



# *The Morgan Link*

Vol 7 No 12

The Magazine of the Pacific Morgan Owners Group

Dec 2022



## From the Editor's Desk...

This issue brings us to the end of my fifth year as editor of the Morgan Link. It has been quite the journey building our newsletter into a magazine. The content has been varied, based on Morgan, but with some different automotive pieces thrown in for variety. It became a full time job so we knew things had to change.

Starting in January, a new format will begin. We will have four Morgan Links a year and eight Link Lights. These will be scaled back Mini-Morgan Links with less content. Your comments on the new version will be appreciated as we try to bring you your favourite parts and move other things to the four full Morgan Links. Let me know if you want more or less of some of the content. After all, it is for you!

We are still going to need content. Please continue to send your ideas, photos, articles, and stories so we can keep our magazine relevant. Members enjoy seeing photos of your cars and I am sure they are getting tired of seeing more views of mine! I especially enjoy seeing photos of you on the road with your Morgan in interesting locations.

If you have a project going with your car, please share the story with us. There is always going to be other members thinking of doing similar things and your guidance showing shortcuts, pitfalls, etc. are invaluable.

The other place where you can share information is on our website. Marv Coulthard and Pat Leask are in the process of rebuilding our website and they can always use relevant material. If you have an idea, talk to them.

Finally, if you want to get involved in the Morgan Link, let me know. Maybe someday I will finally be able to retire!

Happy reading and safe driving!

*Respectfully,  
Steve Blake*



### The Morgan Link

December 2022

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

**Advertising:** Limited non-commercial advertising is free to members. Commercial advertising is available at a cost of \$25 for a business card size for one year. Business card size is approximately 1/8<sup>th</sup> of a page. Larger ads are accepted at - Full page - \$200, half page \$100, and 1/4 page is \$50 per year for the number of issues be publish (8-12).

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



## Report from the Executive- December 2022

*By Steve Blake, Chair*

This month you will get the first notice of our AGM that is happening on Wednesday, February 8, 2023. This will include a call for nominations and by-law changes. The second notice will come in January which will include the full slate of people willing to stand for an executive position.

Please give consideration to how you can contribute to your club and give your full support to those who are standing to run for executive positions.

We do not have any new business to discuss at the AGM at this point so expect the meeting to last about 15 minutes. Please take some time to join us so we can have a quorum and not have to hound you for a second chance. We will have virtual cookies to entice you to attend!

As we move into the New Year, we will be looking for events to fill our calendar. I look forward to breakfast meetings, lunch meetings, drives, and any other idea that you can think up. I believe that variety creates a spark of interest and it would be nice to see our Morgans out together.

Let the directors know if you would like to organize one of these events or if there is something in particular you would like to do that one of us can organize.

Congratulations to Susan Blake for having her photo selected for the UK Morgan Sports Car Club's 2022 Calendar. See the photo on Page 56. We have used a different version of it for our cover shot this month.

The Executive committee would like to wish everyone happy holidays and a Merry Christmas! May the 2023 year bring you happiness, health and joy and may you have many memorable miles on the road with your Morgan!

Stay safe!

### New Members

No new members this month.

Remember to pay your dues by December 31st!

## PACMOG Directors

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Vice Chair, Webmaster

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Liaison

Jane Cowan

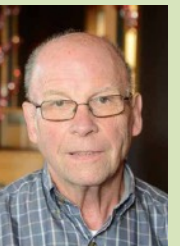
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Membership, Regalia

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Non-voting member attending  
Board Meetings as Secretary

Susan Blake  
[susanblake@telus.net](mailto:susanblake@telus.net)



### Cover Photo Credit:

This month's cover photo was taken by Susan Blake of Steve in their 1991 Morgan Plus 8 in the snow.

### Contributors

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

Susan Blake, Dave Doroghy, Andrew Smith, Lorne Goldman, Alistair Crooks, Valentin Tanase, Jacques Gallien, Gary Bell, Laurel Gurnsey, Roger Mulloy, Chris Bright, Jane Cowan, Dennis Glavis, James Gilbert (MMC), Marv Coulthard, David Stephen, Mark Dixon, Colin Gurnsey, Vern Dale-Johnson, Ted Thorne, Daniel Berman, Pat Miles, Frank Kaufman, Kit Raetsen

### PACMOG is affiliated with:

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

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through Arthur J. Gallagher Canada Limited  
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### PACMOG Constitution:

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





Merry Christmas for Morgan Motor Company



Dennis and Pamela Glavis  
and the entire  
MorganWest Gang

## On the Road!

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



### 1980 Morgan Plus 8 Turbo

Thanks to Marv Coulthard for sending in these photos. They were taken by his step-daughter, Angie, at the Vancouver Sheraton Wall Centre.

The Morgan is displayed in the lobby. It is a butter cream with brown fenders.

We thought this was Garry Wagenaar's car (from Ladysmith) but it turns out that it is a different Morgan. Any ideas of who it belongs to?

Rumoured a property developer?







Above - George Stephen enjoying Grandpa David's 1962 Morgan Plus 4. (David Stephen photo)  
 Below - Morgan for sale at Beaulieu. Thanks to Octane Magazine (Believed to be a Mark Dixon photo)





# The Island Christmas Party

By Jane Cowan

December 11th was the evening of yet another special Christmas Party hosted by the marvellous Reddingtons. As usual, the house was decorated to the hilt and the food wonderful and plentiful. Many thanks to Treacy and Lloyd. As there were a few less than at past gatherings - due, in part, to recent personal losses of members - everyone had a chance to mingle and share stories of the past year's experiences. The Horsleys came up from Washington State, the Muehlings came from Crescent Beach and Marv and Tara came over from Salt Spring Island. Islanders attending were Harry and Mandy Broersma, Ron and Norma Akehurst (who even came in their 1963 Morgan Plus 4), Kit Raetson and Jo Cockshut, Anna and Sam Rochfort, Garnet Irwin, Jane Cowan, David and Pauline Stephen, and Pat and Norma Leask. All in all, it was a great evening!



(Kit Raetsen photos)



Out of Range!  
Petersen Museum Santa Paula Coffee and Cars  
*Photo essay by Dennis Glavis*





# Rainy Day on Buffalo Street! *Photos submitted by Dennis Glavis*

Think of how many of our drives were in the rain last year! It is nice to see that even in Gilbert, Arizona, they are not immune to rainy days for Morgan events.





## AGM, Dues, Meetings, Snapshot Contest

### Dues!



Don't forget to send in your 2023 dues by December 31, 2022 to  
Pat Miles, the PacMOG treasurer at  
15410 Kildare Drive, Surrey, BC V3S 6B9 or by e-transfer to  
[pat\\_miles@hotmail.com](mailto:pat_miles@hotmail.com)



## Annual General Meeting



Mark your Calendars!  
Our AGM is being held by Zoom Meeting on  
Wednesday, February 8, 2023 at 7:00 PM  
You will get a Zoom invitation prior to the meeting.  
Watch your emails for notification of the Meeting and Director Reports.



## Antique, Collector, Classic and Custom Automobile Insurance

Our policy is specifically designed to fill insurance needs of  
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# MORGAN EXPERIENCE

## MORGAN DRIVING TOUR

BOOK NOW FOR 2023

BOOK DRIVING TOUR



Morgan Driving Tours offer the ultimate Morgan experience, giving you the chance to enjoy some of Britain's best roads and most spectacular scenery all from behind the wheel of the latest Morgan Plus Four or Super 3.

Our current tour takes in Malvern, Wales and the Cotswolds and follows a stunning route from Malvern to Snowdonia and back to the Cotswolds. The Morgan Driving Tour package includes four nights in luxury boutique hotel accommodation along the route as well as pre-booked dinner reservations at each destination.

Of course, you will have use of the latest Morgan Plus Four or Super 3 for the duration of the Driving Tour and to add to your Morgan experience, the journey begins with a welcome coffee at the all-new Morgan Experience Centre, followed by a private guided factory tour.

To enquire about your own Morgan Driving Tour, click the link below or reply to this email.

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



Go to Morgan Motor Company website on the preceding page for more details.

Morgan Driving Tours give you the chance to experience some of Britain's best roads and most spectacular scenery from behind the wheel of either the iconic Morgan Plus Four or the all-new Morgan Super 3.

Our current tour, which includes Malvern, Wales and the Cotswolds, has been meticulously planned to take you through the most incredible regions England and Wales have to offer, on roads perfectly suited to the Morgan driving experience.

You will start your experience with a VIP tour of the Morgan factory, where you will also collect your vehicle from the Morgan Experience Centre. You'll stay at some of the finest boutique hotels, and eat at outstanding restaurants and pubs along the way.

Whether you're coming from abroad or within the UK, all you need to do is arrive – we take care of everything else. At your first night's hotel, you'll receive a detailed 'roadbook' with all the information you need, and routes for every leg of the tour which can be followed turn-by-turn on your mobile device.

On the afternoon of departure we'll be there to talk you through everything you need to know – such as the operation of the vehicle features – and answer all of your questions. Your Morgan Plus Four or Super 3 will be waiting for you, fully prepared, fuelled and ready to take to the road.

## MALVERN, WALES & COTSWOLDS TOUR

The final section – change to text to –

Our Wales and Cotswolds tour takes you on an incredible scenic route that combines the finest and most deserted mountain drives in the UK – including the Snowdonia National Park in North Wales and visiting some of the chocolate-box villages of the Cotswolds. You will visit the Morgan factory in Malvern, where you'll be taken on a VIP tour.

### Package includes

- Use of the all-new Morgan Plus Four or Morgan Super 3 for the duration of the tour
- Four nights' handpicked luxury boutique hotel accommodation, including breakfast
- Three course dinner with one alcoholic drink included on night of arrival, other nights' tables pre-booked
- Meet and greet, tour walkthrough and car handover, plus on-call support
- Roadbook and programmed navigation routes for your own mobile device
- Private guided factory tour and coffee at the Morgan factory

£3,750 per couple

\*Based on Monday – Thursday booking. Weekend dates may be subject to additional charges

ENQUIRE

### – Day 1 – Arrival to the Malvern Hills and visit to Morgan factory

Head by car directly to Malvern and the foot of its eponymous hills, where you'll find the Morgan factory, arriving at 2pm. Once at the all-new Morgan Experience Centre, you will be met and welcomed with coffee, and your roadbook – which details all the information you'll need for the trip – will be shared with you.

Next, it's time to enjoy your private guided tour of the factory, where you will experience a first-hand introduction to the making of the Morgan cars – the tour itself takes around an hour, depending on the number of questions you might have....

After the tour is over, enjoy a coffee at the Morgan Experience Centre, before being shown around your Morgan. Head back to your nearby hotel for the evening.

