



The Morgan Link

Vol 6 No 9

The Magazine of the Pacific Morgan Owners Group

Sept 2021



From the Editor's Desk...

The theme for the next couple of editions will be coupes. Morgan has made several coupes over the years, although none in great numbers because the traditional style is the most in demand. We have two articles this month, one from Lorne Goldman on the Morgan SLRs and another from Michael Fira (TopSpeed) on a Morgan coupe prototype. We will have more in upcoming editions including the Aeromax, Plus 4 Plus, and the drophead coupe. I would be grateful for any contributions you may have on these cars.

Last month, we published the winning answer to Chris Brunt-Tompsett's Mexican sign contest. The winner was Harry Broersma and we are now pleased to say that he won a free year's membership to PACMOG for his answer. Keep your eyes open for more contests in the future.

We have published several cartoons and jokes with the name Roger Mulloy attached. Roger is a car guy and the owner of my first Ferrari. We met several years ago and some of you have met him when he rode with me on one of our drives. Roger sends me many interesting emails and is the source of most of our cartoons and jokes. It is great having contributors like Roger, Jacques Gallien, and Valentin Tanase to add some humour and spice up our magazine!

It was nice to see the Island group were able to get out for a drive. We have photos of their day in Colwood visiting Royal Roads University or previously known as Hatley Castle and gardens.

Interesting 3 wheeler news has come from Morgan Motor Company. We can expect a new 3 wheeler with a Ford engine coming soon.

Happy reading and safe driving!

*Respectfully,
Steve Blake*



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September 2021

Editor – Steve Blake

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

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Report from the Executive- September 2021

By Steve Blake, Chair

As the summer winds down and fall is upon us, I start to think about our Annual Meeting coming up in February. This is the time when changes can be made to our Constitution and By-Laws and we elect a new slate of directors.

We have not been hounding people to put their names forward to run for office, but I would like you to think carefully about taking on a position. You can ask any of the directors and they will tell you that the job is not very involved and you will not be burdened with work.

We set the club up in a way so as to spread the load so no one person had to carry too much. We started with 5 directors and then moved to 7. We felt that kept any one person or group from having control and with our collaborative approach, we generally have little to squawk about.

Our meetings, few as they are, have been held by Zoom this last year and that has worked out well. It allows people from out of the lower mainland to attend and saves huge travelling time for all. This year our board has members from Vancouver Island, Sechelt Peninsula, Washington State, and at times, Mexico!

A number of us have served you since the club's inception and I know there are some who would like to retire. Please consider stepping forward and helping us. It really doesn't take much effort and your small contribution would very much be appreciated. It is never good for a club to have the same executive year after year.

I know this message is coming out early, but time is flying by. Watch for announcements in December for the date and time of our AGM. We will be holding it by Zoom again this year. And, in the meantime, please give some consideration to putting your name forward to serve as a director. Get in touch with any one of the directors. You will be appreciated!

Stay safe!

New Members

Loy Leyland
1998 Morgan Plus 4

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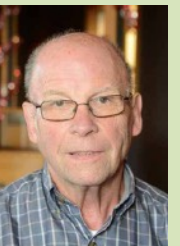
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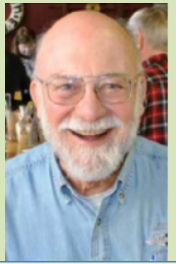


Contents

- Page 2 – From the Editor’s Desk
- Page 3 – Chair Report
- Page 5 - On the Road
- Page 7 – Morgan confirms new 3 wheeled model
- Page 9 - Watch one of the last 3 wheelers made
- Page 10 - The Royal Roads Drive
- Page 12 - History of Royal Roads or Hatley Castle
- Page 13 - Fish and Chips at Garry Point
- Page 14 - Sea to Sky Rally
- Page 16 - Those Magnificent SLRs! - Part 1
- Page 20 - Book Review - Final Venture
- Page 21 - Morgan West
- Page 22 - The 2020 Morgan Plus 4 feels like it is ...
- Page 27 - Famous People with Morgans - Ecclestone
- Page 29 - Toe In - Cuthbert J. Twillie
- Page 31 - Morgan Art - Valentin Tanase/ Jaques Gallien
- Page 33 - A Morgan Life - Part 2
- Page 36 - Jon “Basher” Bishop
- Page 37 - Morgans in the Movies
- Page 38 - In our Garages
- Page 39 - A New Car from Morgan...
- Page 41 - Malvern Memories
- Page 42 - This is London - F.H. Douglass
- Page 43 - Dorg’s Morg
- Page 45 - Morgan Fantasy Photos
- Page 47 - Old Speckled Hen
- Page 49 - PACMOG Website
- Page 50 - Looking Back
- Page 52 - Events
- Page 56 - Car Sold Last Month
- Page 59 - Marketplace
- Page 61 - Membership Application

Non-voting member attending
Board Meetings as Secretary

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Cover Photo Credit:

This month’s cover photo was taken by Steve Blake at the Delta Heritage Air Park prior to the start of the OECC’s London to Brighton Commemorative Run.

Contributors

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

Susan Blake, Dave Doroghy, Ken Miles, Andrew Smith, Susan Blake, Pat Miles, Lorne Goldman, Tom Morris, James Gilbert (MMC), Alistair Crooks, Valentin Tanase, Jacques Gallien, Gary Bell, Jane Cowan, Anna Rochfort, Colin Gurnsey, Mike Pullen, Ken Butler, Luca Bell, Conner Golden, Ron Akehurst, Michael Fira, Howard Jewell, Giles Chapman

PACMOG is affiliated with:

The Morgan Sports Car Club (MSCC) UK
The Morgan Sports Car Club of Canada
The Morgan Historic Register
British Car Council Inc.

Insured through CG &B Group Insurance
Markham, ON L6G 1C3

PACMOG Constitution:

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

On the Road!

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



Above: The Blake's 1991 Morgan Plus 8 with a Jaguar F-Type at the Historic Stuart Farm
Below: Colin Gurnsey at the Hart House with his 1953 Plus 4 , 4-seater (Steve Blake photos)





Above: Mike Pullen's 1971 Morgan 4/4, 4-seater in England (Mike Pullen photo)
Below: Marion Butler in their 1986 Morgan Plus 4 at Hearst Castle (Ken Butler photo)





MORGAN CONFIRMS ALL-NEW THREE-WHEELED MODEL

- The vehicle in the accompanying photographs is confirmed as the replacement for the Morgan 3 Wheeler undergoing testing
- The new model will be defined by its all-new design, significant engineering enhancements, and a spirit of adventure
- New design language inspired by the early jet age ensures that the new model will be instantly recognizable from its predecessors
- The all-new model will be powered by an internal combustion engine at launch, specifically an inline three-cylinder naturally aspirated engine from Ford
- The use of a Ford engine continues Morgan's long-established application of Ford engines. In fact, the company has used Ford engines in both three and four-wheeled models since 1933

Malvern, 1 September 2021

The Morgan Motor Company has confirmed it is working on an all-new three-wheeled vehicle to replace the outgoing Morgan 3 Wheeler. An early glimpse of the model shows a heavily disguised engineering prototype undergoing durability testing.

Having previously stated "The Morgan 3 Wheeler will return", this announcement of a new model officially marks the beginning of the next chapter in the story of Morgan's three-wheeled vehicles.

Whilst a name is not confirmed for the new three-wheeled model, it will be defined by an all-new design, adventurous character, and significant engineering advancements. In particular, the vehicle will take inspiration from the many owners of the outgoing model that have embraced adventure travel and touring, and whose incredible journeys have reached all corners of the globe.

Whilst many details on the new model are yet to be announced, the use of an internal combustion engine can be confirmed. Specifically, a naturally aspirated inline three-cylinder Ford engine, which continues the company's long-standing use of Ford powerplants. Its testing and durability programme marks the most extensive validation of any Morgan ever developed.





Orders for the previous Morgan 3 Wheeler – which started production in 2011 – closed at the beginning of 2021, with production of these vehicles taking place throughout the year. This includes the final 33 P101 cars, which saw a number of cosmetic enhancements to celebrate the end of the model’s highly successful ten-year production run.

Morgan’s three wheelers date back to the founding of the company in 1909, when its founder, HFS Morgan, built a three-wheeled vehicle to transport him around the

Malvern Hills. It immediately proved popular and spawned many variants over the coming decades. In fact, it wasn’t until nearly thirty years into the firm’s history that it would start producing four-wheeled cars.

Steve Morris, Chairman and CEO of Morgan Motor Company, said: “We are thrilled to confirm plans for an all-new three-wheeled Morgan, a model that continues an incredible story dating back to 1909. The outgoing 3 Wheeler was adored by customers and enthusiasts alike, and will inspire this next generation. The upcoming model is an all-new ground-up design and the first whole vehicle programme to be completed under the stewardship of Investindustrial. Morgan’s team of engineers and designers have considered everything that the company has learnt from the decade of building and selling the previous model. We look forward to sharing more about this exciting new vehicle in due course.”

James Gilbert, PR and Communications Manager
Morgan Motor Company

Editor’s Note:

Now if they would only get this 3 wheeler certified for Canada, I bet we would have a lot of sales.

For our USA members on the west coast, Dennis Glavis at Morgan West is taking orders for this new 3 wheeler.

dennis@morganwest.net

310-998-3311



Watch One of the Last Morgan 3 Wheelers Being Built

By Luca Bell (Courtesy of Road and Track online)

When the Morgan 3 Wheeler arrived on the scene back in 2011, it immediately became a modern cult classic. The vintage-style cyclecar is unlike just about anything else on the road, and harks back to Morgan's earliest days. But as the 2021 model year comes to a close, the 3 Wheeler as we know it is at the end of its line. To honor the occasion, Morgan has released an emotional video highlighting the final production run of 3 Wheelers.

H.F.S. Morgan's automotive business started with a vehicle quite different from what Henry Ford or Louis Chevrolet were making at the time. His machine had two wheels at the front and one at the rear, the latter powered by a Peugeot two-cylinder engine. That early design would evolve through the years, even capturing some racing success in the pre-WWII era. In fact, the Morgan Motor Company wouldn't produce a four-wheeler until the 4/4 debuted in 1936. After the war, Morgan ceased building trikes until 2011, when the modern 3 Wheeler debuted as a quirky novelty, praised for its plucky retro style if not the raw performance it offered.

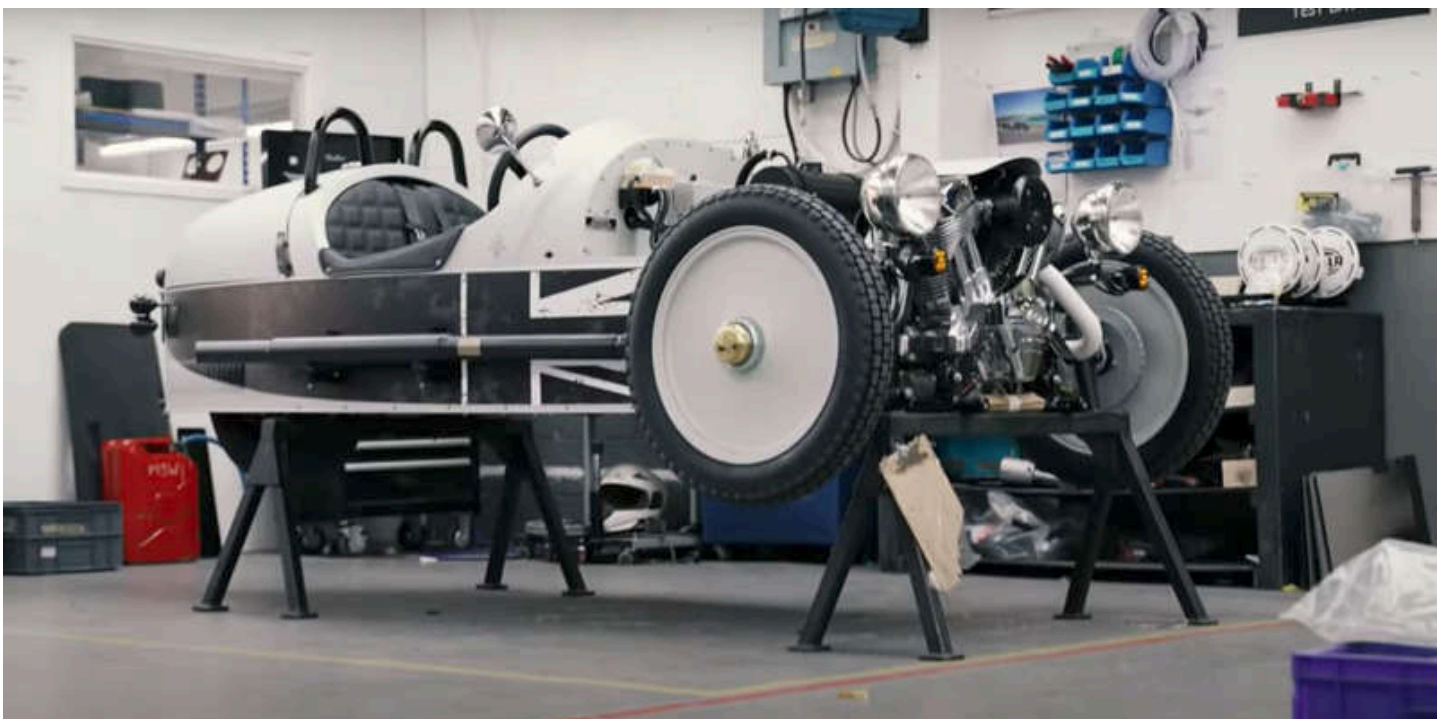
The send-off video features the Morgan 3 Wheeler P/101 Special Edition, an end-of-run special with a ton of unique touches. Only 33 examples are slated to be built, featuring vintage racing-styled touches like special black-and-white graphics, a fly screen, additional louvers, a unique straight-cut exhaust, and special P/101 badging. The farewell special is also offered in one of four "art packs" that celebrate the spirit of Morgan products.

