-note, and put into the category of "the law of unintended consequences" a picture taken that day of me Infront of the store ended up on our High School Facebook page, resulting in an old school mate I had not seen in 45-years contacting me. Felix, who I went to Lord Byng with, saw the post and dropped me a line to inform me that he was now living in Worcester, not far from the Morgan factory in Malvern link.

The all British Field Meet at Van Dusen Gardens may have been cancelled this year, but at least I got to show-off my British Racing Green Beauty to some bee-book-buyers in the Burbs.

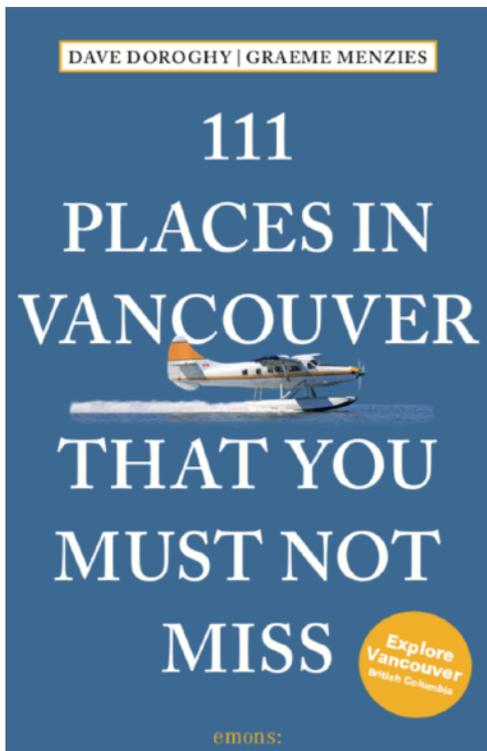
Finally, never shy of blatant self-promotion, I have included a picture of me and my Morgan taken that day and have also included a copy of the poster I designed to promote the signing. As I drove my car back home after the event, the thick leather bee keeping gloves featured on the poster, doubled as great driving gloves that helped me steer my brutally worn out wooden Morgan steering-wheel which is slowly turning into a torturous circular sliver dispenser. Since I have your attention now, and since I am such a shameless and tenacious self-promoter I just want to point out before I go, that the book got a good review in the book section of July 19th issue of the New York Times. Did I mention it debuted at number seven in the August BC Bestsellers list? Did I mention that it is available on Amazon..... but please consider making the drive out to Black Bond Books in Ladner to pick it up. When you see Miss Morgan, just tell her Dorg sent you.

(Photos by Dave Doroghy)





"I told him as an expert in the field I strongly recommend wearing it, but he just kept bringing up his 'rights.'"



Don't forget to enter the contest! See page 42
Here is Steve Blake's #105 - UBC Rose Garden



Bringing Home a New Morgan Plus 4 - Part III

By Tom Everts

All:

Lori Van Houten Frick, the dealer at Morgan Cars Mid-Atlantic... hence forth LVH & MCMA...called a few minutes ago to provide me an update on her dealings with Penn DOT.

As it is doubtful you've ever spoken to LVH you might be surprised to learn that she is generally calm, reasonable, and professional. Where I *might* use anger to describe a situation, she uses logic. She called them, concerned that perhaps the title has gotten lost in the mail. The gentleman she spoke with (*a different person than her last call*) looked in their system and assured her....ASSURED her....that no, it was not lost as it had not been mailed. She, calmly as she tells it, pointed out that she had been told two weeks turnaround time by the last person she had spoken with at Penn DOT. Not missing a beat, the current guy corrected her by informing that it **could** take two weeks... but maybe three weeks.....



Lori Van Houten Frick

So, not to get your hopes up, we still do not have a title, or a promise of when we will, but the good news is....I suppose....they do answer their phone. However LVH apparently has reached the end of her patience and is going to escalate her inquiry to a higher level. You have to wonder if that will help alleviate the logjam, or irritate someone into taking the documents and putting them back on the bottom of the pile. So to bring this bit to a close....**no title, no idea when we will arrive.**

The discussion moved on to the oft spoken of Journey home by the team of Tom and [William the Wanderer](#). She shared some info with me that perhaps will ring true to the Morgan owners/operators among us... She recounted a story of a run/rally of similar distance to our upcoming trip and remarked that of all the Morgan Roadsters...that is all the various models (+4, +8, and Roadster), the **ONLY** one that has sufficient space to take that kind of distance....about 3,000 miles....is the four seater. As she was sharing this I could not help but recall that WW is **NOT** a 4 seater. When she stopped to take a breath, she realized that she has just told me that Iand WW...were ill-equipped to take on a 3,000 mile journey. Realizing the error she broken into laughter and said...."OMG, but then you are travelling alone, so maybe it will work." (*I did tell her I was going to share this story.*)

In reality there are only two things you need for any road trip....regardless of distance....a sense of humor and a credit card.

Someday, we will have documents. Keep the faith.

Tom Everts

William the Wanderer

2019 +4 Morgan Owner/Pilot



Dew wacka dew

By Tom Everts

47*35'17" N 122*14'44" W

If you do not pay close attention to the subtle changes in the seasons you might not notice how the dew has changed from Summer to Fall.

While the change was seen within the last week or so, it was not to be ignored this morning. This morning the light dusting of dew has been replaced by a thick layer of water.

The Dog, the black lab known as Bo, finds the cool wet grass to be an elixir, how else to explain his rolling around in it, joyful look on his face and wagging tail?

As we were the first of many dogs and companions to arrive at the park, the heavier dew was also evident in the darker green (signifying wet grass) trail following us.

Why does the thickness, or depth, of the dew matter?

Heavy dew means fall, and while we have not yet experienced the equinox, you can't ignore that Summer is dead, and Winter is just peeking at us from around the corner.

Applying this knowledge to the pending road trip would cause a normal person to reevaluate making the trip at all, and if still a go, to replace the pair of shorts for foul weather gear.