### + Day 2 – Through Shropshire and into Snowdonia

### + Day 3 – Shrewsbury and beyond

### + Day 4 – The Cotswolds

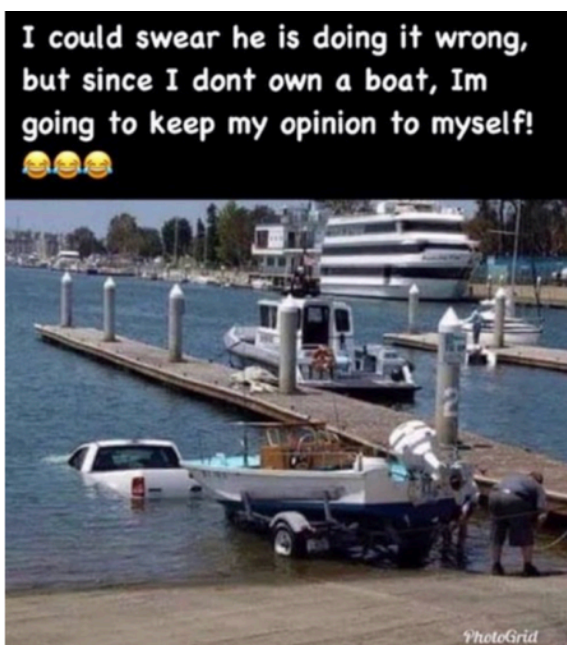
### + Day 5 – Departures and onward plans





Dave is still on a working holiday in Austria.

Thanks to Roger Mulloy for submitting this humour in Dave's place.





## Great Escapes and Harrowing Adventures - Part 2

By Laurel Gurnsey

(Article originally written for the Classic Car Club magazine 'The Bumper Guardian')

The selection below is from 'One Crowded Hour', written by Sir Arthur Conan Doyle in 1918. It is Chapter Two of 'Danger! and Other Stories', available at [www.goodreads.com](http://www.goodreads.com). Danger awaits in the dark on a lonely road.

"The place was the Eastbourne-Tunbridge road, not very far from Cross in Hand — a lonely stretch...The time was half-past eleven upon a Sunday night in the late summer. A motor was passing slowly down the road. It was a long, lean Rolls-Royce, running smoothly with a gentle purring of the engine. Through the two vivid circles cast by the electric head-lights the waving grass fringes...streamed swiftly like some golden cinematograph, leaving a blacker darkness behind and around them...The solitary man who drove...pulled a mask of dark cloth...across his face...he uncovered an acetylene hand-lantern...and laid it beside a Mauser pistol upon the seat."

My previous article involved danger and harrowing escapes with grown-up adventurers. This second part was sparked by a vintage car photo sent recently by a friend who found it on one of those Internet trolls meant to be funny. Far from funny, this now horrifies any of our generation who realize how harrowing an adventure that those old car trips really were. Do you remember sleeping in the back of the car like this?



I remember long car trips when I was small. My father got two week's holiday every year and we would pack up camping gear and car games and homework for my brother and myself (we got those holidays in September and had to miss school.)

We had a Rambler sedan and then later a Rambler station wagon where the luxurious spot in the back would be laid out at night with sleeping bags and pillows for John and I to curl up and sleep while my mom and dad drove all night to get to Disneyland or the Alamo in Texas or any other interesting destination we decided on. Long miles, lots of star watching out of the back windows of the car as the miles sped by. No seatbelts. Laying there comfy but completely unprotected if there had been an accident.

So...what protection did our Classic Cars have for children or even adults in the Classic Era? Colin put a handgrip for me in the passenger side of our 1936 LG45 Lagonda DHC. That helps when we make sharp turns. A friend in our car circle fell out the passenger door of their Bugatti as it turned a corner at speed. No broken bones but shock and dismay. A child may not have fared as well. A note about those great car trips... sprawled out in the back seat watching the countryside pass by, we read books, played great games like 'count the cows in the field' or 'how many different license plates can we identify...' Friends Karen and Barrie Hutchinson gave us a wonderful heritage car game called 'The Great Automobile Card Game...'Touring'...a race of 110 miles. The goal is to complete a series of tasks that build up points called 'Miles'. The 'delay' cards include 'puncture, out of gasoline, collision', etc.

Great fun!



Dad and John in Virginia City



Touring Game by Parker Brothers (1926)





## He'll be in kindergarten

### WHEN HER RAMBLER NEEDS ITS FIRST CHASSIS LUBRICATION

He's two. The Rambler's brand-new. He'll be five, most likely, and riding to kindergarten, when the Rambler Classic needs its first lube job\*. Meanwhile, it will travel twice as far between engine oil changes as any previous model.

In high school, if he drives this Rambler, it will still have the same Ceramic-Armored muffler and tailpipe. (Should

either rust out, collision damage excepted, free replacement for the original owner will be made by a Rambler dealer. That's guaranteed.)

Sound like the car of a lifetime? It is. The starter and generator are lubricated for life. Rambler Single-Unit construction, with its hundreds of extra welds, stays remarkably free from squeaks and rattles.

And Deep-Dip rustproofing, right up to the roof, makes Rambler the world's most rustproofed car.

Someday there may be a completely service-free car that lasts forever. Today Rambler comes closest. Come get the full story from your Rambler dealer.

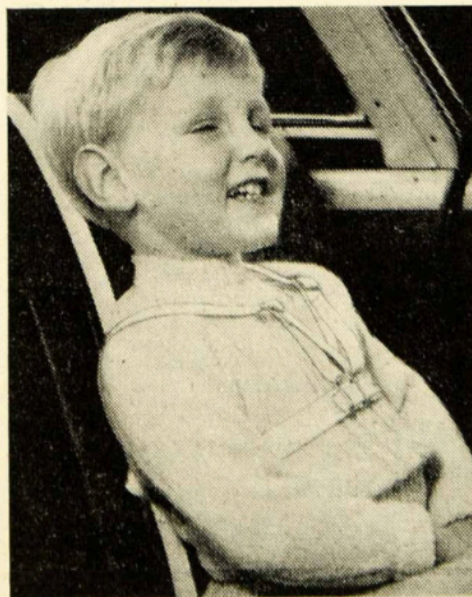
\*Chassis lubrication lasts 3 years or 33,000 miles which ever comes first.

# RAMBLER

American Motors Means More For Americans

## CAR HARNESS for CHILDREN - FIT A

# Clippa-Safe AUTO



and  
take the  
**WORRY  
OUT OF  
DRIVING!**

It permits the child to sit, stand or sleep in complete safety yet eliminates sudden stop falls and keeps him away from doors, dashboards and windshields.

Simple to install.

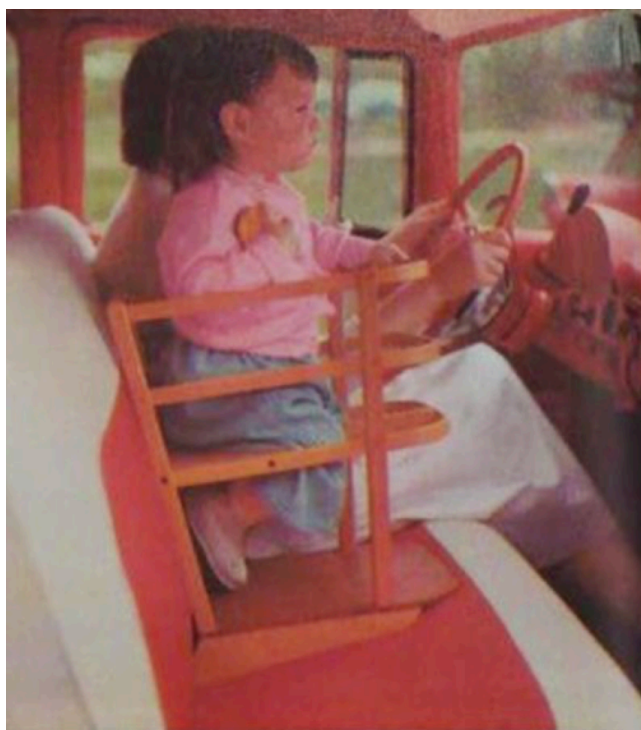
Colour:  
Silver Grey.

MADE FROM 100% TERYLENE  
FITS FRONT OR REAR SEATS

RETAIL **34'6** COMPLETE

Obtainable from Halfords, Garages and most good stores.

Illustrated leaflet with all details from: **W. H. CHEETHAM & SONS LIMITED**  
LANTHWAITE ROAD, CLIFTON, NOTTINGHAM



## Keep Baby SAFE with a "Lull-A-Baby" Car Hammock



\* Baby constantly visible; rear view vision not impaired.

**SAFEST, MOST COMFORTABLE CAR BED  
EVER MADE**

**FITS ANY HARDTOP CAR  
ONE-MINUTE INSTALLATION**

RETAILS FOR ONLY

**\$6<sup>95</sup>**

YOU CAN PURCHASE A "LULL-A-BABY" CAR HAMMOCK FROM YOUR LOCAL DEALER OR PURCHASE IT AT 518 Lighthouse Avenue, Monterey, California.

on the Monterey Peninsula.



# VW SAFETY FOR A TODDLER

W. U. McCOY

► As every parent knows, a toddler is too squirmy to be held on the lap for long or to wear a conventional safety belt while riding in a car. And the hazards for an unattended toddler-passenger are too long to list, especially if mother is driving alone with the youngster.

In a Volkswagen this problem can be solved for about \$2, in a way satisfactory to both parents and toddler. Solution is use of a harness set; the leash of a standard harness fits exactly when strapped around the upper section of a Volks back seat.

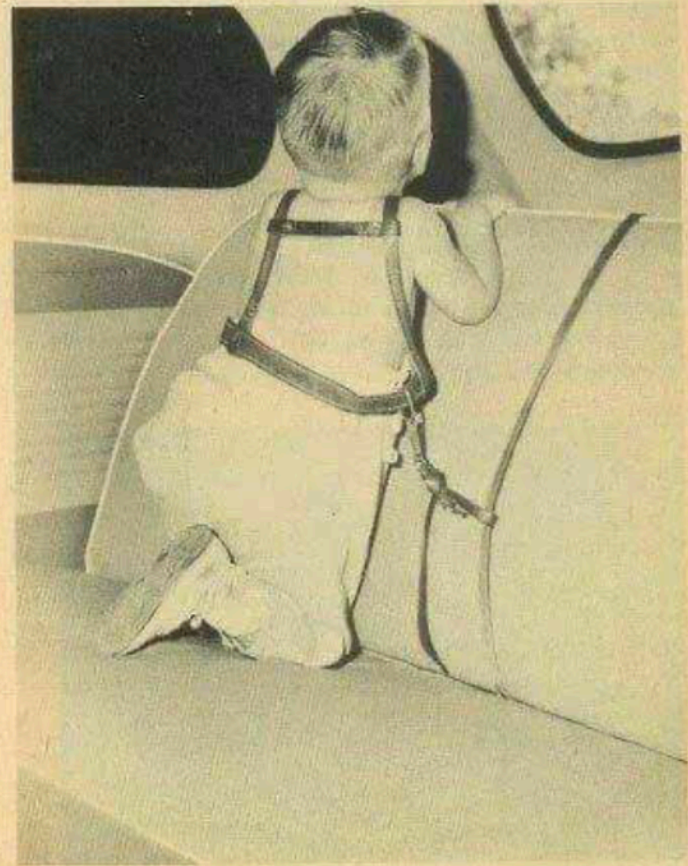
Leash is secured in the center around the backrest, then the harness strap attached. This allows the toddler to sit, stand or lie down, or move a short distance to either side, with the harness strap sliding up and down the leash with his movements.