The trike has been a surprising success for the company (given how unconventional it is), with more than 2500 units sold over the last decade. Sales aren't the problem here by any means. Morgan is clear that the 3 Wheeler is leaving production because the S&S V-twin engine can no longer meet emissions requirements. The automaker assures us the 3 Wheeler will return at some point, though we don't yet know what that will look like. Morgan already released [an electric variant of the 3 Wheeler](#) known as the EV3, but that vehicle left the market in 2018.

Regardless, a world without the Morgan 3 Wheeler is a slightly dimmer place. We hope Morgan can find a way to bring it back soon.

Watch the video at: <https://youtu.be/FAFEJmF1-zk>.

(Morgan Motor Company photo)



The Royal Roads Drive

By Jane Cowan

Yeah!

After much time apart, we finally had a small gathering of some Island Morgan owners at Royal Roads University on Thursday, September 16th. Participants were Jane Cowan (1969 Morgan 4/4, 4-seater), Lesley Douch, Anna Rochfort, Lloyd and Treacy Reddington (1971 Morgan Plus 8), Ken and Marion Butler (1986 Morgan Plus 4), and Pat Leask (1967 Morgan Plus 4, 4-seater).

The weather was perfect and we had a lovely walk in the sunshine through the Rose, Italian, and Japanese Gardens. Lunch at the Royal Roads Cafe completed our time together. Or course, we hope to gather again in the coming months depending on Covid restrictions. Getting vaccinated and thinking positively will help us all!



(Photos by Jane Cowan and Anna Rochfort)



History of Royal Roads or Hatley Castle and Park

By Steve Blake

Royal Roads University is the current occupant of Hatley Castle but its history goes back to 1906, far before the University was established there in 1995. The University leases the site for \$1 per year from the Department of National Defence. What is the story behind this castle and how did the Government of Canada become its owner?

Back in 1906, James Dunsmuir, the Lieutenant-Governor of British Columbia, and his wife, Laura, purchased the property. Being of Scottish decent, the Dunsmuirs wanted to build a Scottish baronial style or Tudor revival mansion to live in. They hired Samuel Maclure to build a 40-room mansion on this Colwood property. Maclure is a renowned architect who had over 450 commissions including Government House, Rosemeade Manor and the Biggerstaff Wilson residence in Victoria, and Brock House, Gabriola, and the Tulk House (Rosemary) in Vancouver.

The Dunsmuirs hired American garden designers Franklin Brett and George Hall to lay out the plans for an Edwardian-style garden on the 565 acre property. At its peak, there were 100 gardeners tending to the different sections of the grounds. Today, the grounds are maintained with the major displays being the Rose, Italian, and Japanese Gardens.

The Hatley estate remained with the Dunsmuir family until it was sold in 1939 to the Government of Canada. With the outbreak of WWII, there was concern on whether King George VI and his wife, Queen Elizabeth, would be safe in England. A contingency plan was put in place to move them to Hatley Castle if they had to leave the UK. As it turned out, they remained in England and never used Hatley Castle. It was converted to a naval academy and known as Royal Roads Military College since 1948, until it closed in 1995. The name was taken from the body of water, Royal Roads, that connects Esquimalt Harbour with the Strait of Juan de Fuca.



(Jane Cowan photo)

Fish and Chips at Garry Point

By Steve Blake

With virtually no car shows this year, we continually look for other kinds of events and drives as an excuse to meet up with other Morgan owners. On Tuesday, September 7, a few of us, who are also members of the Old English Car Club, attended their annual fish and chip feast at Garry Point Park in Steveston. This event saw 18 British cars including the Morgans of John Rennie, Pat and Ken Miles, and Steve and Susan Blake. Other cars in attendance included MGs, Triumphs, Jaguars, a Lotus Elan, a Morris Minor, a Jensen Healey GT, and a Thames truck.

Steveston is the site of the Gulf of Georgia Cannery Museum and is still home to many fish boats. The town was the hub of activity on the Fraser River known for its boat building, canneries, and Japanese village. Garry Point is at the extreme west end of Lulu Island. Steveston has been incorporated into Richmond, which resides on the majority of Lulu Island.



Garry Point Park has a walking trail and is a great spot to watch for seals, sea lions and, if you are lucky, whales. The park includes the Kuno Garden, a Japanese-style memorial garden, the Fisherman's Memorial Needle, and Scotch Pond, an historic moorage with heritage buildings.



Steve and Susan Blake's 1991 Morgan Plus 8

Being a centre for seafood, several fish and chip restaurants are located in the area. Pajos has two locations, one on the dock in Steveston and the other convenient to the group in Garry Point Park. Dave's Fish and Chips is also a favourite, so Susan and I picked up our meal there. The group met at the picnic tables and feasted after which we toured the parking lot where our cars were parked. A lot of the locals appreciated seeing our cars and asked us a lot of questions. It was a good evening and a nice location for a Morgan outing.



John Rennie's 1969 Morgan 4/4
The Morgan Link



Pat and Ken Miles' 1969 Morgan 4/4
September 2021

(Steve Blake photos)

Sea to Sky Rally

By Steve Blake

In Vancouver, we mark the British car season with three major events, the Van Dusen All British Field Meet, a drive to Whistler, and the London Brighton Commemorative run. There are many other shows and drives to fill out the season, some for one club or marque and some open to all. There are two drives to Whistler to choose from, either the one put on in conjunction with Van Dusen and the other in September put on by Silk Cat Automotive.

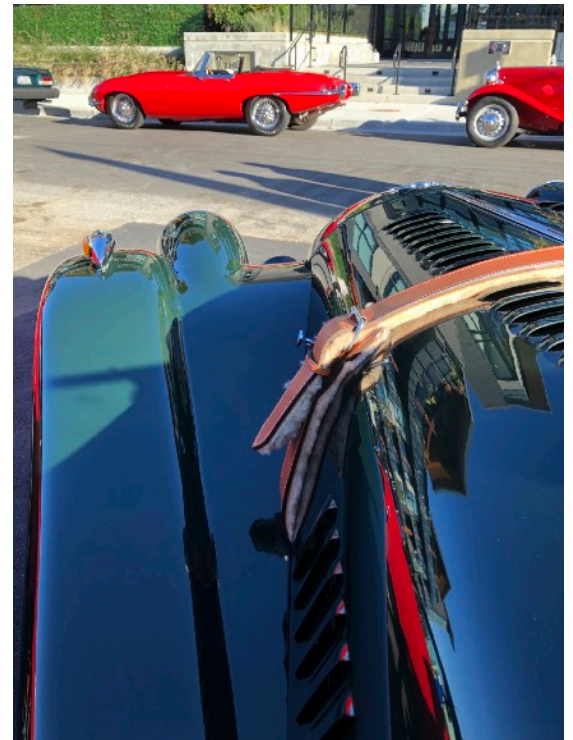
Originally, there was only one drive in September put on by Colin Fitzgerald and the pre-1955 MG Unclub, sponsored by Octagon Motors. When Colin retired, he turned the run over to Joan and Patrick Stewart who incorporated the drive into the Van Dusen weekend in May. There was a large demand for a drive to continue on the same weekend in September as in the past, so Silk Cat Automotive took on the sponsorship of this rally.

Because of Covid, Van Dusen did not happen again this year, however, we could still drive! Silk Cat's Sea to Sky Rally was a go! The numbers were restricted to 50 cars but it did see an eclectic mix of marques from Aston Martin, Bentley, Lotus, Triumph, MG, Jaguar, and Morgan. With Silk Cat as the sponsor, there appeared to be the greatest number of entrants with Jaguars, however, with the pre-1955 MG Unclub making a strong presence, about half a dozen MG TD, TF, and TCs showed up possibly pushing the MG marque into first place. Unfortunately, we only had one Morgan to show for our group.



It was a brilliant sunny day for the drive. On the way up, the traffic was light and there was only one radar trap. I didn't hear of anyone in our group having to stop for travelling too fast and certainly none of the cars were towed for excessive speed. This was unlike another event that regularly sees a couple cars returning on flatbeds after the police have impounded them for "spirited driving".

The Rally terminated at the Nicklaus North Golf Club where a lunch could be had in their dining room. After that, people were on their own to wander Whistler or return home. Some chose to stay the night. The organizers had a photo contest with prizes for the best car photo and the best scenic shot.



(Steve and Susan Blake photos)

Those Magnificent SLRs! - Part 1

by Lorne Goldman (GoMoG)

The Orebi Gann SLR (red)

In 2006, I put two good friends together for a significant Morgan exchange. Bill Fink (the Isis Imports legend) was looking for a worthy home for the first Morgan SLR. Simon Orebi Gann, the UK collector and racer came to my mind instantly. The introductions were made, and over the following few months they too became friends and the SLR sailed for England.

Over the last three years, the car went through a meticulous and painstaking restoration to prepare it for the track. No expense was spared. It was entrusted to Brett Syndercombe and the team at Brands Hatch Morgan. My wife, Audrey, and I stopped by each Spring and Fall to track its progress. What we saw each visit increased our excitement level!

The SLR was completed late last year and sent home to Simon and Kate Orebi Gann for road-testing before race track experience and final refinements at the start of the racing season in Spring 2009.



While moggging about England in April, we received an email from Simon that brought me right to attention. "Would you like to crew the car at its first official outing at Silverstone at the HSCC International Trophy Meeting for May 9-10, 2009?" A stunned "YES!" was my response. Travel plans were tossed, new ones quickly made, and Friday night found us lodged north of Silverstone ready for the next day, the practice session.

Saturday, May 9, 2009 PRACTICE SESSION: The morning was splendid; sunny, cool with a light breeze. We arrived at Silverstone to meet the team. Simon was there with his co-pilot, Rick Bourne. Rick's reputation precedes him. He is the founder of Brands Hatch Morgan, and one of the two co-founders (with Rob Wells) of Librands, the famous Morgan performance supplier. Rick is a brilliant engineer, designer and a talent on any track... a legendary guru to the sixties era of Morgans, having restored and raced both XOY and TOK (the Morgan LeMans winner) in a multi-faceted past.

Along with Simon and Rick, the team roster is made up of myself, my wife Audrey, dear Andy Downes as team manager and, of course, Kate Orebi Gann, who runs the Morgan Challenge Race Series. Saturday was practice runs at Silverstone, allowing Andy and Kate to be at Oulton Park, participating in the Morgan Challenge.



Working on the car allowed me a chance to examine it closely. The sublime body shell is moulded over and around the Morgan ladder frame. For the greatest weight saving possible, the aluminium was made as thin as possible. This makes the shell delicate, and care must be taken not to use the body as brace to enter or exit the cab, as it will quickly wear a palm print into the metal. The Morgan flexing frame creates sufficient stress at a number of points to require added thickness to avoid cracking. The end result justifies everything about the construction. The lines are as perfect as one can get with an unrivalled weight saving.

N.B. updated May 2019. After recent advice from JC Spender, the original designer of the SLR body, it was discovered that the the generally accepted earlier information about the first SLR being built on a Triumph chassis, not a Morgan one..is incorrect.

"The SLR that Chris and I drove in the Guards 1000 was the first. Nothing to do with John Sprinzel (*Webmaster: unless he helped with the financing which cannot be confirmed.* Incidentally in his book he talks about the old Jaguar Mk VII. Yes, we used one (his) to pull the trailer in which we carried TOK - and inhabited when it was unloaded. Lots of stories about that. But the one he talks about cannibalising was actually mine - which I left at Bottomhouse Farm after our bust up." **JC Spender**

A total of three Morgan SLRs were built, and another built on a Triumph chassis. They are currently owned by Simon Orebi Gann, Keith Ahlers and John Emberson, also noted Morgan racers. And they are all back in the UK!