HOWEVER, we (collectively) have recognized that weather might play an unwelcome role in the journey, and adjusted course appropriately... bending it to the south.

Yet... while being flexible and adaptable we still cannot launch until we are released by Penn DOT.

So, dew wacka do to all of you, and stay safe.



Editor's Note:

Tom has his map ready but is still waiting for Penn DOT to issue a VIN so he can register his car and drive it home.

Morgans in the Movies

By Steve Blake

Tinker, Tailor, Soldier, Spy

Starring Alex Guinness, Alex Knox, Ian Richardson

Tinker, Tailor, Soldier, Spy is a 7 part mini-series directed by John Irvin that is based on John LeCarre's novel of the same name. Starring 1978 Morgan 4/4. The plot from Wikipedia:

George Smiley ([Alec Guinness](#)), deputy head of the [British Secret Intelligence Service](#), is forced into retirement in the wake of Operation Testify, a failed spy mission to Czechoslovakia. Veteran British agent [Jim Prideaux](#) ([Ian Bannen](#)) had been sent to meet a Czech general, having been told the general had information identifying a deep-cover Soviet spy planted in the highest echelons of the British Secret Intelligence Service—known as the Circus, because of its headquarters at [Cambridge Circus](#) in London.

The mission proves to be a trap, and Prideaux is captured and brutally tortured by the Soviets. Britain's chief spymaster, known only as [Control](#), is disgraced for his role in Testify, and soon replaced by Percy Alleline ([Michael Aldridge](#)). Control's obsession with the Soviet mole was not shared by others in the Circus. On the contrary, the British believe *they* have a mole, Merlin, working for them in Moscow Centre, passing them secrets code-named Operation Witchcraft.

Fears of a mole are revived when [Ricki Tarr](#) ([Hywel Bennett](#)), a British agent gone missing in Portugal, turns up in England with new evidence backing up Control's theory while not identifying the mole. Control had narrowed the list of suspects to five men – Roy Bland, Toby Esterhase, Bill Haydon, Percy Alleline, and George Smiley – all of whom occupied high positions in the Circus. Knowing the Soviet spy is highly placed in the Circus, the British cannot trust the Circus to uncover its own mole or even to let its leaders know of the investigation; Smiley, who had been ousted along with Control while Control's other four suspects were promoted, is recalled to expose the mole.

Under instruction from Oliver Lacon ([Anthony Bate](#)), the civil servant responsible for overseeing the intelligence services, Smiley begins a secret investigation into the events surrounding Operation Testify, believing it will lead him to the identity of the mole, whom Moscow Centre has given the cover name *Gerald*. With the help of his [protégé Peter Guillam](#), who is still in the Circus, he gradually uncovers an ingenious plot, as well as the ultimate betrayal—of country, of the service and of friendship.



(Photos courtesy of IMCDB)

Product Review - Car and Bike Dryer

By Steve Blake

The Air Force Blaster Sidekick SK-1 portable car and bike dryer is manufactured by the Metropolitan Vacuum Cleaner Co. Inc. out of Oakland, New Jersey. That certainly is a mouthful for this American-made car dryer. Is it going to “Make America Great Again”? I don’t think so. I will give you the pros and cons of this \$153 product I tested today.

When I was getting the ceramic coating on my Ferrari, my detailer suggested that I get a blower for my garage to make it easier to clear the water off the car after its bath. They had an industrial size blower but it was suggested I could get a small model that would suffice. I went to Princess Auto and could not find anything but leaf blowers. I already have one of those and they are too cumbersome and you are more likely to scratch your car while wielding one of those around your vulnerable paint surfaces.

An online search found the Air Force Blaster Sidekick and it came highly rated. I put an order in through Amazon and for \$153, the Blaster was delivered to my door four days later. It comes with a one year warranty, pretty standard for this kind of product.

This Model SK-1 is 120 volts, 60 amps and 1000 watts. It is very sturdy with an all-steel body around the 1.3 horsepower motor that puts out 18,000 feet per minute. The dryer claims to blast water off bikes in minutes, considerably longer for cars. The product claim is to cut drying time by 75% and that may be true for bikes but not so much for cars. With a ceramic coating where water has a hard time adhering to the surface, drying time is quick but for an ordinary waxed or unwaxed car, you will spend longer than what you do with a good drying towel.

The best feature for this dryer is to get water out of nooks and crannies to help prevent rust. It will blow out water hiding behind badges chrome strips, in crevices, and in areas you neglected to clean such as door jams which have a layer of oil in them. It is also useful for drying off wire wheels after returning from a run in the rain. There are two



nozzles to direct the warm, filtered air and the Blaster will definitely help eliminate streaking and water spots. For these reasons, the product is worth considering. A higher horsepower model might blow the water off quicker, but would it be worth a larger capital outlay?

I found that drying large surfaces took longer and I could dry them much faster with a cloth. However, the Blaster is great for wire wheels, around chrome and getting into tight spots. I would recommend using both a cloth for the large surfaces and the Blaster to supplement. If you are not in a hurry or you have a ceramic coating, the Blaster will work fine and be all you need.

(Steve Blake Photos)



Plus ça change...



2020 MORGAN PLUS 4 AND PLUS FOUR
MIKE DUFF

THINGS HAVE always happened slowly at Morgan. Living heritage is the main reason why its factory has become one of Worcestershire's most popular tourist attractions, as visitors come to see cars built using techniques unchanged for decades. Until last month that was true of some parts, too.

But on 16 June this year an epoch quietly ended as the last Morgan Plus 4 was driven off the line. This was the last car to use the company's steel chassis – which had survived in barely altered form since the first four-wheeler was built in 1936 – and also the last to use the sliding-pillar front suspension that the rest of the car industry

gave up on at least 60 years ago. The frame dimensions had changed over the years to accommodate different powerplants, and for fractionally more spacious cabins, but the basic principles never altered.