When VW engine-drone makes him sleepy, strap slides easily down leash.



Harness-leash around seat-back lets bouncy tot stand up...



Or he has enough freedom to move around so he doesn't get bored.



## Seat Belts in Vintage Cars

By Colin Gurnsey (originally written for the Bumper Guardian)

The standard structure of automobiles began to change significantly during the 1960's. Manufacturers introduced 'uni-bodied' automobiles and began crash testing and introduced designs that provided for selective structural failure to absorb the shock of impact. All of these measures were designed to improve passenger safety. Seat belts were but one of the many safety measures required of automobile manufacturers.

A search of available literature suggests standardized seat belts became available in automobiles beginning about 1964. Automobiles manufactured prior to that date are exempt from seat belts in most jurisdictions. The wording of later legislation pertaining to restraints for minor children though is a bit more ambiguous. Some of the legislation requires manufacturers to provide seatbelts, while other legislation, specifically focused on children, requires children to be properly secured in a vehicle.

Again, for most jurisdictions, there are two sets of law codes to refer to regarding seat belts or occupant restraint laws. The first code being the jurisdiction in which you live, ie. for Seattleites it would be the *Revised Code of Washington* followed by the *Code of Federal Regulations*. In British Columbia where I live, it would be respectively the Provincial Statute followed by the Federal laws. Generally, the first code sets out what you must do while the second code sets out what the manufacturers must do.

It's now universally understood that we are all required to wear a seat belt. But if a car doesn't have enough, or any, seatbelts the *Revised Code of Washington* states that it only applies to vehicles that meets the Safety Belt standards set in the *Code of Federal Regulations*. When it comes to children, the general rules require that all kids be properly secured in the car. For kids under age 8 or shorter than 4 feet 9 inches a car seat or booster seat must be used. All kids under age 13 must be in the back seat. However, these laws have some exceptions such as child restraint rules not applying where the car isn't required to have seat belts.

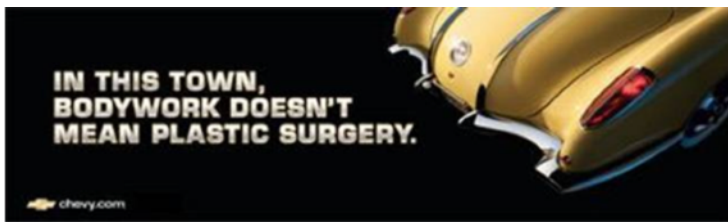
An excellent article in the 'Bellingham Herald' titled "Seat Belt, safety laws not enforced for classic cars" sets out requirements for seat belts and the exceptions under the *Code of Federal Regulations*. Even though there appears to be child restraint exceptions for vintage cars every owner of 'classics' must pay attention to the ambiguity of what he must do versus what the manufacturer must do. While adults appear exempt from using seatbelts in 'classic's I'm not so sure that the exemption equally applies to children.





Actual GM Billboards put up in Detroit, Michigan

*By Vern Dale-Johnson*





IT RAN ON GASOLINE,  
BUT IT WAS STILL ELECTRIC.



OTHER CITIES HAVE  
ART FAIRS.



ONE 50-YEAR-OLD  
THAT LOOKS GOOD  
WITH A SPARE TIRE.



REMEMBER THE WIND  
BLOWING THROUGH YOUR HAIR?  
REMEMBER HAIR?



All rise.



IT CAME IN 17 COLORS.  
ALL OF THEM RED, WHITE  
AND BLUE.



When cool was measured in cubic inches.



Remember when your cup holder sat next to you and wore a poodle skirt?





MORGAN THREE WHEELER



### THREE WHEELERS

#### **NEW 2023 Morgan SUPER3**

**THREE WHEELER** – Order yours today as US vehicles soon to begin production

#### **2021 Morgan THREE**

**WHEELER** – Metallica Matt Silver, Saddle Brown Leather // **110 EDITION**

#### **2017 Morgan THREE**

**WHEELER** – Jet Green, Tan Leather // **LOW MILES - LIKE NEW**

#### **2013 Morgan THREE WHEELER**

– Grabber Blue, Scarlet Red Leather // **SOLD NEW BY OURSELVES**

#### **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 2023 Morgan Plus Six** –

the new era of performance and refinement // **ORDER YOUR EXAMPLE**

#### **NEW 2023 Morgan Plus Four** –

automatic, eight speed paddle shifter or six speed manual transmission

**2019 Morgan Plus Four** – Polished aluminum with BRG wings // **850 MILES!**

**2019 Morgan Plus Four** – Sports Blue, Honey Leather, '65 Tribute chassis // **1800 MILES!**

**2005 Morgan V6 ROADSTER** – Blue/Grey Leather // **3,584 MILES!**

**2005 Morgan V6 ROADSTER** – Regency Purple/Grey Leather // **1,385 MILES!**

### ANNIVERSARY EDITIONS

**2003 Morgan Plus 8** – Royal Ivory, Mulberry Leather // **18K MILES!**



**2002 Morgan Plus 8** – Rolls Royce Garnet Metallic, Gray Leather // **35K MILES!**

**2002 Morgan Plus 8** – BRG, LeMans '62, Only one in North America // **#1/40!**

**2001 Morgan Plus 8** – BRG, Tan Leather // **6 LITRE LS2 CORVETTE POWERED!**

**1998 Morgan Plus 8** – BRG, Tan Leather // **12K MILES!**

#### **1967 Morgan Plus 4 SUPER SPORT**

– BRG, Dark Red leather/White hardtop // **STUNNING RESTORATION!**

**1967 Morgan Plus 4 LOW BODY** – Burgandy/Black wings, Black vinyl // **BEAUTIFUL DRIVING EXAMPLE!**

#### **1967 Morgan Plus 4 DROPHEAD COUPE**

– Ivory body/Irish Green wings, Ivory leather // **RECENT GROUND UP RESTORATION!**

**1963 Morgan Plus 4 ROADSTER** – BRG, Black leather, 2-seater, well maintained // **GROUND UP RESTORATION!**

**1960 Morgan Plus 4 DROPHEAD COUPE, GRAND LUX** – Ivory on Regency Red, matching Red leather interior, concours quality // **MORGAN RESTOROD!**

**1955 Morgan Plus 4 ROADSTER** – Red Center Body/Black Wings, Black Leather // **LEFT-HAND-DRIVE**

**1954 Morgan Plus 4** – Yellow, Black interior, interim-cowl example // **RIGHT-HAND-DRIVE**

#### **1929 Morgan/GN BLACKBURN**

**AERO** – Single seater, racing history // **ONE OF A KIND**



### OTHER MARQUES

#### **NEW 2022 Allard J2X**

**MkIII** – Coming soon!

**1965 Sunbeam TIGER MK1A** – Race Rally Prepped!

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

**1953 Jaguar XK 120** Fully restored by XK's Unlimited in 1995!



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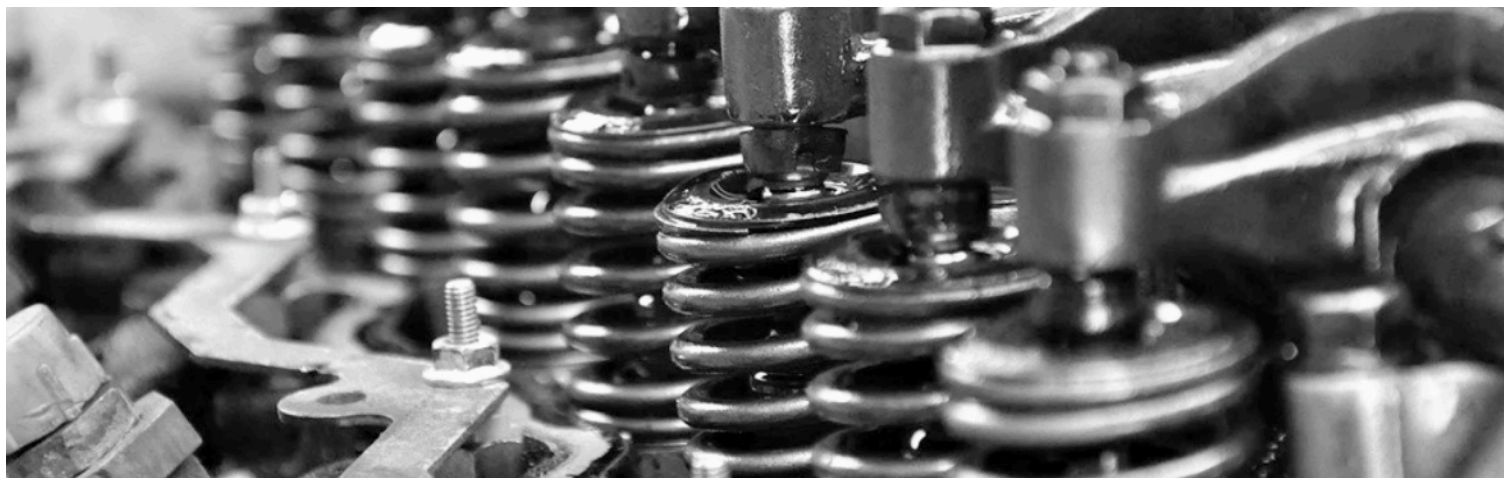


COLLECTOR PART  
EXCHANGE

# SHOP TALK

## The Insider's History of Valvetrains

*By Chris Bright (Courtesy of Collector Part Exchange)*



It's time go inside the internal combustion engine and take a closer look at the all-important valvetrain. This is the assembly that regulates the fuel-air mixture's flow into the combustion chamber (intake), seals it shut to build compression for the power stroke, and finally removes the gases afterward (exhaust). An engine, in its essence, is actually just a big air pump and this system controls how and when the air moves.