By chance, the SLR was paddocked next to a 1960s light blue Corvette Coupe, a car shape the SLR has often been compared to. There is nothing one can take away from that "Vette". It is undoubtedly the most lovely of that line ever built. However, it is the SLR that draws all passers-by like bees to honey. Motor magazine reporters and photographers approach in a steady stream, examine the car with discrete interest and then exclaim when they see the old Morgan wings in front. Excited requests for interviews are instantly made and spontaneously given. Reporters who have heard of the SLR legend are surprised to have the opportunity to see one in the flesh. Those who were unaware of their existence are astounded at how far advanced the car's styling and aerodynamics obviously are. This Morgan is unlike any Morgan they have ever seen.

However, the team must concentrate on the car and preparation. The practice runs will start soon! Time must be spent finding the best adjustment for the drivers' FIA racing harness. The two drivers must switch mid-race, and that will require unbuckling the first driver, getting him out of the SLR without causing damage, getting the second driver into the car and fitting him in as quickly as possible, making sure that it is done correctly and securely. An error will require the driver to abandon the track to have it corrected and time and race position will be lost. Drivers cannot help much in this process as their helmets make it impossible for them to see the straps or the main buckle. It is for the crew to manage the transfer smoothly and quickly. Over the hour, we bring our original 2 minute time for the manoeuvre to well under one minute. We are working well but will that continue during the race?!!



The speakers call the car to the track. Rick is to take the helm for the first part of the thirty minute practice run, Simon for the second half. The car is started, warmed up smoothly and is off to the track entry. I rush trackside with Simon and Audrey goes to seek a high perch for herself, the stop watch and her camera!

N.B. The Orebi Gann SLR was raced successfully for many decades. It was painted red by Sir Aubrey Brocklebank after he and the car were singed in a fuel leak which caught fire at Silverstone in 1975.

The motor sounds great! But the times are less than hoped after the earlier tests, albeit at another track. There is not much time to dwell on this now as the 15 minute mark approaches and the car comes into the pit for a driver swap. That goes well, popping Rick out the car and securing Simon into it. Aside from a few seconds lost in misunderstanding, we have the SLR back on the course in under a minute.

Simon drives the car to the end of the practice session without incident. A post-run analysis of the cars' performance quickly occurs. Both drivers feel something is wrong in the rear handlingsomething that neither experienced in previous tests. A deep investigation is warranted before the race next morning on Sunday.

The car is gone over with expert eyes. An anomaly is spotted. The axle saddle plate on the rear right is touching the chassis. That issue is addressed and clearance created at the guilty spot, but the day is done and there is no way of knowing whether this is a cure until the car is back on the track at speed, and that can only happen during the race itself! The team heads for dinner and bed, wondering what the next day will bring. Splendid racing weather is forecast.

N.B. In 1976, the car was purchased and brought to the US by Bill Fink, the owner of the US Morgan Main Agent, Isis Imports. Bill raced it at Monterey for 29 years.

Sunday, May 10, 2009 RACE DAY: The sun is out! Kate and Andy have driven down from Oulton Park and the team is complete. It is good to see them both! Kate has one of those magical personalities that can calm a tense crowd simply by joining it. I have had the pleasure of pit-crewing for Andy Downes before. He knows his stuff, having been a team manager for years. He quickly details what he expects from each of us.

Outside of trackside support and swap assistance, racers need a constant feed of information when running. This is key to help them position their car and their skills, vital to their strategy. This information must be conveyed by the team to their pilot. Additionally, the flow of data assures the driver that they are part of a team and the team is behind them. Lap times, time remaining, laps remaining until swap and time behind the class leader are there at each lap. This data is timed by different stop watches, calculated with times and estimates placed on the Pit Board. Kate, Audrey and Andy handle the various stop watches and Andy makes the calculations and delivers the information for the me to place on the pit board. Andy would signal the car's expected ETA for that lap and I hold out the board for the split seconds as our man roars past. I will handle the driver swap with Andy's assistance and Audrey would free-lance with her camera after that change-over.



We reversed driver order. Simon would drive first. This is more than a tradition. The race rules for these classics require that the entrant's owner be behind the wheel during no less than 50% of the one hour time. We make sure he is secure, warm the engine and wait for the race call. It comes and Simon drives off with the hopes of the five of us with him.

THEY'RE OFF! Simon whips by the team well into the pack. Only one lap out and we clock him at more than 4 seconds faster than his fastest practice lap of the day before! This bodes very well if it continues. The sound of these cars is delicious and we are settling in to our tasks, the data is fed to Andy, Andy chews it and delivers it to me and the board goes out at the right times. We get smoother each lap, soon working quicker with body language than words. More importantly, Simon is holding his faster times. This is looking very good! Whatever was done the day before, is showing up in the times today.

In what seems no time at all, we are more than 30 minutes into the race and we signal Simon in. Rick, Andy and I prepare for the driver swap. In comes Simon! Unbuckled, out of the car, Rick in, five points on the harness secured in the correct sequence, tested and he too is OFF! A 46 second switch! We are doing great but no time to gloat, back to the track side, the watches, the board and more adrenaline. Rick is also beating his best times of yesterday by 4-6 seconds! Bourne wants to be the fastest Morgan on the track and he sets about it with purposefulness. Though more than 40 seconds behind the lead Mog, each lap eats away at that margin and each bite gets the team more excited.

At the beginning of the last lap, right in front of the team at the paddock, Rick flies by formidable Rob Welles (who is driving a beautifully tuned 60's Plus 4) and takes the Morgan lead. There is no easing up. Rick wants the Ferrari ahead as another scalp on his belt! Negotiating though the other cars, he closes in and takes Enzo's baby at the last turn. Masterful! There is much attention and respect for the car as it taxis in front of the paddock.

We are all one very happy bunch of people! Happy relief (and pride) shines on Simon's face, Rick looks like a pre-teen who just kicked the winning goal and Kate has the wondrous glow of a Cheshire cat.



(Lorne Goldman photos - Courtesy of GoMoG)

Book Review

By Steve Blake

Final Venture

By Michael Ridpath

Final Venture is a fiction novel by Michael Ridpath that is set in the New England states. This well-written book involves venture capitalists, pharmaceutical companies, murder, insider trading, lies and deceit. For us, we can enjoy the fact that the hero drives a dark green Morgan Plus 8. I picked the book up on Kindle and I highly recommend it. Michael spins a great tale and he keeps you guessing as to who committed murder and caused the financial mayhem. The following is an excerpt from the book.

Just then a car engine burst into life. I recognized the low growl of the Morgan's V8 engine. Lisa was going to get away! He couldn't stop her now.

"What's that? Lisa?"

I nodded and smiled.

Daniel licked his lips. "Did she come back? Did she see me?" His voice rose in something close to panic. Outside, the car was put into gear.

"You bastard!" He said and raised his gun.

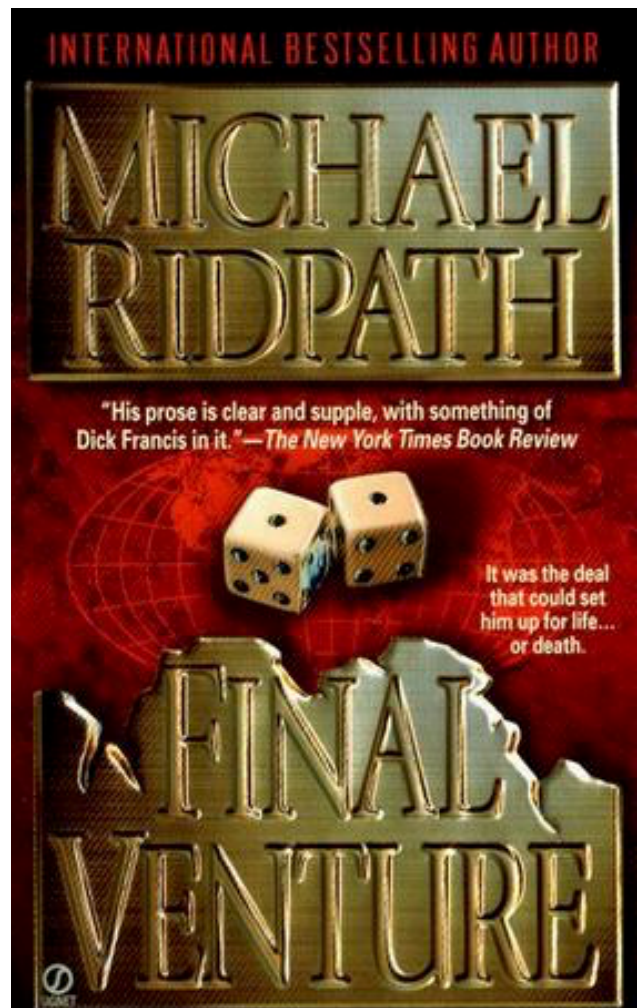
Outside the car engine revved and then slowed. Through the wooden walls of the house we could hear it growl and then explode, rushing towards us.

"What the f***!" Daniel turned towards the wall of the living room. There was an almighty crash, and the house rocked. The wall erupted, and the dark green nose of the Morgan burst into the room. Wood flew everywhere, a chunk dealing Daniel a glancing blow.

I leaped.

He regained his balance and fired. I felt a sharp burn on my stomach, and was on him. He was thin and wiry, and fighting for his life. I was strong, and bigger than him, and fighting for mine. I grabbed the hand holding the revolver. Two more shots rang out, each smashing harmlessly into a wall. I beat his hand against the floor until he let go of the gun. I grabbed it, and belted him over the head with the butt. He slumped onto the floor.

I rushed over to the Morgan, which was half-in and half-out of the house. Steam was hissing out of the engine. The whole front of the car was concertinaed upwards. The windscreen was cracked but still intact. And behind the wheel was Lisa, motionless.





MORGAN THREE WHEELER

NEW 2021 Morgan THREE WHEELER Maserati Pontevichio Bordeaux Matte Satin Finish - Special One of One // **HAIL BRITANNIA EDITION!!**

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

2003 Morgan Plus 8 Morgan Navy Blue, Black leather // **ANNIVERSARY EDITION!**



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

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!!**

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

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

OTHER MARQUES

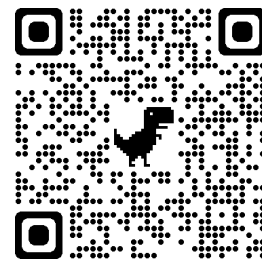
NEW 2021 Allard J2X MkIII Coming soon!

2009 Aston Martin VIRAGE DROPHEAD Stunning!

1965 Sunbeam TIGER MK1A Race Rally Prepped!

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

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The 2020 Morgan Plus 4 Feels Like it's From an Alternate Reality
Mid-century technology, modern sensibilities
By Conner Golden (Courtesy of Automobile News, Motortrend and Morgan West)



The lack of airbags didn't worry me. Nor did the conspicuous absence of rollover protection, ABS, traction control, stability control, and power steering. That stuff (or lack thereof) is cake; be mindful of your surroundings and your right foot, and you'll more than likely be alright. Rather, it was the five (six? seven?) step process to erect or disassemble the cloth top of my loaner 2020 Morgan Plus 4 that caused me to sweat the most.

As if on cue, the skies above Morgan West—the home of Morgan Motors in Los Angeles and one of nine authorized dealers scattered around the U.S.—was ominously gray and heavy with the rain my weather apps declared was inevitable. Clearly, I'd need to memorize the innumerable snaps, clips, latches, and handles involved, along with the correct way to collapse the top, so I could avoid a soaking of both myself and the car's gorgeous saddle brown interior. Beyond ruining interior electronics and leather, I ran the risk of shearing portions of the canvas lid if I didn't fold its exposed metal joints in the correct manner.

Despite my fumbling, my instructor and Morgan West master mechanic Stefan Mincu wasn't concerned. "You can be rough with these cars," he explained as he leaned into the cockpit. "They look and feel delicate, but they're quite robust. Plus, if you break anything, don't worry—we'll fix it." That's not something you expect to hear from a boutique automaker whose nationwide inventory would likely fail to fill half the lot at a Ferrari dealership.

However, if the silver blue Plus 4 roadster I got my hands on for a few days is anything to go by, that could all change in the next few years. Like many other ultra-low-production manufacturers—Superformance is the first to sprint to mind—Morgan awaits whatever comes from the Low Volume Motor Vehicle Manufacturers Act of 2015. That act was a dictate to NHTSA to develop specialized and more lenient regulations for small-scale automakers without requiring them to adhere to the same safety and emissions rulebook held by multinational behemoths like Toyota and Ford.

For now, all new Morgans inside Morgan West's showroom sneak into the country via the same loophole many other kit-car and low-volume manufacturers take advantage of: The cars arrive in the U.S. sans engine and sometimes transmission, and are only introduced to their new hearts on U.S. soil. My tester Plus 4 received its transplant at Morgan West, presumably where the mass majority of L.A.-based Morgan customers opt to have their cars prepped.