Morgan isn't giving up on this bit of the market. A new Plus Four directly replaces the outgoing Plus 4 – the difference marked by the loss of the Arabic numeral – and sits on a very similar chassis to the Plus Six that was launched last year. This uses the same construction technique that Morgan pioneered with the Aero 8 back in 2000, with an adhesive-bonded aluminium chassis and double-wishbone suspension at each corner. The new car has also switched to a four-cylinder turbo BMW engine, the old one having used a naturally aspirated 152bhp 2.0-litre Ford unit.

From outside, both cars look alike – the new one is blue in our pictures – with very similar

hand-formed aluminium bodywork over ash timber frames. Near-identical design has a practical purpose as well as an emotional one, allowing Morgan to meet forthcoming replica car standards that will allow it to sell in the USA.

The last steel chassis sits beneath a 70th Anniversary Edition Plus 4 destined for a well-known Morgan collector in Jersey, who generously consented to allow *Octane* to experience it before he took delivery. That gave me the novel experience of driving it out of the factory for the first time.

On some of the local roads around Malvern, the last-of-line Plus 4 delivered the sort of Edwardian driving experience long associated with the brand. Steering is heavy, suspension crashy and structural strength is limited. But it also had the same sense of speed and adventure that has won Morgan enough fans to

keep the company busy for more than 80 years. It's a car that feels exciting without ever breaking a speed limit.

The new Plus Four might look the same, but the driving experience is almost entirely different. Its 256bhp BMW engine gives much more urge and the vastly stronger chassis inspires far more confidence over bumps and imperfections, grip is far keener and the steering delivers feedback rather than just an upper-body workout. The new car's cabin is roomier and better-equipped, too, and even gets air conditioning and central locking. But the upright driving position, hair-mussing airflow and rorty performance feel entirely brand-appropriate. It's more expensive than the Plus 4 – although £62,995 is hardly excessive for something built by hand – but it's also a far better car.

Things change at Morgan, but they also stay the same.



136



(Courtesy of Octane Magazine)



1970



1980

MiC



1990



2020

Introductory notes from a convert to the Wiper Mod detailed below.....

By Mike Pullen

I recently applied the modification detailed below to my 1971 4/4 4str which has just two wiper arms and blades; the article makes reference to making three 'new' blades for a later car than mine; however you could just hold the third as a spare! I have used an old donor blade as a trial, which offered the required yokes; and plan to buy a new donor blade soon. I will also be exploring the headlamp wiper blades available, as these may offer another solution; but no doubt the 'Morgan' attachment pivot will still need to be used.

Also, the four seater can take a slightly longer blade as it has a taller windscreen; the length of my modified blades is 7" (178mm); however this length does depend upon where the wiper arm attachment point is. The article mentions using 2.5mm screw and Nyloc nut; because I have a stock of BA screws, I used 6BA.....the diameter is very similar.

The sharp sighted might notice that (unusual on an older car) my blades sit parallel to the lower screen frame? This is because I purchased new arms from Tex, and had them add a few more degrees to the angle at the end of the arm! It is also worth noting that I have also been able to modify the older 'spoon arm' type of blades; but only if the spoon fitting uses a rivet to attach to the old blade.



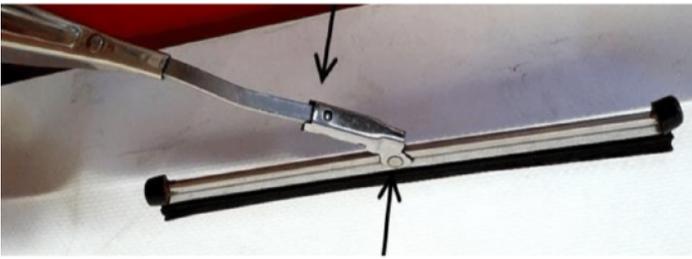
The image above shows both the original wiper alongside the improved version on the left; a sheet of white paper covers the windscreen to enhance the blade image.

However, I am very happy with the improvement and thank the originator (Robbie Symes) for the idea; also thanks to Lawrence Lowe for providing the detailed article below.

A wiper blade upgrade for the DIY inclined

Written and published in Jockmog's Mogtorque magazine by Lawrence Lowe, based upon the original idea and submissions made by Robbie Syme in the TalkMorgan chatgroup

Compiled and submitted by Mike Pullen



Do your Mog's wiper blades drag and grate their way back and forth across the windscreen instead of quietly and smoothly wiping away the rain? If your answer is a "yes" then you are far from alone. The simple rubber blade with a solid metal spine originated on early Land Rovers, rugged and inexpensive it served its purpose but many folks find they are not ideal on Mogs. Yes, I know you can tweak the angle at which the blades sit on the glass of the screen to help resolve the issue but I've always found that to be a

short-term or partial solution.

I can take no credit for the solution I am describing here; the idea came from "Robbie Syme" on the Talkmorgan chat-group. I've adapted it to suit the materials I had to hand.



Essentially what I've done is cut down and adapted a Bosch wiper blade intended for a BMW saloon into three Mog sized blades as you can see in the picture below. Any donor blade will do as long as it has the small curved yokes in the pictures.

This solution will suit the DIY folks amongst you; the trickiest task is removing small rivets without damaging the parts they keep together, if you are comfortable with doing that then the rest is straightforward.

The setup is totally reversible, a new set of traditional Mog wipers blades can be clipped back onto the Mog's, still in place, wiper arms and you will be back to the way it

was. ...but would you want to?

1. Source a donor wiper arm, mine was one of a used pair of Bosch TWIN 539 blades but you can purchase a single blade BOSCH SP26 which is all you will need.
2. You need three of the small yokes and the rubber blade from the donor blade. One of the end yokes will be crimped to grip the rubber blade, ease the crimp to loosen it and slide the rubber blade out ready for cutting to size.
3. Carefully remove the rivets at the centre of the small yokes without damaging the holes the rivets pass through. Once you have the small yokes detached set the rest of the donor blade aside.
4. Detach one of your wiper blades from the arm on the Mog.