In a four-stroke, gasoline-powered engine, this is a delicate dance that is highly choreographed, and any misalignment is magnified. Valvetrains come in many different configurations ranging from the early side-valve engines (aka "flatheads") to highly complex pneumatic systems that became all the rage in 1980s F1 cars. By the end of this article, you'll know your pushrods from your desmodromic valves (where the Ducati *Desmosedici* gets its name), as we explore the innovations and innovators that got us to where we are today.

## The Key Components

Let's take a quick moment to orient ourselves to the main subcomponents that make up the valvetrain. They are as follows:

**Valves** — They have one and only one function: to seal. They need to create a tight closure of the aperture so that the gases stay inside to build pressure for the combustion and power strokes, as well as not allow gases to go in the wrong direction. There can be as few as two valves per cylinder and up to five. (Okay, some do have a secondary function, that being the creation of vortices in the chamber to evenly distribute the fuel-air mixture, but that's a topic for longer discussion.)

**Camshafts (Opening Mechanism)** — Almost 100 percent of the time this is a camshaft. A series of cam lobes converts rotating motion into up/down motion by mechanically pushing a rod or stem away from the centre of the rotating shaft. The lobe contacts a pushrod/rocker arm system via a tappet or the valve stem.



Camshafts can be positioned low in the engine (camshaft in block) or above the combustion chamber (overhead). The shape of the lobe dictates how far the valve opens and for how long. In some rare instances, valves can be opened pneumatically, hydraulically, or with a direct gear.

**Valve Spring (Closing Mechanism)** — Again, almost 100 percent of the time this is a valve spring. It is compressed when the valve opens. When that force is removed, the spring almost instantaneously closes it up for a tight seal. That valve spring has been a common point of failure, but better metallurgical research has made it much less so. In racing engines, alternative technologies are used since a mechanical spring cannot keep pace when running at 10,000 rpm!

**Valve Position** — While not a component, per se, another defining characteristic is where the valve is positioned in relation to the cylinder. The vast majority are on top, but earlier engines had the valves not in the cylinder itself, but in a side chamber where, in some designs, the actual combustion also took place.

## Overhead Cams Evolve

The early automobiles were focused mostly on function and less so on performance. Thus the first cars used a side valve configuration and are referred to as “flatheads” because the combustion chamber was not located above the piston, but rather off to the side.

The earliest versions had the intake and exhaust valves adjacent to each other on one side, called an “L head.” Then a crossflow head was introduced that had them on opposite sides (“T head”). The transformational Ford Models T and A used an inline 4-cylinder engine that had an L-head configuration.



1912 Peugeot L76 engine, the first to use DOHC.

Side-valve engines have just a few parts. Thus, they are simple and reliable. What they aren't is performant. The gases don't move efficiently, don't burn well, and have low compression. When these became considerations, a better way emerged that put the combustion chamber directly above the cylinder.

The first car known to use overhead valves was the 1902 Maudslay in England, with a similar design appearing in 1903 from Illinois-based Marr Auto Car. The first production car with a single-overhead camshaft was the Isotta-Fraschini Tipo KM in 1910.

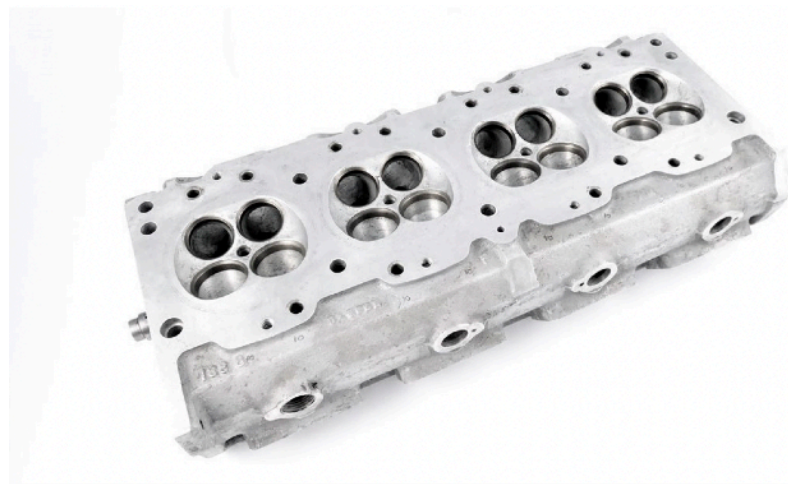
The big breakthrough was the 1912 Peugeot Grand Prix car which had the “L76” engine, the first to have a dual-overhead camshaft (DOHC), four valves per cylinder, and hemispherical combustion chambers. Developed by [Jules Goux and Ernest Henry](#), they realized that the key to more power was a higher revving engine with much greater airflow. This early Peugeot became the template for the modern engines that we use to this day.

Peugeot proved the design on the race track, winning both the 1912 and 1913 French Grand Prix with this radical new innovation. Mercedes followed suit with the 18/100 GP which won the 1914 edition of the French race. The first road cars with DOHC were the 1926 Sunbeam Super Sport followed by the Duesenberg Model J in 1928.

Mercedes-Benz experimented (successfully) with an alternative way to open and close the valves in their world-beating W196 Grand Prix cars and 300SLR sports cars from the mid-50s. They used a desmodromic drive which mechanically opened and closed the valve, thus eliminating the need for valve springs. The camshaft rotated a rocker lever attached to a valve stem that positively opened and closed a valve directly. In theory, it would add reliability but those problems got solved in other ways and the desmodromic valves introduced other complexities. They are still present today, by Ducati which uses this in their *Desmosedici* (Italian for "desmodromic sixteen") engines that drive their MotoGP bikes.

## Two Becomes Four (and More)

The shift to more efficient, multivalve configurations was well accepted in motorsport, but took much longer to be commercialized for road car use. In addition to the aforementioned Peugeot, A.L.F.A., Bugatti, Stutz, Pierce-Arrow, Bentley, Mercedes, and Duesenberg were using three, four, and even five-valve configurations in their race cars way back in the 1920s. A few production models were indeed made available to the public, but they were limited runs used primarily on "sport" editions. After WWII, it seems the multivalve concept got lost.



Cosworth DFV cylinder head with four-valve configuration (1968)

**Cosworth Engineering revived the multivalve concept in 1966.** - The company first developed the Cosworth FVA engine, an inline 4-cylinder with four valves per cylinder, as a prototype for an upcoming V8 version. The 3.0L V8 DFV (for "Double Four Valve") was released in 1967 and transformed Formula One. The DFV became the most dominant engine in Formula One history with 167 wins — and renewed interest in four-valve engines.

In 1968, Toyota ran a four-valve 5.0L engine at the Japanese Grand Prix, which signaled that the Japanese automakers were in the multivalve-engine game. In fact, Nissan was quick to market with the S20 engine, a 2.0L inline six-cylinder engine with DOHC and four-valves per cylinder. The S20 powered the 1969 Nissan Skyline and the Fairlady racing edition.

Next up was a Ford Escort RS1600 with a Cosworth-designed four-cylinder that was available in 1970. This model became a huge hit and dominated domestic and international rally competitions in its era. By the end of the 1970s, Chevrolet, Fiat, Lotus, BMW, and Porsche had production models available that targeted the sports and performance segments. The "quattrovalvole" got the exotic car treatment in the 1980s with the 1982 Ferrari 308. Then, it appeared in V12s powering both the 1984 Ferrari Testarossa and 1985 Lamborghini Countach QV.

F1 engine rev to 20,000 RPM!



[https://www.youtube.com/watch?v=4cl\\_MVlelos&t=11s](https://www.youtube.com/watch?v=4cl_MVlelos&t=11s)

## Pushing Performance Higher

With the performance advantages that could be gained from an optimized valvetrain, the drive for more gains — both marginal and otherwise — was on. The engineers of the time were working to use different materials and tricky methodologies to improve volumetric performance, fuel efficiency, and keep up with the demands of motorsports.



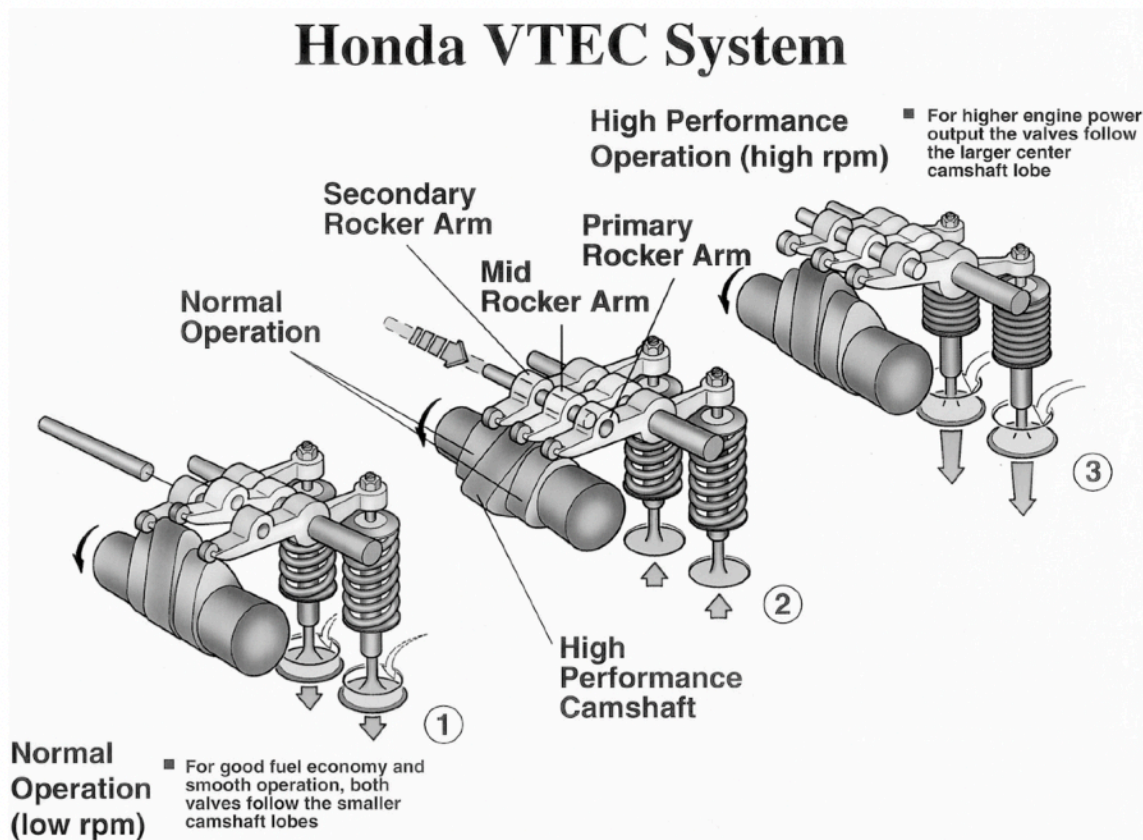
In the early 80s, Renault developed the pneumatic valve spring and featured it in their RVS-9 1.5L V10 turbocharged engine. Renault's Jean-Pierre Boudy is credited with the invention which updated the hydraulic valve lifter, first utilized in 1930, and became ubiquitous by the 1980s.