Don't call the Morgan a kit car, even if it toes the same regulatory gray lines as such machines do. All Morgans are handcrafted originally in Malvern, Worcestershire, U.K., via a blend of modern and old techniques that, yes, do still include extensive use of wood. Specifically, the frame that supports the exterior body is built from ash wood and overlaid with aluminum paneling for rigidity and longevity. Wait, you say, I thought the chassis was made of wood? No, it's steel. Same goes for those allegedly wooden body panels that are actually aluminum.

Pep-talk over, I cut my way through the heart of Santa Monica in a vehicle I was woefully unfamiliar with. After taking stock of the interior, every preconceived notion I held about Morgan shattered. The Plus 4's fit, finish, and quality is beyond even the best products emerging from top luxury brands. That doesn't mean the Morgan is more luxurious or well-furnished, but the car feels hand-built and unique in a way semi-mass-produced cars do not, regardless of price. Leather appointments are tight and of the highest quality, and the metal trim and touchpoints are flawless and substantial. The floorboards have a nice strip of polished metal etched with the Morgan crest running the length of the footwell; it's all done with a level of extreme care and artisanship you'll be hard-pressed to find as part of anything not wearing Aston Martin wings on its snout.



All this finery and care put into presentation and build quality does an excellent job of enhancing the off-the-shelf switchgear. Buttons, knobs, warning lights, and signal stalks are surely lifted from something else, but it all seems very *mise en place*. Even the gauges add to the experience: Charmingly, the tach and speedo are both mounted on the center of the flat dash, just above the shifter. This attention to detail extends to the exterior with impeccable paintwork and tight panel gaps.

Just about the only thing not hand-built (or at least hand-finished) is the 2.0-liter Ford Duratec GDI four-cylinder engine under the split front cowl. This is essentially the same naturally aspirated 2.0-liter found in the recently discontinued U.S.-market Ford Focus, and it puts out 154 horsepower and 148 lb-ft of torque, routed to the rear wheels through a five-speed manual transmission purloined from an early-generation Mazda MX-5 Miata.

All of these separate ingredients—craftsmanship, 1950s styling, quality control, modern engine—add up to a rather bizarre package. As most newish Morgans do, it looks like it rolled directly out of the post-war sports car boom, but when you slide inside, you find seat belts, heated seats, a digital odometer, and Bluetooth connectivity. The engine is direct injected, electronically controlled, and eco-friendly, but as mentioned there are no driving aids, no ABS, no power steering. The car is appointed like a fine grand tourer, but the ride is excruciatingly raw, there's no trunk whatsoever, there's no glovebox door, and the only way to keep the weather out is to drive with the removable side-curtains installed.

Taken as a whole, the Morgan Plus 4 is a unique automotive experience. In 2020, it's the anti-car, a flash from an alternate reality where we retained what made old cars so charming and visceral, and gussied them up with better tech and build quality. Forget restomod muscle cars; those are designed and built to drive more like a modern car than an old one. The Plus 4 is perfect parity between the Old World and New Age, warts and all.

I departed Santa Monica and took to Malibu's nearby hills for a shakedown run. The 154 hp only has just more a ton to haul around, returning straight-line performance that's similar to a new Miata's, and is more than enough poke. It might be new-fangled, but Morgan fussed with the Ford 2.0-liter's character to handily turn it from staid commuter to an effervescent and buzzy little engine befitting of the Plus 4's antiquated persona. A Miata transmission of any age remains one of the best in the business and is a joy to snap-off quick shifts with in pursuit of the 2.0-liter's peaky powerband. A completely redesigned exhaust system from what the engine usually mates to is partially behind the personality shift, but even without the rasp, it's rev-happy and alive in a way you wouldn't expect from an engine designed for basic transportation.

Then, I found a corner. I drove gingerly for the first half-hour, cognizant about the lack of any built-in safety nets. Manual steering and stiff brakes force you to think far ahead, though the steering is one of the Plus 4's best attributes once you fall into rhythm. At speed, it's well-weighted and exceptionally tactile, sending small (or not-so-small) jolts through the leather-wrapped polished metal steering wheel for each pebble or lane divider you cross.





Handling is more difficult to get a read on than most classic small sports roadsters I've driven in the past, primarily due to an antiquated suspension layout. The hardware includes thoroughly modern bushings, springs, and shocks, but the Plus 4 retains the same sliding-pillar front suspension and solid rear axle design as it did nearly 70 years ago. The whole car creaks and flexes when pushed, and feels completely disjointed over rough pavement, but once you start to

learn what to expect from the chassis, your confidence builds on a smooth canyon road and you begin to push a little harder, inch by inch.

Eventually, all the ragged stuff just melts away. The squeaks and rattles become endearing, the punishing ride forgivable, and suddenly, the idea of an independent rear suspension and adaptive ride seem like futuristic follies. Who cares about entry speed when you're having this much fun? You'll get to where your going eventually.

Therein lies the Plus 4's secret: manage your expectations, and it's unfiltered, unpasteurized automotive fun of the highest caliber. Drive one around for a few hours, and while you might not rush down to Morgan West to place a deposit, you'll get it. You'll understand why a small group of enthusiasts plunk down brand-new Porsche Cayman S money for a car that has no trunk, a complicated cloth roof, no fixed windows, and zero safety features beyond a three-point seatbelt.

Here's hoping the Plus 4 sticks around for another seven decades.

Editor's Note:

Thanks to Dennis Glavis and crew at Morgan West for making this car available for this article.



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Famous People with Morgans

By Steve Blake

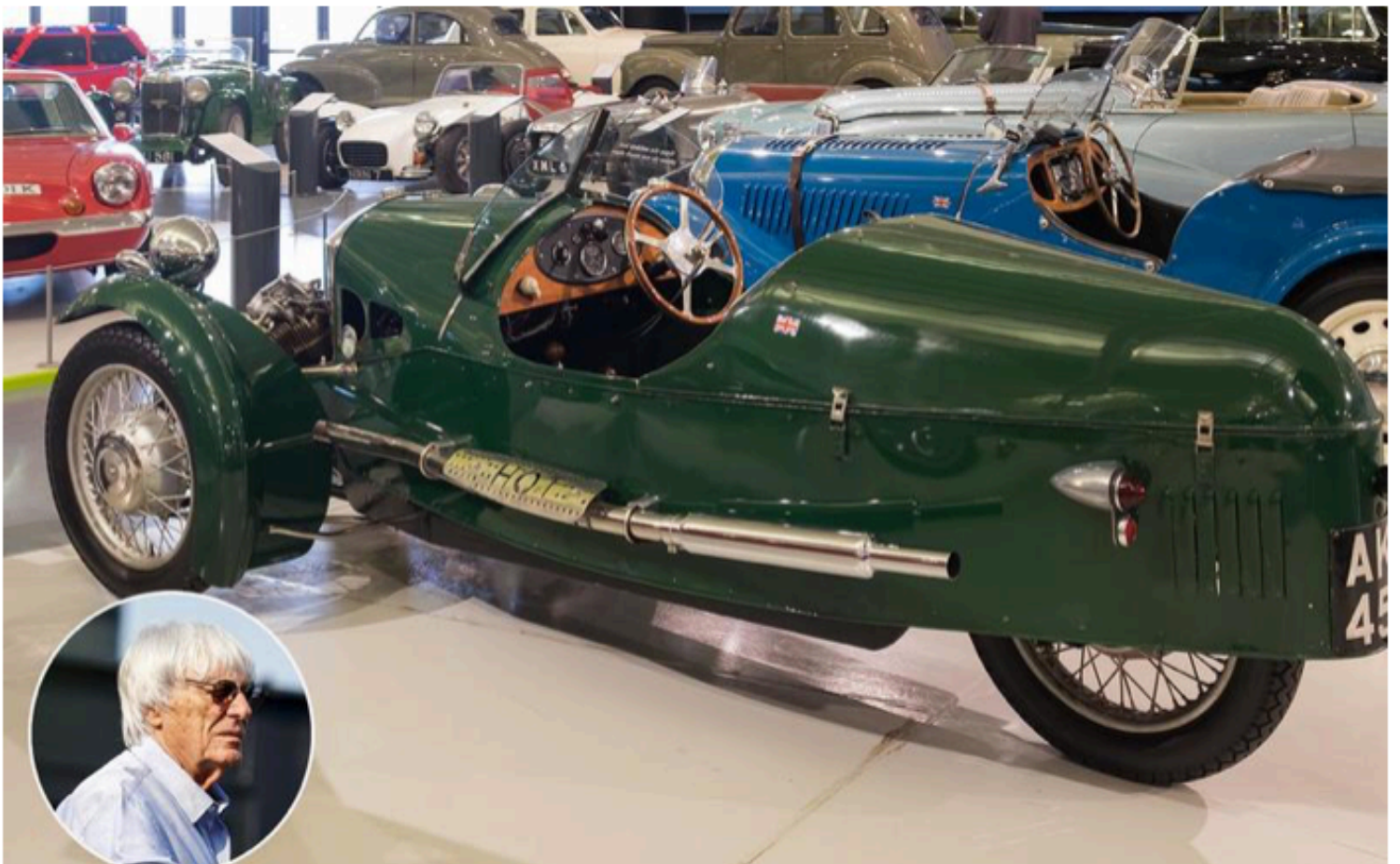
Bernard Charles Ecclestone

Bernie Ecclestone is a business magnate worth over \$3 billion and was the head of F1 racing. His early years saw him studying chemistry but his big interest was in motorcycles. He formed a motorcycle dealership along with Fred Compton called Compton and Ecclestone. His first racing experience was in Formula 3 in 1949. Later he purchased a Cooper Mk V which he raced at Brands Hatch. He had several wins but also a number of crashes. After two failed attempts to make the grid in F1, he retired from active racing to concentrate on business.

When asked about his road cars in the past, Mr Ecclestone has claimed to have little interest in them.

In 2005 he said: "I once bought a Porsche, which is nice but a bit silly in London, and my first car was a Morgan three-wheeler, but there are few other road cars I can remember owning."

It is nice that his Morgan was one of his memorable automotive experiences.



From the Morgan Oasis Garage

By Cuthbert J. Twillie, Proprietor

*Box 1010 - North 51, Terrace
Hoodsport, WA 98548
(360) 877-5160*



Toe In

By Cuthbert J. Twillie

Recently I had to adjust the toe-in on a '62 Morgan Plus Four. The same car that had the bent front sub-frame. When the sub-frame was straightened the toe in was way way off.

In one of Ken Hill's trilogies he describes a method of measuring toe-in, using a plumb-bob. It involves finding the center of both front tires, fore and aft. From the tire center a plumb-bob is dropped to make a mark on the floor in four places. Left and right, fore and aft, of the front tires. From these marks' one is asked to find one-eighth toe in at the WHEEL RIM.

If you start out at the tread centers, how do you find an eighth at the rim?

Would it not be simpler to measure at the rim, than to interpret the measurement from the tread?

The following method will absobloodylutely find the rim measurements and transfer them to the floor so they can tell you how much to adjust.

A steel framing square, a nail set, a sharp pencil, a tape rule, and a roll of masking tape are the only tools required.