5. Remove the small pivot-rivet that attaches the blade to the arm section. Set aside the old blade and you have the clip-on part of your Mog's wiper arm that you need.

6. Take the donor rubber blade. It may have a stainless steel spring strip running along its top side inside the blade. Measure off the length of the old Mog blade and cut the donor blade to that length. I slid the stainless steel strip out before I cut the donor rubber blade to length, I then cut the stainless strip to length in a vice to get a tidy end with a hacksaw. The short steel strip will now slide inside the short rubber blade. As a belt and braces task to ensure the metal strip never slides out of the now much shorter rubber blade I dabbed one end of the strip lightly with an adhesive. You should be able to get three Mog blades from the Donor blade.

7. Take the new short blades and slide them onto the small yokes. You will need to ensure the yokes are central on the blades. To ensure the blades do not slide out of the yoke pinch the yoke's grip fingers lightly in a vice or grips to pinch the blade.

8. Take one of your new wiper blades with yoke and align its centre pivot hole with that on the Mog wiper arm you just removed. I used a stainless steel 10mm long x 2.5mm diameter machine screw and a 2.5 mm stainless steel nylock nut to attach the yoke to the arm leaving the yoke able to swing freely on the end of the arm without rocking sideways.



9. Now clip your new assemblies onto the waiting wiper arms on your Mog. There is a photo below of the old and new compared attached. They are resting on a sheet of paper to increase the contrast as they tend to disappear into the darkness on the windscreen. I was able to source the 2.5mm x 10mm stainless screws and locknuts on ebay without having to buy in large quantities.

Lawrence Lowe
(JockMog–MSCC Scotland Centre)

5-Speed Conversion on a Kent 4/4 Engine

By Mike Pullen

Starting in the October edition of the Morgan Link will be my article, "Fitting of a Ford 5-speed gearbox onto a Kent 1600 cc engine." Several members have asked about a 5-speed conversion and this will be a great companion piece to Pat Leask's article on installing an overdrive on a Moss gearbox. This topic will be published in two parts, the second part coming in November.

This article was originally published 35 years ago in the Miscellany Magazine, however, time does not diminish the process or change what needs to be done. It may be more of a challenge to find the necessary parts and the published prices for things will be unrealistic today. Some of the suppliers are no longer in business or no longer supplying the needed bits. We will delete prices, phone numbers, etc. to make the article as relevant as possible and to not leave you with unrealistic expectations of suppliers or prices.

On the following page is my introductory article that precedes the two that outline the actual process. I hope you have as much satisfaction doing this conversion over the winter as I did and that you will be able to motor with your new 5-speed transmission next year.

Five Onto Kent Will Go!!

...or the fitting of a Ford 5-speed gearbox onto the Kent 1600cc engine is possible.

By Mike Pullen

Some time ago (1984), I answered a letter in Miscellany on 5-speed gearboxes; in that letter I mentioned that I was attempting to fit a Sierra 5-speed box onto a 1971 Ford 1600 "Kent" engine as installed in m 4/4, 4-seater. After many ours of theory and a good many more hours in the garage, the project is complete and running well.

A number of our members have contacted me since that letter and for those, plus any others who would like to carry out this installation, I intend to publish ALL the facts, dimensions and part numbers. This will be done over the next few months and would form an interesting Winter project.

The initial report is to advise you of the items that will be found at your local breakers (wrecking) yard and may take some searching. The next report will appear in the October Morgan Link. (As time goes on, the parts will be harder to source, so you may have a challenge ahead of you.)

These items should be found at your local wrecking yard:

BELL HOUSING - 71 BB 7505 AC ENGINE PLATE - 691 M 6A 372 BA
CLUTCH ARM - 71 BB 7541 KA 5-SPEED GEARBOX - 839T ED
ENGINE PLATE - 73 HM 6A 372 DA

The clutch arm will probably be with the "AC" bell housing when found, as will the "DA" engine plate - probably! KEEP ALL THE BOLTS! The gearbox would be better purchased new, if you can; but a used one will suffice.

There are a good number of new items to be purchased and a rather drastic chassis modification which seems a lot worse than it really is; details later.

The gearbox input shaft diameter should be - 0.6" for the crankshaft spigot; 1" spline diameter and 1.325" for the thrust race trumpet. Output spline diameter is 1.075".

The availability of parts now may be challenging; but certainly one member in the UK has been able to source what is needed within the last year (2019). Burton Power in the UK could be a good source of Ford parts or re-manufactured items (www.burtonpower.com)

Disclaimer

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

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

Mike Pullen



Morgan Historic Register (MHR)

By Machiel Kalf



Dear Morgan friends,

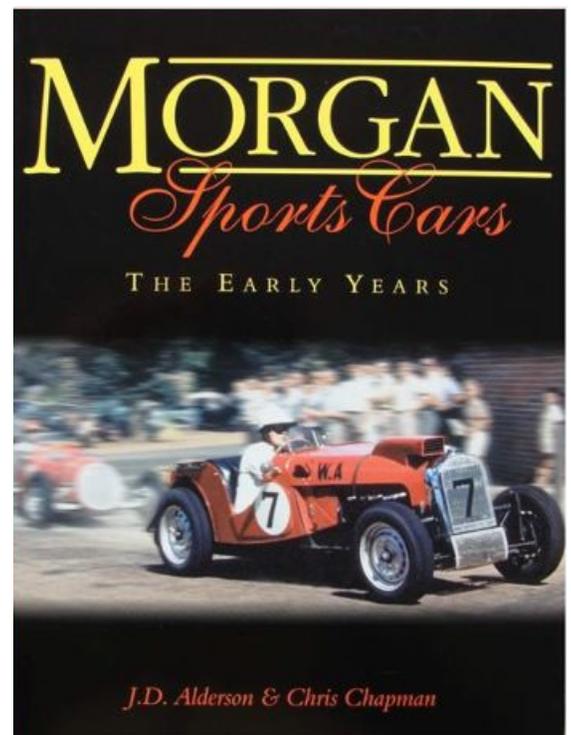
Of course, I don't have any idea how much you enjoy your Morgan(s) and if you, for example, do the maintenance yourself. But suppose you do the maintenance yourself, what are your guidelines? Your personal experiences based on your technical skills and background? Or do you keep an eye on the official Instruction Book? Or do you use one of the workshop manuals published by, for example, Autopress Ltd or Brooklands Books? For those who don't have an original Instruction Book and are interested in having one, maybe I can help you. There are two possibilities; a digital version or a good old printed version. If you prefer the last one, I must say that they aren't for free! On the other hand, it's good for the value of your car to have the original Instruction Book and you find a lot of information. On top of that, you can learn a lot of details from it. For example; do you know what you can do with the two plug holes (a black and a red one) in your dashboard? I look forward to your reply! My Email address is: machielkalf@ziggo.nl