As engine RPMs were climbing above 10,000 RPM, it was pushing the ability of a mechanical spring to return the valve quickly beyond its limits. At 12,000 RPM, a spring is asked to return the valve 50 times every second! The idea was to replace the mechanical valve spring with a sealed chamber filled with an inert gas like nitrogen, maintaining the contact force without suffering from fatigue failure. Pneumatic valve springs have been the standard in F1 ever since.

Engine designers have also developed techniques for varying both valve lift and timing that allow an engine running at low RPMs to operate efficiently. When the engine is put under load, it can recalibrate the engine to get maximum power by opening the valves wider and at slightly different times. Some inventive designers filed patents around these ideas as early as the turn of the 20th century. This technology was banned by F1 so most development has been focused on road car use.

Fiat's Giovanni Torazza developed a variable valve timing system using hydraulic pressure in the 1960s. Alfa Romeo was the first-to-market with its own version developed by Giampaolo Garcea in the 1970s. Beginning in 1980, the Alfa Romeo 2000 Spider had a mechanical VVT in it, the first production car known to do so.

The most widely known system of this sort is Honda's VTEC (Variable Valve Timing and Electronic Control) invented by Ikuo Kajitani. It used two separate cam profiles and could switch between them seamlessly. VTEC first appeared in the 1989 Integra XSi, CRX, and Civic. In 1991, it appeared in the flagship NSX mid-engine supercar which gave VTEC tremendous credibility.





## Looking Ahead

The next evolution being explored is the so-called “camless engine” which operates the valves using electromagnetic, pneumatic, or hydraulic actuators. While nothing is yet in production, the idea is being actively pursued. The most advanced version is coming out of Koenigsegg utilizing their so-called “Freevalve” technology. If successful, this would give unprecedented control over an engine’s performance and efficiency by instantaneously adjusting timing and valve height on demand.

The valvetrain is a critical component that dictates a great deal about an engine’s performance. While it seemingly went dormant from the 1920s to the 1960s, new technologies are now in the offing that could potentially extend a lifeline to the internal combustion engine in both cars and other applications.



<https://www.youtube.com/watch?v=3nGbM6zRpPo>

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## Interview with Morgan's Jonathan Wells

By Daniel Berman (originally published on [design-drivel.com](https://www.design-drivel.com))

I had the great pleasure of speaking with Jonathan Wells, Morgan's head of design, only the second ever in the company's 113-year history.

Jon faces challenges, not unlike the rest of the industry. As regulations evolve, so do the cars these regulations govern. But unlike most designers whose brands revolve around modernization, Jon faces a philosophical conundrum: Suppose your company has spent the past century cultivating an image as the world's last purveyor of classic British sports cars. What happens when the British sports car as we know it becomes outlawed?

Jon's immediate response was a quote from Soichiro Honda, "In the future, there will be just half a dozen car companies...and Morgan."

I'd heard this line a few times before, but to hear it coming from Morgan's head of design made it all the more amusing.

Jon followed up, though, with a fascinating perspective, one that lends itself to what a British sports car, a Morgan, truly is.



"I think at Morgan, we always have to tread a very fine line between tradition and modern. In the U.K., we would refer to some cars as being wedding cars, whereby they look classic and traditional, but underneath, they're sitting on top of a Ford Focus. And Morgan need to avoid becoming that; we need to celebrate the best bits of our past but also embrace the future."

"It's also not until you get closer. And see the way we're still coachbuilding, meet the craftsmen at the factory still hammering aluminum into shape." "You go, Wow, this isn't an ordinary motorcar. You then start seeing some of the engineering and the technology and performance figures, and you go, Crikey. I think our biggest challenge in bringing some of those messages to the mass public was such a small marketing budget, and I think we've also got a great deal of flexibility to challenge perceptions going forward. So it's a really exciting time for the business."

### A new direction.

Morgan's latest product, the Super 3, is an all-new replacement for the Three Wheeler. It is both a product of its times and also a sign that the old ways of doing things aren't going anywhere.

In regards to the Super 3, Jon highlights that "it is quite a departure from the previous product language." "Obviously, on the old Three Wheeler, its predecessor, the engine was doing a lot of the heavy lifting in terms of the styling. And now it is much more about the body and the aesthetic."









"For us, it was important, the Super Three wasn't a retro homage, but instead, it's sampled bits of the past and rearranged them in a way that is new." "A lot of parts of the vehicle are inspired by early fuselage manufacturing techniques where two halves of the fuselage would be bolted around the seam. The whole aesthetic of the tail takes influence from the early three-wheelers."

"There's lots of mid-century influences in some of the switch gear and the dials and some of the typography and graphics on the clocks. And what we're essentially doing is sampling the best bits of past decades and rearranging them in a way in which it looks new. So we're still looking backwards in many ways."





## The Future.

Sensing perhaps, though, that not all of Morgan's customers are ready to abandon the traditional aesthetic the company is known for, Jon outlined Morgan's product strategy for the foreseeable future.

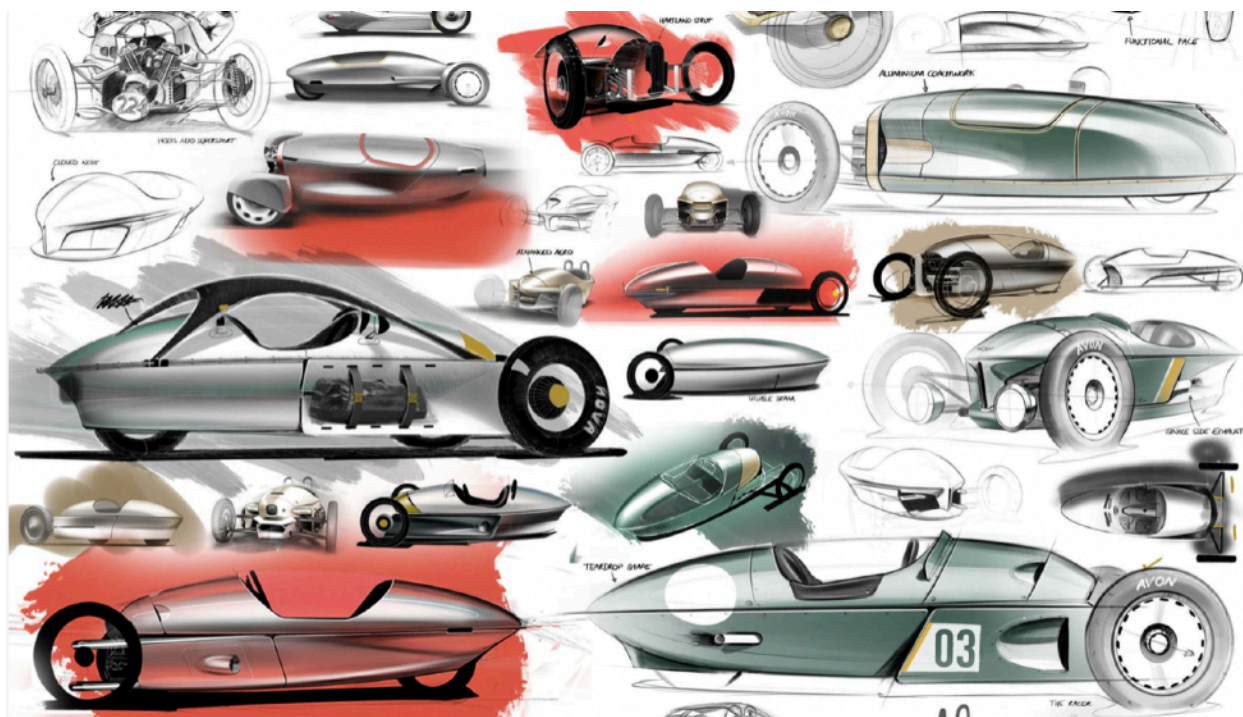
"Super three, for us, represents more than just a new Three Wheeler. 'Super,' the nameplate, the nomenclature of 'Super' actually represents a new product line for us as well."

"So whereby we have the 'Plus' product line with the Plus Four and the Plus Six. They sort of take inspiration from the early century. They're quite romantic in their styling approach. Still very honest. There still is a running board which is also a wheel arch. There still is a wooden frame that is the tool for hand-beating aluminum as well as carrying the leather. It's still very honest. But definitely take inspiration from the romance of the early century."

"'Super' is much more about technical functionality; the honesty in Super Three comes from the technical constraints influencing the design. So it gives us opportunity to introduce future vehicles carrying the super nameplate that may not have three wheels. So we could have a Plus Four, a Plus Six, maybe there's a Plus Three with three wheels. And on the flip side, we can have a Super Three and a super something else. So it's given us a new bloodline to play with as well. So the departure was intentional, in that sense."

This was exciting news, and having driven the now outgoing Three Wheeler, I am pleased to hear that Morgan has no intentions of abandoning its roots. Equally pleased, though, because if there were ever a time in automotive history when we needed the existence of such a company, it's now. This decade is one in which many automakers will find themselves in a battle to find their place. It is likely that many will not make it. To paraphrase Mr. Honda, at the end of time, there will be but four car companies... and Morgan. This creates an even greater imperative for companies such as Morgan, who have an unshaking understanding of what they do best, to continue creating the products they're known for.

I look forward to seeing what Jon and his team do next and am excited for when the latest batch of Morgan cars hit U.S. soil early next year, at which point we'll finally be able to take them for a spin.



SPECIAL THANKS TO MORGAN HEAD OF DESIGN JON WELLS AND  
DENNIS GLAVIS, OWNER OF MORGAN WEST - LOS ANGELES  
(MMC photos, Jonathan Wells illustration)

## Switching Gears to MGs

**Editor's Note:** When we drive our Morgans, we often get asked if it is an MG or a kit car. As an owner of MGs as well as Morgans, I will often get the corollary, "Is that a Morgan?" It is big laughs all the way around but just shows as we get further from the year of manufacture and with less models on the road, we are naturally going to encounter less informed or knowledgeable people viewing our cars. It is our job to teach them the differences and to entertain them with the joy we get from our individual marques, whether it be Morgan or MG.