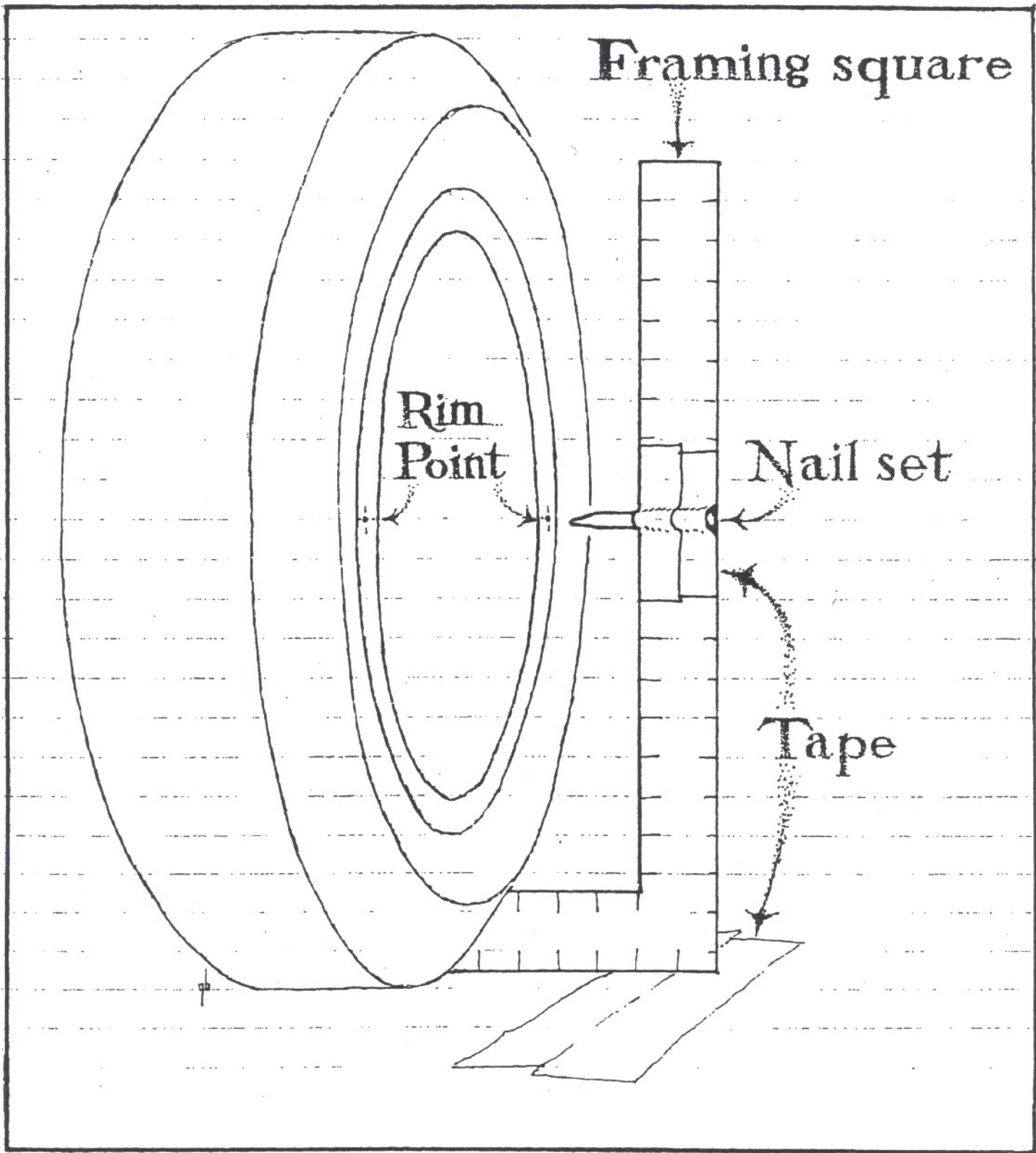
The car is on the clean garage floor with the wheels pointing straight ahead. Place the short side of the square on the floor in front of a wheel with the long side along the wheel at the most forward point. Now find the wheel center. This was 13 1/2" on this car. At 13 1/2" from the floor the nail set is taped to the long side of the square. The square is moved to the wheel rim at the most foreword point. Directly below this point a mark is made on masking tape, stuck at the appropriate position so a mark can be made at the edge of the square on the floor. If this is done on both wheels, fore and aft, there will be four marks on the floor that will tell you what the toe-in measures. It is supposed to be one eighth of an inch at the rim, on a Morgan. The front measurement would be an eighth less than the rear measures.

Now we are concerned with the toe-in adjustment.

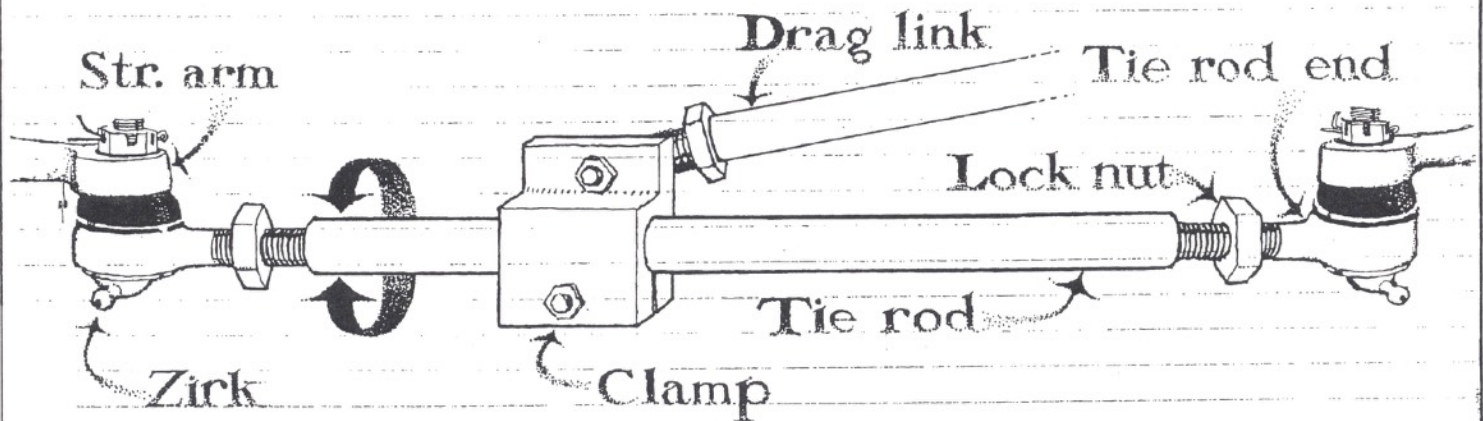
On a Mog this ought to be done when the kingpins are rebushed. For the life of me, I can't see it change much on the rebuild, but how many rebuilds has your mog had?

Now that you know what the toe-in is, what do you do?

Tire stores and front end shops do this every day. They call it a "three way alignment. On a Mog the caster and camber are "built in" and cannot be adjusted, so you don't need a three way. Tell 'em you'll pay for the three way if they'll adjust the toe-in for your next two rebuilds. They might go for it cuz the adjustment is dead simple. It's so simple an artist/illustrator could do it, or even his kid could do it between destruction derbys. In next month's epistle the adjustment will be explained.



Between & Between
front wheels



Cuthbert; a Yank at Malvern mm

If you need to adjust the infamous one eighth toe-in on a Morgan there is an alternative to having it done by a lout who's never seen a Mog. You could do it on your own. I say it's easier than adjusting valves, and less expensive than buying new tires, which you'll be doing often if the toe-in ain't right.

To determine how much to adjust was covered in last month's epistle. This month we'll see how easy it is to do the adjustment itself.

A simple matter of loosening the two lock-nuts at the end of the tie rod, then loosening the lower nut and bolt of the drag link clamp on the tie rod. With these three elements loose the tie rod can be rotated with your hands. If it is reluctant to turn, water pump pliers will break it loose. Once free a half a turn makes a bunch of adjustment so don't get wild. Half a revolution moves the wheels a sixteenth of an inch or so.

Go slow he said. Move it half a revolution and check it with a tape measure. When you think it's correct, snug it down and measure again. Then tighten the lock-nuts on the tie rod and the clamp.

I believe you'll find it is one of the easiest adjustments there is on a Mog. Easy to get at and dead simple to do.

If a person wanted insurance a little green (after lock) Loc-Tite wouldn't hurt a thing. The green Loc-Tite will "wick" into fastenings after they're tightened.

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.



Translation

*Jacques, the choice is yours, which do you prefer? Brigitte
Response: Both!*

Brigitte Bardot and her Morgan 4/4, 4-seater, during the shooting of the film "Les Novices" with Annie Girardot

A Morgan Life - Part 2

By Ron Akehurst

Finally, the appointed day arrived. Andrew sent me an email saying I could bring my car in when ready. On the last Friday in January, I delivered the fenders and on Monday, the car. Naturally, it was the coldest morning of the winter when I drove there with no windshield. Between the bright sunshine and the tears steadily streaming from my eyes, I could hardly see anything. Anyway, Kai and I made it, and Kai conducted a high-speed, but thorough inspection of the shop before we had a nice walk home.

I was impressed with how peppy my car felt on this crisp morning and realized it was probably due not only to the cold air feeding the carburetors, but mainly to the fact that the car was considerably lighter with the removal of the windshield, spare tire, bumpers, tools, convertible top, side curtains, some upholstery, and hardware; probably a total of about 200 pounds.

After lunch, I drove back to the shop with my toolbox. I spent the afternoon pulling more stuff off the car, mainly signal lights and tail lights. I was surprised at the deteriorated condition of the signal light sockets and one of the tail lights due to corrosion. All were poorly sealed against water intrusion. More parts to source!

A couple of days later, I returned to remove the headlights and parking lights. Unfortunately, I damaged the threads on the stem of the left side parking light. After removing the nut, the stem was jammed in the hole through the fender and the suspension brace below, and wouldn't release with any amount of wiggling, pulling, and prying, so I had to "unscrew" it, which flattened the threads. When it finally came out, the fender deflected about 1/4 inch to the right, so the hole in the fender no longer lined up properly with the hole in the suspension brace. Apparently, the fender was under stress, possibly due to being pried into place when it was rebuilt in 1990. Another justification for replacing these mismatched fenders.



When I left, Andrew was almost finished scraping the undercoating off one of the original fenders in preparation for sandblasting. So, work was underway! After sandblasting, the fenders were to receive one coat of epoxy primer to protect them from flash corrosion while Andrew carried out the metalwork. He expected they would be ready for a trial fitting in a couple of weeks. After that, body parts would be removed in preparation for painting.

I was thus surprised on Friday afternoon of that first week when Andrew called to say he had the (not yet sandblasted) fenders temporarily mounted for a preliminary fitting. He asked me to come over for a look, which I did that afternoon. When I saw the old fenders in place, one still wearing its pre-1990 British Racing Green paint and the other in the red oxide primer I had applied the year before, it was unbelievable how happy it made me! He had banged out the dents from the 1989 accident but still had more to do with the left fender to restore it to the correct length at the front. We measured almost one inch clearance between the front carburetor and the hood, compared to 1/8 inch with the replacement fenders in place. Best of all, and in spite of their rough condition, it was clear the old fenders were exact mirror images of each other and belonged on the car. The thought occurred to me again how close I came to throwing these fenders away a couple of times in the past 30 years. What a mistake that would have been!



Andrew pointed out some minor irregularities around the headlight pods and asked me to bring in a headlight rim and screws so he could check out the mounting holes, which I did the following Monday.

I removed the toolbox tray to expose the top of the bulkhead and was somewhat dismayed to be reminded of the extent of the rust damage on this surface, but also relieved that it didn't seem to have deteriorated any further since I repainted it 15 years earlier. Nevertheless, it needed to be repaired. Andrew poked away at it for a few minutes and finally settled on one large wedge-shaped patch the full width of the bulkhead as the best way to tackle it.



Andrew then sent the fenders to the sandblaster and subsequently had Rick lay down one coat of epoxy primer on them. In the photos he sent me, the old fenders looked pretty good. On close inspection though, it was clear that the rear half of the bottom skirt on the newly sandblasted right fender had a lot of perforations, even more than the left fender.

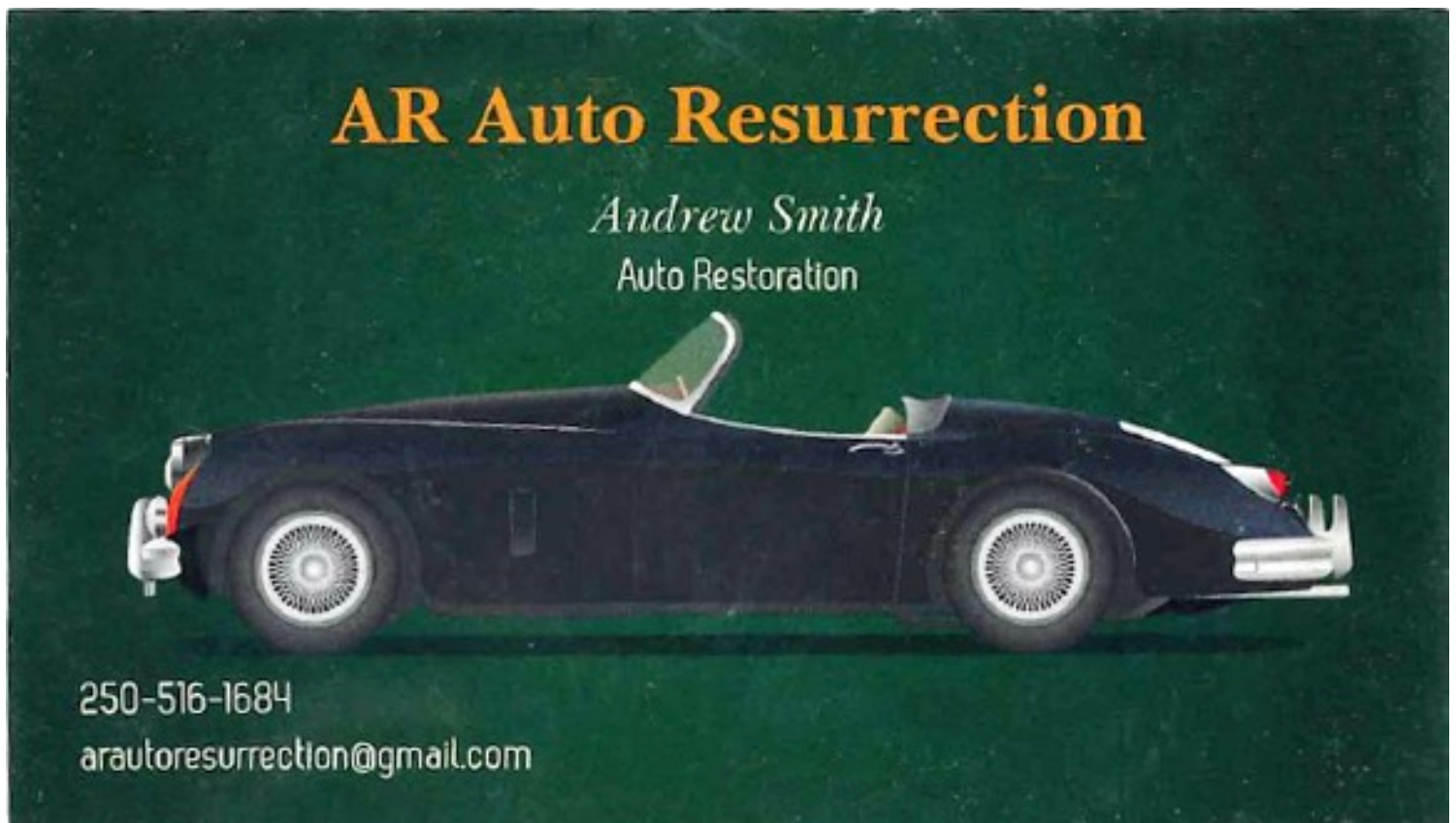
Wednesday (Day 8), I delivered the 1/8 inch cold-rolled steel rods for the new bottom edges of the fenders. Andrew already had the four-foot long fender skirt patches cut out with the bottom edges bent to suit, ready to receive the reinforcing rods. He also had the valances (inner fenders) repaired to suit the original fenders, including a foot-long patch on the upper flange of the right side. I couldn't quite understand how the replacement fender with its lower longitudinal profile fit on the valance without having to cut it down to fit that profile. But it was clear, on close inspection, that the right valance was unmodified. Thinking about this, I came to the conclusion that this problem was not due to the fender shape, but rather to the fact that the hood was pushed over to the left far enough that it no longer lined up properly with the fender profile.