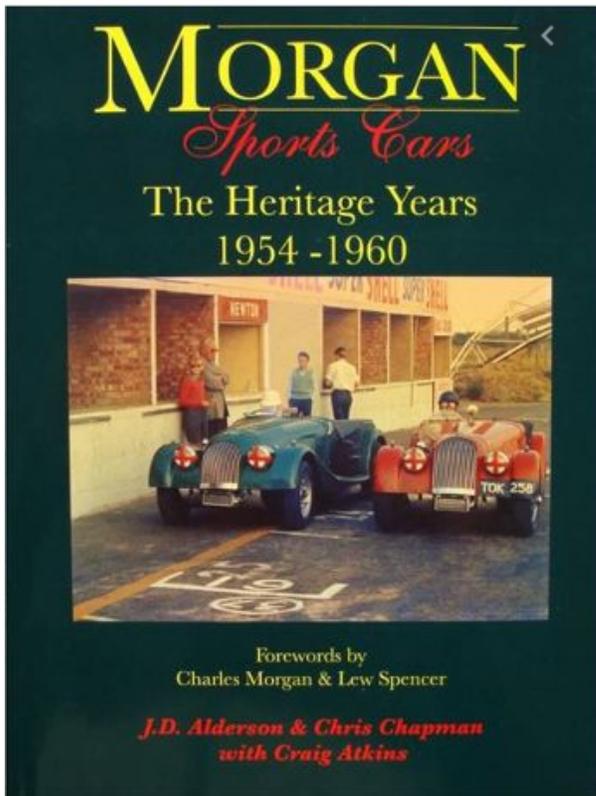
Back to doing the maintenance yourself; if it comes to, for example, the type of oil or the sparkplugs, what's your guideline? The recommended types of oil and grease are no longer available. Yes, the companies who produce the products still exist, but they use other "codes", so, you have to deal with a type of oil that has at least the same "thickness" as recommended. Can you tell us something about your experiences in this field?

What type of sparkplugs do you use? For the Morgan owners who are keen to use the type of plugs recommended by the Instruction Book you have to find someone who has them on the shelf as new old stock. If we focus on the +4's, the factory recommend for the early types with a Vanguard engine are the Champion L10 for normal use and the L11S for high-speed touring. Later, they recommend the Lodge CNY for normal use or the Lodge HN for high-speed touring.

Personally, I was wondering where the recommendations came from. The Morgan Motor Company used the recommendations from the manufacturer of the engines. In my archive, I found the workshop manual for the TR4 sports car and checked it with the result being more or less the same. They recommend the Lodge types, but on top of that, for racing they recommend the Lodge 2HN. My problem with spark plugs is that you don't see the differences on the outside. Who knows the real differences on the inside? Or are the differences just in the type of electrodes?

The old-type of spark plugs are hard to find. What type or brand do you use? I don't see it as a problem to say that you use Japanese ones. The modern NGK's are very good, so, nobody will blame you. Do you have good results with a particular type? Even with the modern petrol?





That brings me to the following item; what are your experiences with modern petrol? I am talking about the stuff with Ethanol (E5 or even worse E10). We, in Europe, or more precise, here in Holland where I live, the owners of classic cars or motorbikes have the experiences that the petrol with Ethanol is very bad. The Ethanol isn't friendly for the old fashion gaskets, rubber, carburettors and steel petrol tanks. One of the problems is that the quality of the petrol goes down very quickly. If your car or bike stands 3 months or longer in your garage, it's difficult to start the engine. If it starts..... Another problem is that Ethanol appeals to humidity, which makes some water collect in your tank. Not much, but more than enough to start a corrosion process in the petrol tank.

Christmas. Maybe it looks far away, but it's good to have a view to the future!

How nice will it be to read a fantastic Morgan book during the dark and cold winter season? A good glass of wine, a comfortable chair beside the wood burner, well, what more can you wish for? Consider the following books which I would recommend. Over the years, Jake Alderson and Chris Chapman

did a lot of research on Morgan history. That sounds easy, but it isn't at all! To be honest, Morgan's history is very complicated. There are many stories, but are those stories right? The result of the research is really great. They wrote 3 books about the Morgan 4 wheelers. The first book called Morgan Sports Cars, "The Early Years" starts in 1935 with the birth of the 4/4. Or, if you like the 4-4..... The book ends in 1953.