The first article by Alistair Crooks, is on the MG TC and specifically about Hamish Crawford on Vancouver Island who owns five MG TCs, one from each year. The last one, TC0268, is the 17th MG TC built. It should be noted that MG numbered each model of their cars starting from 0251 which was the telephone exchange at the factory. You might ask why this is the 17th TC and not the 18th? The reason is that the run of TCs started with number 0252 this car is owned by Pete DeBruyn, a friend who used to live in Seattle. Number 0251 was a prototype and originally a pre-war MG TB. It was converted to TC specifications and used as the photo in the owner's manual. So, 0268 is the 17th TC built entirely as a TC and Pete's car is the first purpose-built MG TC.

### Number 17 Rules the Roost

*By Allstar Crooks*

It has been claimed that the MG TC triggered the popularity of the sports car in North America and evidence suggests these claims have some validity. Although only 10,000 TCs rolled off the Abingdon production lines in the four years of production that was phased out in 1949, 20% of these were imported into the United States. They were purchased by enthusiasts and used in competition. At the inaugural race meeting held at Watkins Glen in the summer of 1948, 7 of the minuscule British sports cars featured in the top 10 placings. Drivers the calibre of Carroll Shelby and Phil Hill began their careers campaigning TCs and many of the owners joined the ranks of the fledgling Sports Car Club of America.

MG's recipe for success was a simple one. Take components off the production line of your parent company, in this case Morris Motors, modify where required, install in a lightweight chassis then clothe in sporting bodywork. Hey presto the affordable 2 seater roadster. Other British car manufacturers were quick to follow suit, notably Standard with Triumph and Austin with their Healey sports cars and by the early 50s most of these were also exported to the USA, further swelling the membership of the SCCA. The humble MG TC not only punched above its weight in competition but also in influence.

Fast forwarding to 1960, a young Scotsman studying agriculture in Edinburgh purchased a crashed TC for the princely sum of \$45. He had been saving money for some such project since the age of 14 after he discovered he had an aptitude for fettling cars when, as a 12 year old, he had worked on an Austin 7. The TC was towed home on the end of a rope from Perth. The chassis was discarded as it was beyond repair and a TA chassis was modified to replace it. A rebuild was completed and so Hamish Crawford had acquired his first MG TC. The best part of 50 years was to elapse before he wielded a spanner on his next TC rebuild.

In the interim Hamish emigrated to Canada in 1965 taking a job in the grain business based in Winnipeg. During a company training session featuring Management by Objective strategies, a seminal moment arrived when he applied it to his own status. An entrepreneurial bent plus his aptitude for all things mechanical saw him reassess his priorities and aged 25 he rented premises in Calgary in the service station business. Hiring qualified staff was a constant problem and so he gained a mechanic's ticket for himself and trained up his own staff. Business prospered but in 1989, lured by a more benign climate, Hamish Crawford moved to Victoria and pastures new. He took on the Shell station on Douglas, now closed, before moving on to the Shell station on the corner of Cook and Fairfield.



It was upon semi retirement that he purchased acreage in North Saanich, now known as The Roost, that he returned to his original goal of farming albeit on a modest scale. After establishing The Roost, he began to indulge himself in the restoration of classic cars, his first being a Jaguar Mk II. There followed an eclectic assortment of vehicles but it was in 2012 he purchased a basket case TC. A second TC in a similar state of disrepair was sourced in Alberta the following year. The reasoning behind this was because each car complemented the other in the availability of parts. The latter came without carburetors and so the indefatigable Hamish converted it to a supercharger set up.

The TC saga continued in 2015 when a third fruit of Abingdon's automotive womb arrived at The Roost. This time the car came from Denver and although not in need of restoration it came with a surfeit of parts that assisted the completion of Hamish's existing duo of TCs. It did however have plywood cycle type front fenders which were replaced with original metal ones that came with the car plus a multitude of green paint spray cans!! The TC buying spree rolled on when a local model became available. This had been cosmetically titivated with chrome being the dominant feature but inexplicably came with a low powered Morris engine of WWII vintage. Ultimately an original engine was found and the fourth TC restored to its former glory. With a quartet of TCs in residence it seemed the Crawford fetish for the MG TC had now been sated, or had it?

The fifth MG TC joined the Crawford collection in early 2018. Unlike its stable mates, it was not in need of Hamish's expertise apart from the flick of a feather duster. A concours prepared car that has had much money and TLC lavished on it over the previous 40 years, TC chassis number 0268 with matching engine number rolled off the production line on



The Crawford MG TC Collection

September 28<sup>th</sup> 1945.

It was in fact the seventeenth MG TC to be built. This in itself was a remarkable achievement as the MG factory had been engaged throughout the War years assembling tanks, repairing armoured cars and producing aircraft components, and yet here they were only four months after hostilities had ceased in Europe cranking up car production again.

No 17 came with a comprehensive file on its life since 1978 when it was purchased in New York for \$50 by a Pennsylvania business man Howard Leaser. The original plan had been to ship it back to the UK for restoration by Naylor's an MG specialist in Yorkshire, however Leydon Restorations in Pennsylvania took on the project which was completed at great cost by 1980. No 17 remained in Leaser's possession until 2008 but during this time had been maintained to the highest standards regularly taking concours awards. The file documenting all of these expenses came with the car that Hamish affectionately refers to as 'Cream Puff' due to its colour.

In 2008 No 17 changed hands, the new owner John Goody also resided in Pennsylvania but by now the work was being carried out by Rag Top & Roadsters in PA. As an interesting aside, the file contains an expired British driving licence in the name of John Goody which revealed that in 1974 he lived near Warrington in England and was issued with a speeding ticket for 8 quid! In 2016 No 17, alias the 'Cream Puff', was sold to an Ed Greene in Texas. Obviously an active member of the classic car community, the new owner must have taken great satisfaction when his car won its class at the 2016 Texas All British Car Day held at Round Rock TX.

It was in December 2017 that the faithful No 17 appeared for sale on ebay. It proved an irresistible draw to a by now besotted Hamish Crawford, as the purchase of this car presented him with a unique collection of MG TCs, one from each year of manufacture. Bought sight unseen, the car arrived from Houston and lived up to expectations and is now the Crown Jewel and/or the Cream Puff of the Crawford collection!

However, mystery surrounds how and when it came to North America and nothing is known of its history before 1978. The only sliver of information prior to this date is a copy of the factory build sheet proving this is indeed No 17, and a facimile of an expired British tax disc dated 31/12/45 with the licence plate number YJ 84. This suggests it may have been first registered in Dundee but nothing further has come to light raising that old adage, if only cars could tell their stories.

If the car's original owner was a Scotsman in Dundee, it seems appropriate that the Laird of the Roost has now taken over the stewardship of No 17 73 years later. It remains a fitting tribute to those that served the Octagon marque so well as it rose from the ashes of WWII.



(Alistair Crooks photo)



# My Trysts with MGs

*By Steve Blake*

I was 15 when my Dad asked me if I wanted to go to a British Car Show at the North Vancouver Recreation Centre. The show was held in one of the ice arenas, minus ice. For someone who was interested in hot rods and custom cars, I quickly changed direction to what became a lifelong love for British sports cars. While my favourite car of the show was a Marcos, the MGs caught my eye as something that would one day be affordable for me.

I bought my first MG while I was attending UBC. We found a six-year old 1965 MG Midget with only 10,000 miles on it. It was a MKII model with the rollup windows instead of the sliding plastic ones. The engine was 1098 cc. The one lady owner worked on staff so our bonus was getting a Staff Parking lot sticker. That year we didn't have to slog in from C or B lots but could park right next to our buildings. We kept that car for two years and moved to several of the next generation MG Midgets.

We owned a 1971 and two 1972 MG Midgets. These ones were a step up because we didn't have to take the top off and fold it up, along with the top bows when we wanted to go "top down". The engines were now 1250 cc, giving us a feeling of speed, although that was a snail's pace compared to today's cars. After the Midgets, we progressed to a maroon 1974 MGB. The difference from the Midgets was considerable in both roominess and power.

It should be noted that my first foray into MGs was with fairly new "used" cars, ranging from one to six years old. These are not the collectables of today. My first "classic" or "collectable" was a 1953 MG TD. This car was 44 years old when I bought it. Now I had something to tinker with as a hobby car and not my daily driver. I bought the car from Bob Leflufy in North Vancouver and had Colin and his team at Octagon Motors make it roadworthy. This car was fun to drive but even better once it got radial tires. It finally went where I wanted it to!

While I had the TD, I also purchased an MG TC. This one came up by chance. We were on the Ladner-Bellingham drive and stopped at Birch Bay Park for a coffee break. An elderly gentleman came up to me and said, "I hear you are looking for an MG TC." He showed me photos of his and the next weekend we drove to Camano Island, WA to see the car. We struck a deal and drove the car home the following weekend. I kept that car for 16 years before selling it to an enthusiast in the UK. The car was very popular and won 19 prizes at car shows. After winning its class at Minter Gardens Classic Car Show, it returned the following year to win the Premier Award which is the prize given to the class of cars made up of all the class winners of the previous two years. They called this "the Best of the Best" award.



1965 MG Midget - Highland Valley



Similar to our 71-72 MG Midgets



1974 MGB



1953 MG TD



While attending the Portland ABFM, I spotted a 1930 MG M-type for sale. Turned out the owner was just testing the water and didn't want to sell. Nine months later, he agreed to sell it to me. We drove to Spokane and trailered it home. The M-type had a 847 cc engine with a thermo-syphon cooling system, which meant no fan or water pump. This made the car prone to overheating. All was good as long as you kept moving!

The M-type was very well received and won Best in Show at the Western Washington ABFM twice, in 2011 and 2013. It won the Neatest Little Car four times at the Vancouver ABFM at Van Dusen Gardens. It won its class at the Minter Garden Show and followed up the next year with the prestigious Premier's Award for the "Best of the Best" in 2009. It won 25 additional awards during the time we owned it.

I always admired Colin Fitzgerald's 1938 MG VA Tickford and decided to try to find one for us. I found a 1939 MG VA Tickford in the UK and had it inspected. I decided, although not perfect, for the price I negotiated, it was worth purchasing. I had it shipped home and began to fix the things that needed immediate attention and the rest of the issues can wait their turn to be addressed. This car has an interesting history, being first owned by the Countess of Cardigan. Later it was purchased by Syd Beer and stored at his farm as he collected one of every kind of MG, intending to open an MG Museum. The museum never happened and this car languished with many others in the Beer barns for 40 years. The car was purchased by a chap who refurbished it as his Covid Lockdown project.

The car shows well and won the Neatest Little Car at the Vancouver ABFM at Van Dusen Gardens this year as well as first place in the Heritage Classic MG-Jaguar show in Steveston. (Spoiler - it was the only pre-war car at the show!) We are having a lot of fun with this car and are still sorting things to make it a viable driver for longer distances. Next up is new brake linings and inner tubes.