It was agreed that I would come in one day during the next couple of weeks to help with further removals, such as the rear fenders, doors, spare tire deck, and dashboard. I wanted to remove the dashboard so Rick would have a clear shot with the paint gun at the underside of the rolled edge of the bulkhead.


Andrew had mentioned that my car was missing the thick rubber washers normally fitted between the ends of the front fenders and the fronts of the rear fenders. So the next day I searched through a few stores and found the washers I needed at a plumbing supply store and delivered them to Andrew. He had just finished welding and grinding the new skirt and inner edge on the rear half of the right fender and it looked beautiful.

Continued next month.

(Andrew Smith photos)



AR Auto Resurrection
Andrew Smith
Auto Restoration



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arautoresurrection@gmail.com

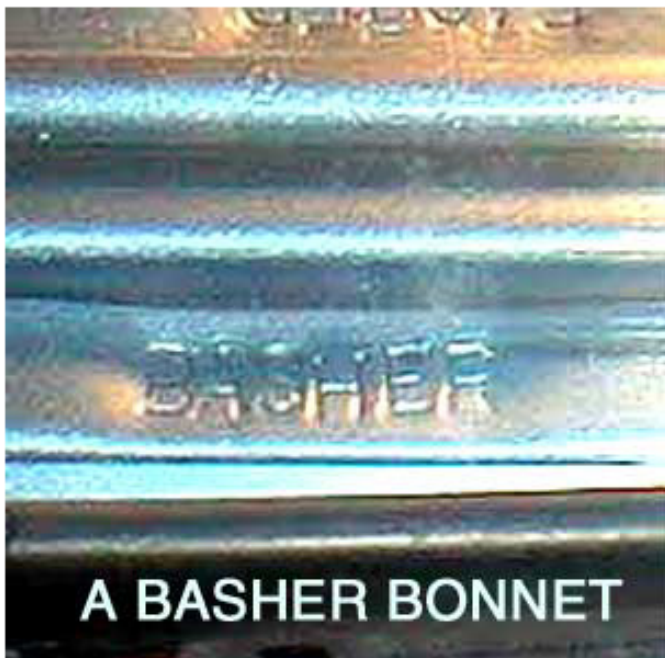
Jon “Basher” Bishop - Another Morgan Craftsman

By Steve Blake

Jon Bishop, affectionately known as Basher” is another of the Morgan Motor Company tin shop craftsmen. He worked there at the time of our Andrew Smith and was known for his good humour. Basher is the one person who would sign his work with his name “Basher” instead of the customary time card number. Below you can see a photo of Lorne Goldman’s bonnet with the name Basher punched into the hinge line. The rest of the photos were also taken by Lorne Goldman, who spent considerable time at the factory while his car was being built.



The top left and middle photos show “Basher” actually making the bonnet for Lorne Goldman’s 2002 Morgan Plus 8. Lorne’s car was custom made with modifications to his specifications based on the best or “most-desirable-to-Lorne” features. This “special” car is still with Lorne and Audrey in Quebec. Below you can see how Basher stamped his name along the bonnet hinge.



Morgans in the Movies

By Steve Blake

NCIS - Kill Ari Part 2

Starring Mark Harmon, David McCallum, Michael Weatherly, Pauley Perrette, Cote de Pablo

NCIS is a TV series written by Donald Bellisario and directed by James Whitmore Jr.. This episode, which is the 2nd of season 3 from 2005, showcases Dr. "Ducky" Mallard's restored 1954 Morgan 4/4. Mallard supposedly restored the car himself. In reality, the car is thought to be a 1964 4/4 Competition owned by Bruce Marshall.

The storyline goes:

Meanwhile, Gerald climbs into Ducky's Morgan but soon gets out after realizing that he has no idea how to get it going and as he does that, Ducky eventually reaches Gerald's car where Ari is waiting for him.

Ari lowers the sniper rifle just as Ducky leans into the car via the open window on the driver's side and tells Ari that he expected to be shot but Ari tells him that he would never harm a fellow physician.



On the street, it's shown that Gerald has managed to get Ducky's Morgan but he's not doing such a good job as he constantly stalls every few minutes, causing Ducky to tell Gerald to use the clutch.

As Gerald struggles, causing the engine to screech, Ducky winces before yelling at Gerald that he's stripping the gears just as Ari emerges from the car and tells Ducky that this is too painful.

Ducky then loses patience and tells Gerald to turn the engine off which he does.

Back at the car, while Ducky sighs, obviously ticked off, Ari remarks that it's obvious that Gerald doesn't have an intimate relationship with a standard transmission while Ducky states, "Unbelievable".

Ari then remarks that it's the price of growing up in America before telling Ducky that it was so unnecessary and as he grabs a bag before slamming the door shut, Ari also tells Ducky that Gerald is free to leave in his own car. As Ari heads off, Ducky glares at him.



In Our Garages

By Steve Blake

I received notes from a couple people with updates to projects they have embarked upon this summer. We will hear and see more about these projects as they complete and the cars are back on the road.



Chris Allen has made a cover for the spare tire location on his 1972 Plus 8. We will have more photos once he has the cover painted, along with his front wings. This option, available for newer Morgans, lightens the car by the weight of the spare wheel and tire. With this switchable option, you can lighten the car when you are driving locally or on the track and just carry the spare when out on a trip. It also makes a space available for storage behind the cover. It will be interesting to see the completed project!

Ron Theroux has just finished a rebuild of his SU carburetors. Ron says that their older son, Doug, totally rebuilt their carbs, including TIG welding two cracked linkage flanges. They are now as good as new. I just have to install and tune ...WHOOEE! on the road again!



We expect Ron will be out on the road soon.



My continuing hoist saga. Okay, this project only started one year ago!

Turns out, one of my runways had a slight bend in it. They figured it had been hit in transport. I had it replaced under warranty. I waited two months for the new runway to arrive from the USA. The fellows from Lordco were here on September 9th to deliver and install the new runway. Of course, the Americans shipped me the wrong side! After completing the install and discovering the cables wouldn't go through, they had to take my hoist apart again and reinstall my old bent runway. A new one is now on order and I will probably see it at the end of November. Crossing fingers!

A new car from Morgan, here's something you barely ever hear

By Michael Fira (Courtesy of TopSpeed from 2018)

Morgan, the family-owned British car manufacturer that was one of the last in the world to rely on wood for its body structure, announces a new flagship sports car will arrive by the mid-2020s in both coupe and roadster forms. Since 1935, when Morgan released their first four-wheeled car, the 4-4, Morgan designs have strongly relied on the style of that era. Now, with a new sports car in the making, Morgan announced they too have moved on with the times - sort of - and the new design language will be based on the shapes of the 1960s.

The new and so far unnamed car will feature the same front engine rear-wheel-drive layout bolted to a versatile new box-section chassis that will find its way into a number of Morgan products over the next few years.



THE NEW MORGAN WILL STILL LOOK VERY MUCH AS IF IT CAME STRAIGHT FROM THE PAST

When a company like Morgan announces that their forthcoming sports car is one that should reinvent the company, everyone stops from doing whatever they're doing and listens. After all, Morgan has been building nearly identical cars - from the outside, at least - for over 80 years.

The new model, which is a result of years of research into the direction the company should take, will only be available in another five years' time but its riveted aluminum box-section chassis is almost ready

According to Autocar, the chassis "will have its first production application next year in a model that uses the brand's current classic architecture, to be launched as part of Morgan's forthcoming 110th-anniversary celebrations."

Morgan's Managing Director, Steve Morris, underlined the fact that the new structure will be similar in size and weight with the one that was made for the Aero 8 which debuted all the way back in 2000 and spawned the AeroMax among others. Morris says that the new structure will make way for a roomier interior, hence the internal designation of 'the wide-bodied car,' and will be twice as stiff as the one it replaces.

The car is being constructed fully in-house, the project being conducted by a team of 30 people. Design chief Jon Wells said that certain typically-Morgan design elements will be incorporated into the new model. According to Autocar, "he lists a short front overhang, a longer rear overhang with a low rear deck, round headlights, the driver located behind the car's centre line, a rounded 'mouth', elegant front wings whose highest point is over the car's front wheels and, above all, a look of coachbuilt authenticity, enhanced by great care with surfacing and positioning of shut lines."

"Our task is to take the charm of classic motoring and make it relevant," Wells said, "so that it can be respected and desired as a good piece of modern design." Part of that modern design is what goes on under the skin. While Morgan doesn't want to disclose the performance figures of their new car just yet, you can expect it to be available with a variety of engine and gearbox options.

The entry-level version should house a supercharged 6-cylinder engine capable of over 350-horsepower which would translate to a top speed north of 150 mph and a 0 to 62 mph time of about 5 seconds. Morgan clearly stated they want the new model to be available with electric propulsion as well, a direction that was showcased as early as 2012 when the British constructor unveiled the Plus E concept car.

The entry-level model will become a direct replacement, in terms of performance, of the Plus 8 which was discontinued after Morgan ended their partnership with BMW, who was delivering the 4.8-liter naturally-aspirated engines. The end of this partnership also saw the demise of the streamlined Aero 8 model which had 370 horsepower under the elongated hood when the final iteration came about a few years back.

As such, the stage has been cleared, and Morgan can deploy their new flagship model to complement their current lineup consisting of the 4/4, Plus 4, Roadster, and the 3-Wheeler.



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.

This is London - F.H. Douglass *by Giles Chapman (Courtesy of Lorne Goldman and GoMoG)*

The Morgan Motor Company in Worcestershire, and London's Ealing Electric Laundry both opened in 1909. So what? Well, Morgan has prospered ever since and, while the Ealing Electric Laundry was washed up decades ago, its premises today is home to F H Douglass, London's oldest Morgan dealer.

Douglass and Morgan had been friendly rivals on Britain's motorbike racetracks in the 1920s. Douglass was a car salesman looking for a new challenge when his pal suggested he try selling Morgans, the then popular three-wheeler sports cars. The old laundry building was acquired in 1929, and he never looked back.

Today's owner is Mike Coram, but the place still exudes the aura of a 1920s village garage. Computers are artfully concealed. The air is thick with the smell of warm oil and damp leather. The walls are lined with framed pictures and Morgan memorabilia. And the workshop floor is littered with well-worn spanners, mallets, and wooden-handled screwdrivers.

Mike Coram concentrates on mechanical work while Tony Hempel, whose business card states simply "Morgan Enthusiast", is front-of-house.