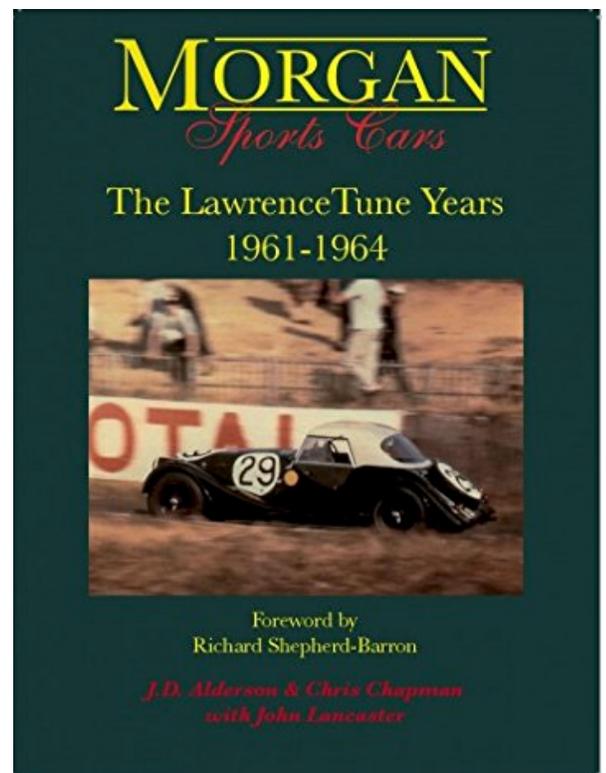
The second book, Morgan Sports Cars, "The Heritage Years", 1954- 1960, with forwards by Charles Morgan and Lew Spencer. It is an incredible book that shows you all the details of the cars that played a leading role in several parts of the world, including registration numbers, chassis numbers and the owners in different periods.

The third book, Morgan Sports Cars, "The Lawrence Tune Years", 1961-1964, with forward by Richard Shepherd- Barron. Again, it is a masterpiece of research. It must have been a hard job to find out all the details of the cars. Who was the owner in which period? Who sold the car and who was the new owner? Was the car with a specific registration number the right car or did they switch the number plates? What were the race results, the mistakes, the glory moments etc. etc.?

These books are still available from Melvyn Rutter in the UK. Email: mr@melvyn-rutter.net The books have been on the shelves for years. A discount is reasonable, but if you buy all three, you buy a real treasure.

For those who are collecting Morgan car badges or pins, the Morgan Historic Register (MHR) has a new stock of badges and pins. If you are interested, please contact Andy Downes. Email mscc.mhr.assist@gmail.com

Enjoy, Machiel Kalf





August 30, 2020

Dear valued customer,

We are writing to inform you of an internal system error that resulted in a lower premium for the last several years for storage coverage on your Collector Multi-Vehicle Licence and Certificate of Insurance.

The Collector Multi-Vehicle Licence and Certificate of Insurance, provides on-highway and storage coverage for multiple vehicles on one policy, and the premium calculation for storage coverage for this product is intended to factor in the number of vehicles included since all vehicles are covered for storage losses, not just the vehicle with the licence plate attached to it. Due to the internal system error, when you purchased this policy the premium was calculated based on only one vehicle.

There is no action for you to take, and ICBC will not be billing retroactively. However, the system error has now been fixed, and on your next policy renewal premiums will be higher, as it now reflects the appropriate rate for all of your vehicles protected by the policy.

We appreciate your patience and regret any inconvenience this may cause.

Sincerely,

Insurance Corporation of B.C.

Since Pat Leask worked for ICBC and we just received this letter from them, I thought it would be appropriate to show you Pat and Norma's new ride. Out with the MINI and in with Hyundai Kona. This will be one of the only 2021 fully electric Konas in Ceramic Blue as this colour was discontinued.



The Morgan Link



September 2020

Morgan Fantasy Photos

I came across several interesting photos of Morgans shot as artwork or for ads. Some are taken by Lorne Goldman, some generated from a dialogue he had on GoMoG, and others from the Internet. Enjoy the art!



Photograph by John H. Sheally



Ferrari Portofino - The Grand Tourer

By Steve Blake

The Ferrari Portofino has at times been misaligned as an "entry-level" Ferrari. This term was coined simply because the car has the lowest price point in the Ferrari line. I would say the Portofino is so much more than an entry-level car and more of a Grand Tourer that would compliment an owner's stable of luxury cars. It is the car of choice once you are no longer doing track days but still enjoy the power, handling and performance of an exotic car. When the thrill of racing is replaced by mature road drives, the Portofino is the ideal choice.

I have owned a Ferrari 360 Modena, two Lamborghini Gallardos, and a Lamborghini Huracan Spyder. All were great cars and built in a time when reliability with exotic sports cars is expected, not just wished for. Over the 12 years I owned these cars, I was never let down. They always started right away, never suffered breakdowns, and never had need for a service other than the yearly required one. Well, there was one misfiring issue after we shipped our car to Italy and filled it up at a questionable service station in Milan. The Lamborghini technicians accompanying us confirmed there was nothing wrong with our car and it was probably bad gasoline. After we refueled we had no more issues. My cars only had one factory recall, for the folding roof latch on the Huracan. Owning these cars was like having Toyota reliability but just with a larger yearly service bill!

There were, however, a couple of issues I found with the ownership of these cars. First, with all of them being mid-engine design, they have limited space for storage. Porsche managed this problem nicely with the 718s. They have a trunk and a front trunk or "frunk". The frunk is deep enough that you can sit in it. For other manufacturers, it is challenging when you are building a racing-capable car.

You cannot be everything to everybody. Storage space has to be sacrificed for size, lightness, balance, and the positioning of components needed with the larger engines. For me, the second issue is comfort on long distance drives. The earlier cars had seats with few ergonomic adjustments and the Huracan Spyder sacrifices seat slide for rear bulkhead space. This means that smaller drivers can be quite happy but taller drivers have to make accommodations. I had to move the seat to its furthest rearward



point and then sit with a more upright seatback. I needed a couple more inches in order to be completely comfortable. After an hour of driving, I would feel some discomfort.

Last June, Ferrari Vancouver hosted a Ferrari Esperienza where they brought along several Ferraris for guests to test drive. The location was at a house for sale in West Vancouver on a street leading to the road to Cypress Bowl. This gave us ample opportunity to try the cars on a twisty road with hairpin turns and a steep grade. I took the opportunity to try Ferrari's new Portofino. Eric Chan, from Ferrari, showed me the car after which I drove the road to the top of the Bowl. I was very impressed with the feel of the Portofino.