Our latest purchase was a 1948 MG TC. We bought this one in Lake Country BC and drove it 400 kms home over the coastal mountains. It was a great drive and a chance to get to know the car. Once home, I pulled the generator and had it rebuilt. The carburetor floats and needle valves were replaced along with the choke cable. We are looking forward to taking this MG on club drives next year.

The MGs do not have the same power as the Morgans so are a bit more of a challenge on the open road. However, they are cars that are fun to drive and great for those windy country roads.

(Steve Blake photos)



1949 MG TC



1930 MG M-type



1939 MG VA Tickford Drophead Coupe



1948 MG TC



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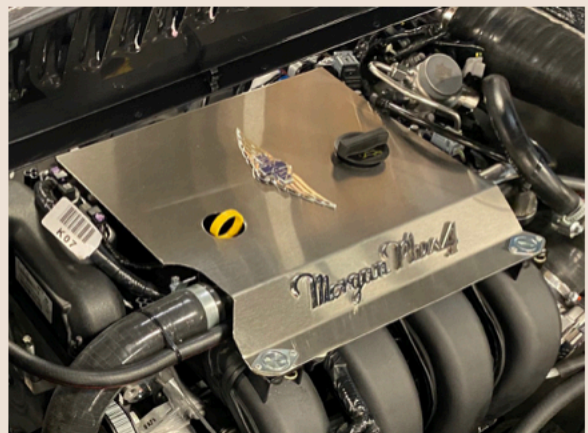


And what new skills  
did you acquire during  
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Thanks to Roger Mulloy

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[info@morgancarsmidatlantic.com](mailto:info@morgancarsmidatlantic.com)



## 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.



Apologies to Valentin, the girl was dressed as requested by Susan, the proofreader!



## 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.





# Famous People with Morgans

*By Steve Blake*

John Robert Parker Ravenscroft (John Peel)

30 August 1939 - 25 October 2004

John Ravenscroft was known professionally as John Peel. He was a DJ and one of the first to play psychedelic rock and progressive rock on British Radio. He was the longest serving DJ on BBC Radio 1, serving from 1967 until his death in 2004.



His career began in the USA as an unpaid DJ at WRR (AM) in Dallas, KOMA in Oklahoma City and Kmen in San Bernadino, California. In 1967, Peel returned to the UK and played for offshore pirate radio station Radio London. He joined BBC after Radio London closed.

Peel was married twice and had four children. His life was not without controversy and his escapades would have landed him in court today.

Peel was the owner of a 1974 Morgan Plus 8 that came up for sale as part of his estate.





From the Morgan Oasis Garage

By Cuthbert J. Twillie, Proprietor

Box 1010 - North 51, Terrace

Hoodsport, WA 98548

(360) 877-5160



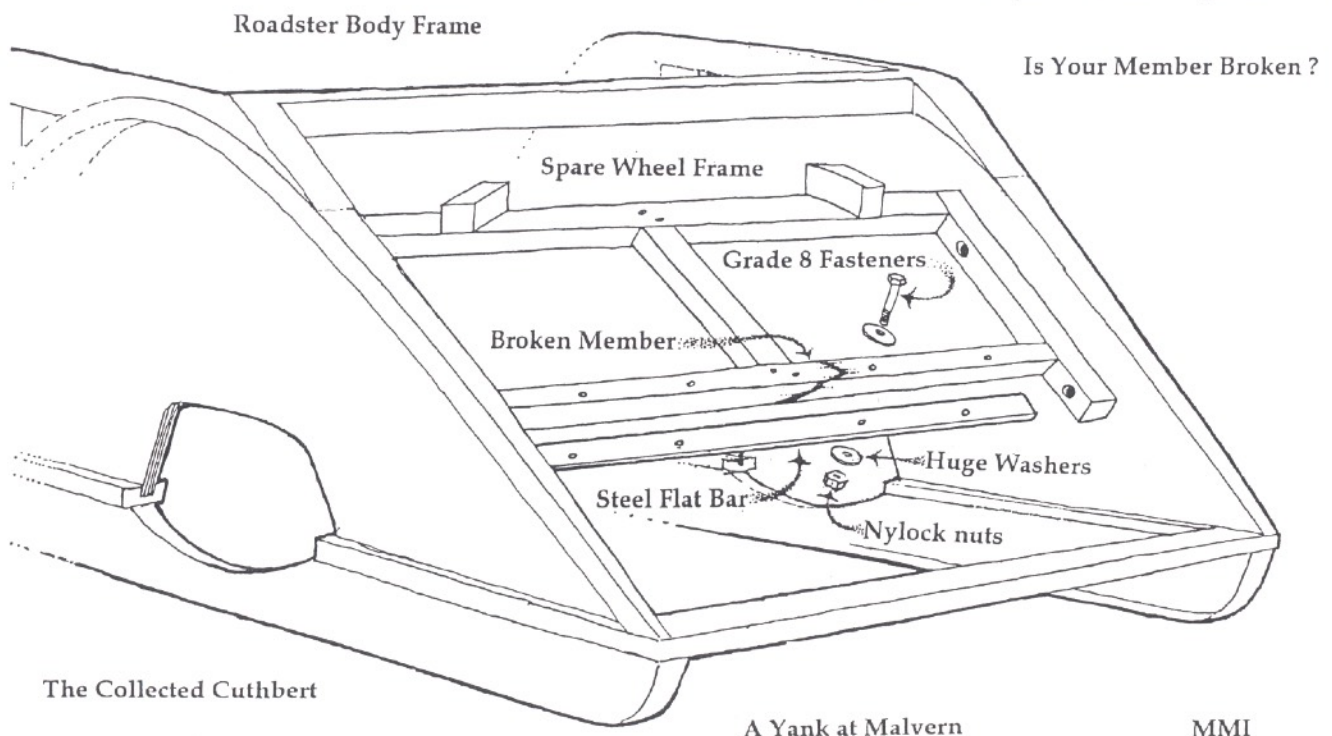
## Fixing a Broken Member

By Cuthbert J. Twillie

### Friends

Last year there was a car in my shop with a broken wooden frame piece on the spare tire bracket. I considered removing the broken piece to replace it with a new member. The way the broken member was fastened to the side pieces means the fastenings are not accessible unless you remove the rear panel. A real pain in the axle is removing the rear panel. If there is any way I can weasel out of that, I'll try it. The drawing shows which member was broken and how simple it was to bolt a piece of flat bar steel to this broken member to make the bracket stronger than it ever was. The hopelessly anal retentive can remove the rear panel to replace the broken wooden piece if that's their pleasure. Of course that means a new paint job. So being A.Retentive ain't easy, or cheap. A person of that persuasion probably shouldn't be rebuilding a Morgan anyhow. Can a mere Morgan ever be good enough for a true perfectionist. Porsches are the perfect ride for the A. retentive.

Cuthbert's Epistles to the Mognoscenti





## Restoring Fenders and Running Boards - Part 7

*By Steve Blake*

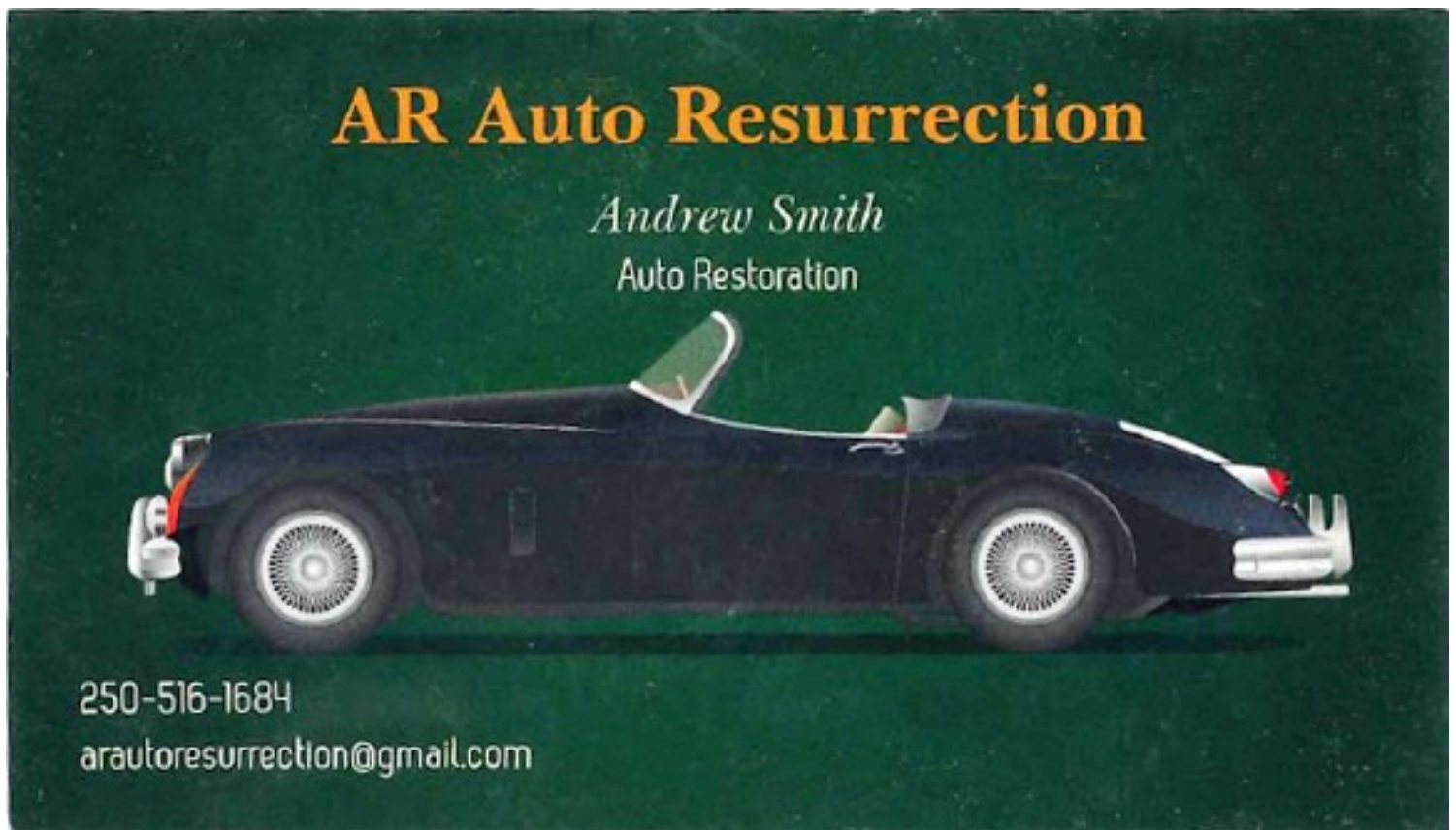
This brings us to the end of the fender and running board story. Andrew Smith was great to work with and any issues were cleared up right away. After the paint cured, I had the new painted surfaces ceramic coated to give them some extra protection. I also had the running boards protected with XPEL film to protect them from scratches if people stand on them. The undersides of the fenders and running boards were coated with bed liner to give a tough resilient surface. This will help protect from rock, sand and road debris thrown up by the tires. I am now thinking about whether I should get the rest of the truck re-painted. One day!