"I was in the car trade when I bought my first Morgan in 1986," Hempel recalls. "But it was just about shifting metal. Working here is completely different: the Morgan world has a family atmosphere, and I love it." Morgan sold its first four-wheeled car in 1936, and its design has evolved only slowly ever since. A notice on F H Douglass's window says you can put down a £250 deposit for a new one, but be warned: the waiting list for new Morgans is legendary: at present, it stands at two years but can be much longer. One of the great attractions of Morgans is that each car is hand-built to a customer's specification. Another attraction is minimal depreciation. "We recently sold a 15-year-old car for slightly more than its original purchase price," said Hempel. The latest model, the Aero 8, is a radical departure for the marque, with racing-car-style chassis and suspension. "It's right at the edge of technology, and represents the future," said Hempel. "But it's not a replacement for the traditional cars."

The company has customers as far away as the Falkland Islands, but they find their Norwegian customers are the keenest, popping over on the slightest pretext to talk Morgans. As a new Morgan can cost £100,000 in Norway because of local taxes, the savings are important too.

"Owners just like coming here," said Coram. But there can be a problem common to Morgan owners. "They're not used enough," continued Coram. "Our mantra is to tell people to drive their Morgans more, or they won't get the best out of them. They're simple cars and the spares are cheap and easy to get."

F H Douglass is often besieged by tourists, but the company is very tolerant. Coram said: "If someone wants to have their photo taken sitting in a car in our showroom, well, we don't mind. After all, it's the fact that Morgan culture isn't like any other that makes it so special."





BRITS, BLOOD and BOOKS *By Dave Doroghy*

This Dorg's Morg column is a hodge-podge of disparate thoughts and unorganized ideas mixed in of course with a healthy dose of blatant self-promotion. In other words it's a bit like all the rest of my writing!

THE ALL-BRITISH FIELD MEET POSTPONEMENT

One of the main reasons I bought my Morgan a dozen years ago was to show it off at the ABFM. I just think it is the most fantastic event. I was so elated in the early summer when I heard it may be held in September, then I was crestfallen when that plan fell through. I never second guess event organizers; If the show could have gone on, I am sure it would have. I have been in the events business for a large part of my career and can only imagine how difficult the decision must have been to forego the event for a second year. Events live on momentum, and a two-year hiatus can be a dangerous thing. In addition to possible attrition of guests and participants, the organizers are likely to be faced with price increases from suppliers. It's the nature of the "new normal". As soon as the new 2022 date is announced I encourage all my fellow Club members to register immediately and support this event to fullest extent that we can. I wish the Joan Stewart and her team at Western Driver the best of luck as they continue to navigate their event through these difficult times.

VACCINE JABS AND BLOOD DONATIONS

Yes, as I wrote I would, I drove my old 1966 Plus Four to the vaccination clinic to get my second Covid19 earlier this summer. In that column I wrote that "I like driving my Morgan to all special occasions. When invited to a wedding, it's a given I'll take the Morgan. High School Reunions, Birthdays, Christenings, you name it, I show up in British Racing Green. If it's an event that makes me smile, I'm taking the Morgan."

Well, I have another very special occasion coming but this time I wish I had a red Morgan. I'm slowly inching in on my 100th Blood Donation. I wonder if the good promotion-minded folk at Canadian Blood Services could wheel the tall stainless-steel stand that houses the blood donation tubes, bags and medical gadgets, out to the parking lot on Oak Street and I then could give blood directly from the comfort of my Morg. I'll ask them. Pictures to follow.

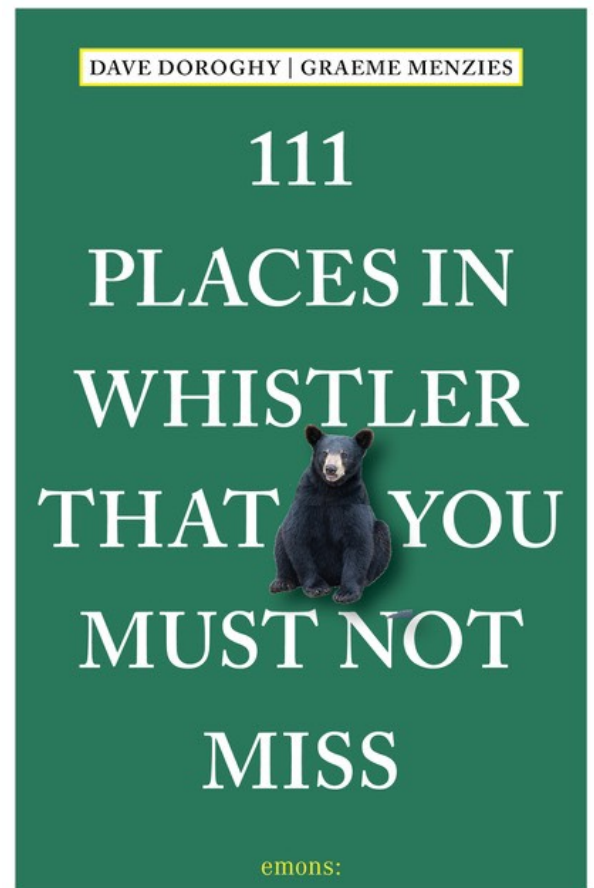


111 PLACES IN WHISTLER THAT YOU MUST NOT MISS

My third book is out. It's the second one that I wrote with my writing partner Graeme Menzies; and it's a follow up to 111 Places in Vancouver That You Must Not Miss. It's of course a version about the amazing Resort Municipality of Whistler. The main reason I want to bring this to your attention is that Chapter 19 in the new book is all about the All-British Whistler Run. While I am on the self-promotion bandwagon, we also do a weekly podcast whereby we tell the stories behind the stories in each book. The weekly podcast is called VANCOUVER AND WHISTLER PLACES. Last week we featured Chapter 19 and I think you may enjoy giving this fifteen-minute clip a listen. My writing partner Graeme has a 1970 MGB has a true love of British cars, as do I. Here is the link to the podcast - <https://vancouverplaces.podbean.com/e/sea-to-sky-love-letter/>

In closing get your jab, give blood, register for the ABFM the day it is announced that it is back, and drive your Morgan up to Whistler. That's it for now.

Editor's Note: All three of Dave's books are available at www.amazon.ca



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 look at three examples of Morgan coupes, the SP1, Aeromax, and an Aero 8 GT racer.

(Morgan Motor Company Timeline photos)





2002 Morgan Aero 8 GT by MMC Timeline photos

Old Speckled Hen

By Steve Blake

Since I previously owned nine MGs, including a 1930 MG M-type, an MGB and a variety of MG Midgets including an MG TC and an MG TD, I have an MG connoisseur's intimate relationship with Morland's ale affectionately named "The Old Speckled Hen." For us, we can note the closeness of the name Morland to Morgan. Our last laugh on the MG people!

Here is what Morland's has to say.

The Hen's 50-year Heritage

By 1928, the company owned four breweries in the town: The Abbey Brewery in Thames Street; the Eagle Brewery and the Tower Steam Brewery in Ock Street; and the Stert Street Brewery. Over the following couple of decades United Breweries enjoyed substantial success and reverted to the Morland name in 1944. The success culminated in 1979 with the creation of our beloved "Old Speckled Hen", the No. 1 premium ale to date. Morland is now owned by Greene King Breweries.

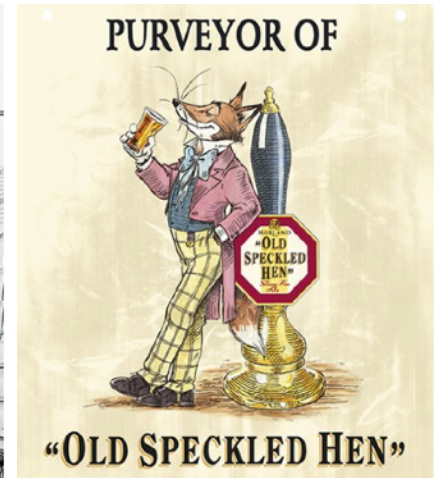
In 1979, the MG Car Company celebrated the 50th Anniversary of its move from Edmund Road, Cowley, Oxford to Abingdon. They asked Morland and Co. to brew a special commemorative beer for the occasion, for which they would suggest the name. The name chosen was "Old Speckled Hen", which took its name, not from a bird, but a car: a paint-spattered MG Featherlight Saloon. Back in the day, this was the MG factory run-around, fondly referred to as the "owld Speckl'd Un" due to its mottled appearance after several years parked under the paint shop.



As to the car itself, others have said that over the years, the sides of the run-around became speckled with various shades of paint used in the factory. I don't know that there is any truth to that story otherwise the whole car would have been speckled. More likely, with the industry experimenting with lightweight cars by using fabric bodies, the mottled fabric used on this car just to make it unique or stand out. It could well have been a sample where the supplier was showing what they could do with decorating the fabric. Maybe another sleuth will discover documentation to show what really happened.



The Morgan Link



Morland's Brewery claims the distinctive flavour of their ale come from the waters around Abingdon. They also claim that their ale is so popular that it now outsells Newcastle Brown Ale, a very popular English ale in the USA. Is this all marketing and more fiction? What I do know is that the car still exists and I photographed it at the Prescott Hill climb.

The MG "Old Speckled Hen" at Prescott (Steve Blake photos).



The Old Speckled Hen in the 1960s.



Pacific Morgan Owners Group

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 two articles from the NW Mogazine from July 1995.

Vol. 15 No.7

NW Magazine

July 1995

TOURS IN GENERAL AND ONE IN PARTICULAR, a southern view by Nancy Dice.....

Why do we go on tour with other Morgan owners? There might be any number of reasons. An obvious one is to do the driving; to have the car run smoothly and effortlessly on twisty, challenging roads.

A second reason is to see new country and meet new people. A third is to eat and drink to excess with congenial companions. A fourth is to put miles on the car so that we can beat the world record for most miles in the least number of years.

All of these goals were met on our latest adventure into the wilds of Vancouver Island. Our car ran like a dream, with only a slight grabbing of the brakes when applied; Dick has since fixed this minor problem by tightening a loose strut. (A few others weren't so lucky, with a flat tire for Bert McCabe and a non-starter for Ron Theroux. But hey! not so tough.) The roads, especially from Port Alberni to Tofino, are plenty twisty & up & down all at the same time. The long line of cars looked like a caterpillar. And some of the roads were new to us.

The new people: new to us, not new as people of course! -- it was great to meet Bill and Faye Sterne and see G.B.'s wonderful B/W in action. And Mavis and Jim Bayer in their Island Green, not to mention Drew Irwin and friend Laurie White in ditto (we had met the car last year on the Banff tour with Drew's dad driving). And Lars with his newly painted car -- green, naturally, but with

black wings. And we got to visit Lydia Sterne. And we traveled with neat people like Bert 'n' Ruth, Woody 'n' Carmel, Ron 'n' Yvonne, Leo 'n' Trisha Lee, Pat 'n' Roland, Mike 'n' Rosemarie, Jonathan 'n' Dale, Ric 'n' Glenda, Gil 'n' Barb, Bill 'n' Geri, Ted C-G, and who did I leave out? The nice people we met and talked to at the car show in Victoria (19 cars on the field!!! We should do so well at other locations!) The eating and drinking I will leave to your imaginations, only to say that as usual the next meal was always of interest, and the home-made wines and beer at Woody's Place were outstanding. I will leave the discussion of The Bar-be-que'd Lamb to another better qualified than I to discuss construction details. However, IF you should ever get a chance to visit the Thomsons and stay in the 100-year old cottage, and hear Woody and Carmel tell stories about their place, DO NOT DECLINE!! It's fabulous.

And we put a bunch more miles on the car, and discovered that at least in the summer you can get from Nanaimo to Tsawwassen by ferry and avoid the whole blasted traffic of Vancouver! Great!

Many thanks again to the Gilberts and the Thomsons who planned and executed, and to Mavis who helped with lunches, and to every one of the members of the Van Isle Morgan Cell. (My great tee-shirt is a product of the fine mind of Carmel, and it's mine, and you can't have it!)

REDMOND, WA TO TOFINO, BC, an Island Morgan Cell production narrated by Gil Stegen.....

Friday June 16, the prognostication was for sea state 5, Beaufort 7, and lightning storms on Saturday. Not to be outdone by the stalwart roadsters, I put the top up, taped the jacking portals shut, and rigged my bonnet harness as a grounding strap. After doning our Scottish oil skins, Barbara and I departed Redmond at 7:30am under ominous skies. The rain held back until Everett, where we were deluged by 1000 millimicrons of pure Washington State cloud water. As we approached the Peace Arch, the glorious Canadian sun pushed back the clouds to provide a stirring welcome, and a wonderful start to our version of the tour. Having crossed the border at 10am, we stopped at the kiosk for Loonies and tourist stuff. Therein, I was appraised that our planned 12:15 ferry doesn't run on Saturday. Advancing the throttle to full-on, we dashed up 99A and down 17 hoping to make the 11am ferry from Tsawwassen to Swartz Bay. We arrived at 10:30am, only to be told that we had an undersized vehicle (I wasn't sure if we were allowed on the BC ferry system). Fortunately, the Beefeater

magnanimously allowed us to proceed, after having of course paid full size fare. Being at the back of the line, we had no idea what lay ahead. However, our resolve was strengthened when we saw a unknown red 4/4 (later identified as belonging to Leo & Trisha Lee). After a few minutes of rain we were loaded on the top deck of the super ferry, and told to park with all of the other undersized vehicles. Eureka, we had found the mainland group. A short hour of good companionship put us on the ISLAND, and the true beginning of our adventure.