The Portofino is a coupe/convertible. Ferrari designed this car with a solid aluminum alloy roof that folds neatly back into the trunk. For us on the West Coast, this gives more comfort in the rain or on colder days. It also cuts outside noise more than with a cloth top. You also don't have the problem of cloth fading or deteriorating.

The performance for the Portofino is superior to the top end exotics from a few years earlier. The car rates 600 metric or 592 horsepower compared to the Huracan's 610 metric or 600

horsepower. This is greater than the Ferrari GTO (302 hp), Testarosa (385 hp), F430 (490 hp), F458 (562 hp), Lamborghini Countach (455 hp), Murcielago (350 hp), and the Diablo (485 hp). The Portofino has 561 foot-pounds of torque to the Huracan's 413 foot-pounds. Both cars have great handling, to the limits I was able to drive on a public road. I expect the Lamborghini to be superior on the track but that was not its purpose for me. I have enjoyed my track days and now desire a sporty drive through winding mountain, country or coastal roads. With my wife along, passenger comfort is important. If your partner does not feel comfortable in your car, you will probably not get approval to take it on longer journeys. You will be relegated to your SUV or some other less sporty vehicle.

I drove the Ferrari 599 HGTE several years back and note it had similar horsepower and was also a front-engined car. Like this car, the Ferrari Portofino is a Grand Tourer. You could quite easily throw your bags in this car and drive across the country. The Portofino has a slightly higher profile than the mid-engine cars, necessitated by the driver having to see over the twin-turbocharged V-8 in the front. Ingress and egress is much easier in the front-engined cars and the slightly higher seating gives you a better view of the road.

Storage capacity is certainly adequate. There is a trunk that will take three airplane-cabin roll bags or two when the top is down. The rear seats are useable only if you sacrifice some of your front seat leg space. As with most sports cars fitted with these kinds of seats, they are seldom, if ever, used. The seats are there mostly to meet regulations of countries, such as Japan, that discourage two-seater cars by charging them large taxes. Fortunately, you can order the back seat rest to fold down creating a shelf capable of holding shopping, cases of wine, or allow golf clubs in the trunk to fit through into the cabin.

With two thumbs up from my better half, I put an order in for a 2020 Ferrari Portofino in September 2019. My car would be finished built by February 2020 and delivered to me by April. The winter months are not really conducive to driving exotic cars, so in this down time, it was nice that Ferrari kept my anticipation growing by sending photos of the car under construction. Finally, Eric Chan phoned me to say my car had arrived. We could pick it up on Thursday, April 16th, after they had finished prepping and doing the pre-delivery inspection.



Because of the Covid-19 crisis, we were lucky to have had our car built just prior to the factory shutdown. When I was told the Portofino had arrived in New Jersey and would take two weeks by truck to get to Vancouver, I assumed that was the car's 14-day isolation period! We arrived at the dealership wearing our Covid-19 masks and doing the appropriate social distancing. We were offered champagne to celebrate the Portofino's arrival. We declined due to the fact that we were both driving home. We were kindly sent home with a bottle of Champagne instead. With excitement building, we pulled the cover off our Rosso Mugello-coloured Portofino and were not disappointed. The rich, deep red is perfect for this car and complimented with the Bordeaux leather interior.



After getting a refresher on all the controls of the Portofino and reminded of the 7-year free maintenance package it comes with, we set about doing the paperwork and attaching my license plates. The car was on the third floor of the Ferrari Vancouver showroom so I chose to have Eric negotiate the tight turn into the auto elevator and take the car down to street level for me. The Portofino is a large sports car and I didn't want to take any chances on my first drive.

The Ferrari Portofino is turning out to be an exceptional car and we are enjoying the drives on the open road. The car has passed the comfort test and Susan is really enjoying the

ride from the navigator's seat. Acceleration is brisk and with a 0-100 km time of less than 3.5 seconds and a 200 mph (322 km) top speed. This allows you to easily merge onto highways and get out of the way of rubberneckers who drift toward you. We had one fellow speed up in the slow lane to try to block us from entering the freeway and were easily able to accelerate out of the way. Braking wasn't an option due to a large truck on our tail.

So far, the Portofino has flown under the radar of a lot of people. It is not as edgy as the Lamborghini so we don't have the same problem with drivers trying to take our photo with their cell phones while driving and slowly veering into our lane. We also don't have the same number of people driving in our blind spot watching our car. It does help you to become a better defensive driver because you always have to be watching closely what the other cars are doing that is different from normal driving. This is not unlike what we have to do in our Morgans.

I treated myself to some protection with this car. I took my car to Nathan at Ancore Auto Studio in Richmond and had the car professionally detailed. They did a paint correction prior to putting on a two-part ceramic coating to protect the car, similar to what a wax would do. This product lasts five years compared to wax which lasts three to six months. It is amazing to see how the water beads and how shiny the car remains. They also had a specialist come in to install an XPEL Clear paint protection film over the front surfaces of the car to protect from rock chips, scratches, and marks. I feel safer when I am driving on the highway knowing I have one level higher protection. The other benefit is that washing is almost not needed as the bugs just hose off. A quick go-around with a soapy mitt and a hose and the car sparkles.

It was great driving on the roads with few cars due to Covid-19, but now we search for those out-of-the-way roads for the sheer enjoyment of driving. The smile keeps getting bigger!

(Steve Blake Photos)



Website Report

By Tom Morris

www.pacmog.com

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

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

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

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

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

Two for One!