Having driven all of 12 miles, the Pot lead us to a two hour refueling stop. We were mostly well behaved. We then proceeded as a gaggle to the Thomson's Hunting Reserve on Lake Maltby. What a grand place to have a party. Woody and Carmel greeted us as lost sheep. The cars wrapped around the BARN in a flowing display of ash and steel. Anticipating our need for warming elixir, the Thomsons and the Gilberts had provided home brew and homemade red and white wines.

(continued next page)



REDMOND TO TOFINO, continued from Gil.....

I'm sorry that I don't remember the varietal, but the red was in an oak barrel (honorary ash please). With glasses in hand, the Morgan engineers proceeded to be amazed by Woody's lamb rotisserie. The lamb had been skewered with a stainless steel rod that had once been the drive shaft for PT109. The spit was a swing like mechanism amply patinated with Morgan oxide. The lamb was held at various clock positions by a counter weight positioned on a wheel attached to the spit. For those of you without virtual vision, think of it like having a ten pound wheel weight on your right front!! While the lamb sizzled, and the Pot reigned, three lads stalwart, braved the awesome waves of Lake Maltby. Roland Gilbert, Gilbert Roland, (Ed. note: Gil, you're losing it!) and Jonathan had a grand time. Dinner was truly superb. Carmel filled the table with salads and condiments to accompany the lamb, after which Pat forced all of us to have multiple desserts. I almost forgot to mention the other neat stuff. Remember the Island Morgan Cell logo in the previous Mogazine??? Carmel had turned these into swell firewall magnets for our Morgans. In addition, the lucky ones also scored Mogcell T-shirts. Good on you Carmel. Barb and I soon departed for our motel with in-room plumbing and a color TV, while most of the rest had authentic Canadian.

Sunday morning broke with bright sunny skies. We motored one stop light down the road to the Gilbert's, where we joined Bill and Fay Sterne, and Yvonne and Ron Theroux for breakfast. After washing the cars, we proceeded to the Father's Day Picnic and All British Car Meet. It was a beautifully casual event, and with 19 cars, Morgans were the Marque of the Day. People not previously mentioned include Nancy and Dick Dice, Geri and Bill Button, Bert McCabe and Ruth Wynn, Drew Irwin and Lady Lori, Ted Carew-Gibson, Ric MacDonald and Glenda Bowley, Rosemarie Powley, Jonathan and Dale Russell, Jim and Mavis Bayer, Stu Rulka and daughter, Rocky Rochfort, Lars Junker, and John Johnson. Lunch was another gourmet event arranged by the Gilberts and the Thomsons. The only award at this Field Meet is the prize for the Car you would most want to drive home. After lengthy negotiations with the organizer (Jim Walters' Daimler is really a Morgan on steroids) and with the condolences of the Jaguar team, it was agreed that the award would go to a Morgan, naturally. The selection committee agreed that all of the Mogs were great. To settle the tie and get on with the voting, it was decided that the LOUDEST Morgan would be the selectee.

Departing the Picnic, we motored Northward with a brief stop for petrol. Pressing on, while trying to match Roland's driving skill, we soon arrived at

the Horseshoe Bay Inn in Chemainus, "The Little Town that Did". Herein began the musical shuffle, with everyone maneuvering for in-room plumbing as compared to in-door plumbing. Meanwhile, Mike P. and Geri Button were discussing who should get the big bed and who would get the little bed. Having settled sleeping arrangements, most people took a short tour of the town. Vespers were performed outside on the patio while dinner cooked on the Barby. Dinner was baked stuffed salmon and lots of other stuff. The highlight of the evening was presentation of the Picnic award by Jim Walters to the loudest Morgan of all - Bert McCabe.

Monday morning was breakfast in Chemainus, and lots of shopping. I really would recommend a trip there; they've really done a marvelous job of re-engineering themselves as a tourist haven. Stay at the Horseshoe Bay Inn, they were super people. Well its 10am, and we're off again, this time to Lantzville for a pleasant but uneventful lunch. Of course after lunch Bert discovered that his right front tire was dead flat. Bill Sterne rescued the day with his spiffy little electric tire pump that plugged into his cigar lighter. A cigar lighter in a Morgan? It must be a Plus 8 thing. While Bert was having his tire repaired, we pressed on to Qualicum Beach for a surprise stop at Lydia Sterne's residence. It was a grand visit enjoyed by Lydia, her friends, and all the Moganeeers. Back on the road we headed for Port Alberni where we topped off, and checked the cars in preparation for the great "over the top" run to Tofino. By this time we had lost several cars and were down to the hardcore tour folks, including the Gilberts, Woody Thomson, the Dices, the Buttons, the Stegens, Bert and Ruth, the Sternes, Drew and Lon, the Pot, and the Theroux. Seeing only black clouds, some of us opted for hood up. The rest took a chance, and were rewarded with light rain and spectacular views. The only mishap was my wipers suddenly stopped during the heaviest mist. Powley lead me down the mountain until the rain stopped. We all arrived at the Weigh West Marine Seaside Resort (that name must have been a marketeers invention) at 5pm, whereupon my wipers just as suddenly started working again. We were treated to a repeat of the Mike and Geri shuffle, Geri winning yet again. The motel provided covered parking in the wooden boat shed, very symbolic. Dinner was another great meal, this time crab, shrimp and oysters. The volume of verbal abuse did get a bit out of hand, and Ron Theroux had to promise the management that Roland, Bert, Mike, and Gil will not be allowed to sit at the same table ever again. (I promise not at that table in that restaurant). We watched a late golden sunset, and closed a truly great tour. Thank you to Woody, Carmel, Pat, and Roland.



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!

Thursday, October 21 - Meet at Tim Horton's in Cloverdale (17888 56 Avenue, next to Lordco on #10 Highway) at 10:00 for 10:30 start. Drive through Surrey and Langley, similar to last year. Let Chris Brunt-Tompsett know if you plan to attend. cabt@shaw.ca
Lunch plans are under discussion, more information later.

LONDON-BRIGHTON COMMÉMORATIVE RUN



Save the Date!

Sunday, November 7, 2021

The Old English Car Club's

2021 London Brighton
Commemorative Run



Kruise For Kids

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

1958 Morgan Plus 4 Sold Last Month

By Steve Blake

Sold on BaT on August 5, 2021

For US\$24,000

www.bringatrailer.com

This 1958 Morgan Plus 4 is finished in silver and red over black vinyl and is powered by a 1,991cc inline-four paired with a four-speed manual gearbox. Equipment includes twin Weber carburetors, tubular headers, 15" wire wheels, chrome bumpers, a rear luggage rack, and black vinyl top, side curtains, and tonneau cover. The seller acquired the car in 2013, and subsequent service reportedly included a 12-volt electrical system conversion, an exterior repaint, and installation of a high-torque starter. This Plus 4 is now offered in Colorado with a clean New Hampshire title in the seller's name.



BaT Essentials

Lot #52546

Seller: **ChaosmasterEOD**

Location: **Colorado Springs, Colorado 80922**

Chassis: 3955

54k Miles Shown, TMU

1,991cc Inline-Four

Four-Speed Manual Gearbox

Repaint in Silver and Red

Black Vinyl Upholstery

Twin Weber Carburetors

12-Volt Conversion

15" Wire Wheels

Black Vinyl Top and Side Curtains

Tonneau Cover

Leather Hood Strap

Chrome Bumpers

Rear Luggage Rack

Private Party Or Dealer: Private Party

Model Page: **Morgan Plus 4**

Category: **British, Convertibles**

Thanks to BaT for photos and text.

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 1998 RHD Morgan Plus 4, 4-seater was bid to US\$32,500 on BaT but not sold on September 1, 2021.



This 1959 Morgan Plus 4, 4-seater sold on BaT for US\$24,000 on September 8, 2021.



This 1967 Morgan 4/4 sold on BaT for US\$37,750 on September 14, 2021.



This 1966 Morgan Plus 4 Competition Model "x-works" was bid to US\$44,368 at Bonham's Beaulieu auction on September 5, 2021 but did not meet the reserve.

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!



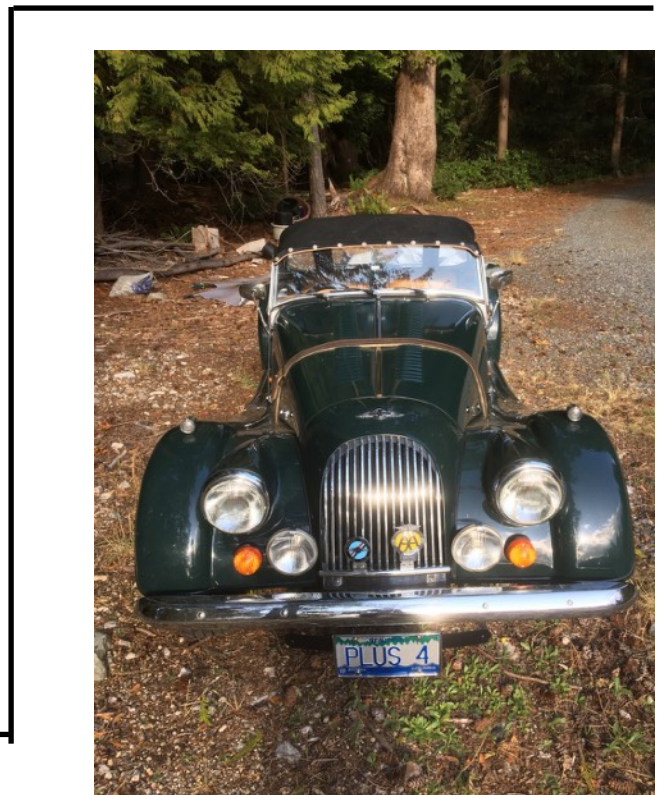
This 1965 Morgan 4/4 was bid to US\$23,000 at RM Sotheby's Auburn auction on September 2, 2021 but did not meet the reserve.



This 1977 Morgan Plus 8 Lightweight owned by John McLaren (brother of Bruce) sold for US\$36,049 at Bonham's Beaulieu auction on September 5, 2021.



This 2018 Morgan Roadster V6, which was the Geneva Motor Show display car and a MMC press car, sold for 50,000 GBP or US\$68,675 on the "Market by Bonhams" online auction on September 16, 2021.



Morgan For Sale



1994 Morgan Plus 4 - \$40,000. This Morgan Plus 4 is a single owner vehicle. RHD full UK Spec. 18,415 miles. Rare lightweight model with aluminum body over ash frame. Finished in Bentley racing green with tan leather interior. Many extras including walnut dash, luggage rack and spotlights. Has a tonneau cover as well as the roof shown. Fitted with scuttle roll bar for increased strength. Vehicle comes with all original paperwork including the full build specification. Vehicle is in Greater Vancouver. Contact Chris cgwray@gmail.com

PACMOG Regalia

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

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



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

\$25 CDN* (plus shipping)

Badge measures 3.5 by 4.25 inches overall

*Club members only, all others please inquire



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

\$2 CDN* (plus postage)

Patch measures 3 inches in diameter

*Club members only, all others please inquire



www.regbeercoachbuilder.ca

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

Martin Beer & Stephen Beer

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



Steve Sillett

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

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

604-530-1433 www.panelcraft.ca



AUTOBAUER
AUTO METAL RESTORATION

Terry Firestein

604 910 0857

www.autobauer.ca
autobauercanada@gmail.com

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



NUMBER: **7 OF 8**
**MORGAN
AERO GT**

The Morgan Aero GT marked the end of the 18 year production run of the Aero range. Launched at the 2018 Geneva International Motor Show, numbers were limited to just eight – all fitted with manual gearboxes. As the last production Morgan to be powered by a naturally aspirated V8 engine, it has a special place in the marque's history.

Features of the GT include wing-top louvres, front canards, an aerodynamic rear diffuser, hardtop roof vent, and side-exit exhausts, as well as GT badging and matte grey bonnet stripe.

This car is also fitted with 19" matte black Aero alloy wheels and carbon Tillett seats with diamond quilted stitching. The black painted dashboard, centre tunnel top and door cappings complete the 'stealth' aesthetic.

THE LAST PRODUCTION MORGAN
*Powered By A Naturally
Aspirated V8*



This one-owner car – number seven of eight – has covered 3,975 miles from new and has been immaculately maintained by Morgan. It's now available to view at Morgan's factory dealership, Morgan Works Malvern.



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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. _____