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

Upcoming PACMOG Events

By Ken Miles



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

(Steve Blake photo of Dave Collis on Stir Crazy Run II)

111 Places in Vancouver Contest Run

Dave Doroghy is sponsoring a contest where you take photos of your Morgan next to the 111 places in his book. Winner is the one submitting photos of the most places. We are thinking of having a run at some point to drive past several of the 111 Places allowing you to take a photo of your car. These photos can be submitted to the contest. We will not drive by all 111 Places! You can be taking photos ahead of time and after this drive. The book is a great one to have in your home for when guests come to stay. It shows numerous places that are off the beaten track and ones that have history or which you may not have been aware. The contest prize is an autographed copy by Dave which is priceless! Email Bob Wadden or Ken Miles if you would be interested in us setting up this run, weather permitting. The contest will end on October 31, 2020.

Email your entries to Dave at doroghy@hotmail.com



Save the Date!

The Old English Car Club is putting on their annual London Brighton Commemorative Run on

Sunday, November 1, 2020

Due to Covid restrictions, there will not be a lunch this year. The drive will start and finish at the
Delta Heritage Air Park
4103 104 Street, Delta BC

Registration information will be coming in October.



(2019 Photo by Steve Blake)

1963 Morgan Plus 4, 4-seater Sold Last Month

By Steve Blake

Sold on August 4, 2020
For US\$29,000.00

This 1963 Morgan Plus 4 is a four-seat example that was purchased by the seller in 2010 and refurbished thereafter with a partial repaint in black and a braking system overhaul as well as replacement of the soft top, interior lining, clutch, ignition components, gaskets, and other items. Power is from a 2,138cc inline-four backed by a four-speed manual gearbox, and the car features chrome wire wheels as well as a snap-on soft top and side curtains. This Plus 4 is offered with a spare wheel, service records from 2010-present, and a clean Florida title in the seller's name.



The Plus 4 featured an aluminum body fixed to a steel chassis via an ash wood framework, and this example is finished in black. The seller states that wood under the rear half of the body was replaced and the rear quarter panels were repainted during the 2010s refurbishment, which was carried out by Fabulous Restorations of Fort Lauderdale, Florida. A sheepskin bonnet strap was added, and emblems from the Morgan of Florida and Morgan Owner's Group South are affixed to a badge bar ahead of the chrome waterfall grille.



The Morgan Link

BaT Essentials

Lot #34739

Seller: **bocadan**

Location: **Fort Lauderdale, Florida 33317**

Chassis: 5520

94k Kilometers (~59k Miles) Shown, TMU

2,138cc Triumph Inline-Four

4-Speed Manual Transmission

Dual-Circuit Brake Master Cylinder

Replacement Soft Top & Side Curtains

New Clutch in 2010

February 2019 Service

Service Records 2010-Present

Private Party or Dealer: Private Party

Model Page: **Morgan Plus 4**

Category: **British**



September 2020

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

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

Recent Sales and Auctions



This 1966 Morgan 4/4 sold on BaT for US\$24,750 on September 8, 2020.



This 1950 Morgan 3-wheeler F Sport Super sold on BaT for US\$34,000 on September 24, 2020.

Front Fenders (Wings) For Sale

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



Steve Blake's 1962 Morgan Plus 4, 4-seater is for Sale!

No, I am not leaving Morgans! I am buying a Morgan Plus 8 and need space for it in my garage, otherwise I would keep the two. This necessitates me selling my cherished Morgan which I have owned and pampered for 21 years.

My 1962 Morgan Plus 4 is a three owner car. The first owner ordered the car to be delivered to Thule, Greenland (documented in the factory records), however the buyer was transferred back to the USA so the car was redirected to Boston. In 1964, the Mustang was introduced and his wife wanted one. She didn't like riding in the rain in the Morgan. The car was sold to a fellow, who was graduating from MIT. His specialty of super-cooling nuclear reactors had him move to Colorado Springs and later to Los Alamos. The car was put in storage for 20 years and then taken out and refurbished a year or two before I bought it. The previous owner had two daughters getting married that summer, so I figure I paid for one of the weddings! I flew to New Mexico and drove the car 1575 miles home in two days. My Morgan adventures began.

This car has won 25 awards including several best in class and best in show awards. In addition, with it, I have won an autocross and 9 rallies.

Details:

1962 Morgan Plus 4
4-seater
1991cc Triumph TR3A engine
Moss 4-speed gearbox
87,420 original miles in 59 years

Extras:

heater, air cleaner, electric fan
Driving lights
LED taillights
Badge bar, bonnet belt
Luggage rack, seat belts
Door mirrors
Auxiliary 12 volt plug
Wire wheels
LeMans62 and Plus 4
scripts

Work done recently:

New top, top webbing, tonneau cover, and side screens 2019
New tires 2017
Repainted in original factory "K" blue 2013
Several oil leaks repaired 2019
Front brake calipers and brake pads replaced, brake fluid flushed 2019
Cooling and engine fluids changed, fan belt 2020
Fuel and temperature gauges repaired 2019
Older improvements:
New gas tank
Cylinder head replaced

Contact:

Steve Blake

sblake@telus.net

604-943-6416

\$40,000



A Member's Son has His Car is For Sale 1968 Morgan 4/4

James Theroux has decided to sell his 1968 Morgan 4/4 with 1600GT Ford crossflow engine. This car has approximately 70,000 miles on it but has been fully restored including a new chassis. It has a new upgraded wiring harness, leather heated seats, and a hardwood dash. A custom suntop is included as well as an extra set of grey wheels. Only thing needed is a new heater core. Asking price is \$45,000.

Phone James on his cell at 604-626-8682



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

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



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
Mona, ON L9W 6C7
cmcmogrbc@gmail.com

905-857-3210



Steve Sillett

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

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

604-530-1433 www.panelcraft.ca



AUTOBAUER
AUTO METAL RESTORATION

Terry Firestein

604 910 0857

www.autobauer.ca
autobauercanada@gmail.com

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

Pacific Morgan Owners Group

2020 Membership Application

(Please print in block letters)

2020 Membership:

Membership is only \$10

Make out cheques to "PACMOG"

Send dues and completed form to:

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 checking the box.