The finished product outside the Audain Art Gallery in Whistler, BC

Thank you to Andrew, Bruce, and Rick for taking care of my 1937 Chevrolet pickup truck!





After the previous photo was taken, we continued on our drive with the Tea and Crumpet group of pre-war cars. We stayed the night in Pemberton where I discovered I had lost my headlights, taillights and brake lights. Must be a fuse! Checking the fuses, they are all in-line, I decided to change the one slotted in behind the ammeter. Still no luck! The next day, we drove over the Duffy Lake Road and gathered at Seton Lake Lookout. Two of the guys, Colin Gurnsey and Lee Noble, looked under my dash and determined that the fuse I replaced the old one with was shot. The wire was not melted but you could see a smoke ring on the glass. The fuse holder was a bit loose causing some shorting. Tightened the holder and put in a new fuse and we were good to go.

Alas, just outside Kamloops my radiator blew and that brought our journey to an end. BCAA towed our truck home. A new heavy duty radiator was sourced out of the US and Colin Gurnsey helped me re and re the radiators. Life is good again!





**Editor's Note :** The next project we will follow is Ted Thorne's repaint of his 1996 Morgan Plus 4. Ted lives in Millarville, Alberta (yes, he has heard all the beer jokes - like, "No wonder it is taking so long, they are on Millar time!" - These are not helpful.) Ted will keep us in the loop as the project progresses and we hope he is able to have his car back on the road for the 2023 season. I know there are a lot of our members who can sympathize with the length of time it takes for a project to move through a quality shop. Unfortunately, there are too many projects and not enough skilled shops to be able to handle the volume of work.

## 1996 Morgan Plus 4 Refresh - Part 1

*By Ted Thorne*

I was impressed with the work this chap did on my daughter's car after an altercation with a (ready for this) . . . shopping cart. Ernest comes very highly regarded and works on very high end cars such as Ferrari, Lamborghini, Rolls Royce, Aston Martin, Porsche etc.; all of which he has a background with in Europe.

He had a Morgan (+4) at one time and did a total rebuild on his own, so knows the car and was interested in taking on my project. I was to have taken the car in for a start in October but that was deferred to February as he was short-handed in his shop and was surrounded by parts from a '68 Mustang that the owner had some local outfit turn into an Eleanor edition. Apparently upon inspection it was very poor quality work and required a complete take apart to get what he was looking for and what Ernest felt he could live with.

February comes along and the "Eleanor" is still in pieces and waiting on parts. March sees progress on Eleanor but waiting on a Lamborghini paint colour. "Just bring it in on May 2nd".

May 2nd, I am there for the appointed date. No work was attempted until two weeks ago as there were delays in the shop for a Ferrari hood and other assorted parts from afar for other amazing assorted vehicles in "the stable". I offered to come in and do some disassembly on my Morgan but that was dismissed as a possible liability. I am having the bumpers re-chromed, the seats dyed and a new windscreen installed.

The pain has been the lost spring and summer of driving. The opportunity to get the high quality of craftsmanship worked on my car, along for the very good price quoted, is what makes the waiting somewhat bearable. I will be making more frequent visits to see how Ernest and +4 are working together.

(Ted Thorne photo)





## Morgans in the Movies

By Steve Blake

Night Terrors - Robert Englund, Zoe Trilling, Alona Kimhi, Juliano Mer-Khamis

**Night Terrors** is a 1993 American horror film directed by Tobe Hooper. It stars Robert Englund in a dual role, as both Chevalier and the Marquis de Sade. The film was originally set to be shot in Egypt, which later was changed to Tel Aviv, which led the original director to quit the feature and the production company to hire director Tobe Hooper.

The film has received several negative reviews, noting Hooper's lower quality output following the release of *Poltergeist* and the Texas Chainsaw Massacre.

The story is about a young girl who travels to Cairo to visit her father, and becomes unwillingly involved with a bizarre sadomasochistic cult led by the charismatic Paul Chevalier, who is a descendant of the Marquis de Sade.

The car in this show is a 1954 Morgan Plus 4, 4-seater.





## Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Morgan 3-Wheeler Pedal Cars at the Factory - 2011

(Steve Blake photos)



## Morgan Fantasy Photos

Photos that capture the art of the Morgan. Many of the ones we show are from the Morgan Motor Company's collection of Timeline Photos. Other's are open-sourced on the Internet or from member's collection. This month's are from Morgan's Timeline Collection.









## “Looking Back”



Above - Meeting at the Delta Heritage Air Park (1999) (Steve Blake photos)

Below - 1962 Morgan Plus 4 at the docks in Ladner, BC (2001)







### Mike and Rose-Marie Powley's place in the 1990s

Thank you to Pat Miles for sending on this photo that was submitted to her by Frank Kaufman. He took this photo back in the 1990s at one of the MOGNW, Northern Pod, gatherings. Okay, how many members' cars do you recognize. Who was there at this time and can tell us which party it was?

I can see the obvious one at the front which is Larry Emrick's 1964 Morgan Plus 4, 4-seater in green with a yellow nose. The second car in on the grass looks like Les Burkholder's 1969 Morgan 4/4, 4-seater in yellow. How about the rest?

### Late Breaking News!

Steve Morris has resigned from Morgan Motor Company! Many questions to ask around this.

Was he swept out of the way by the new management?

How is management policy going to change in the coming year?

How is this going to affect the feelings and working conditions for the employees?

How will the changes in management affect the consumers?

Stay tuned for more on this in the next couple months.



## Upcoming PACMOG Events



Watch your emails for news of the next drives


(Susan Blake's photo from the navigator's seat)

### Save the Dates!

January 1, 2023 - New Years celebration - Ken and Pat Miles [kengmiles@telus.net](mailto:kengmiles@telus.net)  
This will be a short drive followed by a gathering at the Mile's home. Bring an appie and a drink.  
Tea and coffee will be supplied. Let the Miles know if you plan to attend.

January 22, 2023 - Robbie Burns Run - Ken and Pat Miles [kengmiles@telus.net](mailto:kengmiles@telus.net)

February 12, 2023 - Hearts and Tarts Run - Steve and Susan Blake [sblake@telus.net](mailto:sblake@telus.net)



# **Phil Hill/Tony McMahon/Bill Fink Memorial Banzai Run Sunday, February 19th, 2023**

**When:** We will meet at 10:00 am on Sunday, February 19th, all cars departing for the run promptly at 11:00am.

**Where:** Meet at the parking lot of the Corner Café and Bakery in the Crossroads Shopping Center, Northeast corner next to Starbucks on the corner of Valencia Blvd. and McBean Parkway in Valencia California.

**What:** A spirited recreation of Phil's Bonzi Run through the Angeles National Forest, with even more diabolical Rallye questions, confusion to rein supreme. Prizes at the end and finishing at a fantastic Brewery Gastronomic where you can cheer or swear at you Rallye Maestro

**Be sure to gas up before you leave on the Run!** There is a Shell station diagonally across from the Crossroads Shopping Center.

**Contact and RSVP:** [Dennis@morganwest.net](mailto:Dennis@morganwest.net)

**Cell:** 408 813 2480

**Please RSVP so I can get a nose count for the restaurant...**



Save the date!



*Sunshine Coast, BC*

*All British Field Meet*

2<sup>nd</sup> Annual!

Saturday May 6, 2023

Opens at Noon

A spring-time showing of "old & ancient" British  
motorcars and motorbikes, to be held at  
Bricker Cider Orchards, West Sechelt



## Sold Last Month

*By Steve Blake*

Lorne Goldman decided to sell his UK Morgan Plus 8. He used one Morgan for their European adventures and another bespoke one for North America. This exceptional 1990 Morgan Plus 8 was auctioned by Silverstone at their NEC Auction on November 12, 2022. This car sold for 32,625 GBP which Lorne tells me was minus the auctioneer's commission and taxes. This is what Silverstone had to say about the car.

Although Rover's attempts to acquire the Morgan Car Company in 1966 had proved fruitless, it nevertheless granted the sports car manufacturer access to its newly acquired, ex-Buick lightweight aluminium V8 engine with a view to cementing a supply contract. Hired by the Malvern works to assess the powerplant's merits/suitability, race engineer Maurice Owen lost little time in shoehorning one into a Morgan Plus 4 chassis. With trials of the resultant prototype successfully undertaken in 1967, the Plus 8 debuted at the following year's Earls Court Motor Show.

Its lengthy production run has seen the Plus 8 alter little in outward appearance, save for ever widening wheel arches accommodating fatter rubber, yet beneath the skin the changes have been innumerable. Better gearboxes, fuel injection, rack-and-pinion steering, improved corrosion protection and paint, telescopic rear dampers, air bags and the obligatory catalytic converter have all become part of the Plus 8 picture over the years, along, of course, with bigger engines to offset the inevitable increase in weight.

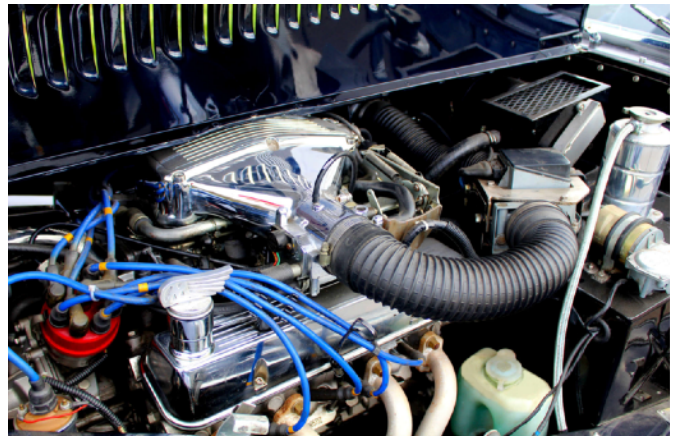
Dating from 1990, E9 MOG was chosen by our vendor for its exceptional build quality having been restored by renowned Morgan expert Kevin Vernon of Tudor Motors. During the process the car benefitted from many refinements and upgrades and it's estimated that the parts and labour costs for the enhancements and upgrades 'E9 MOG' enjoys, would be in the region of £40,000 in today's market.





These include;

- RPI new Land Rover 4.6-litre V8 engine - recent Dyno rolling-road test indicating 230bhp
- RPI Piper 272 fast road cam
- RPI lightened flywheel
- RPI Superflare plenum trumpets
- RPI chromed Morgan plenum chamber
- Jaguar/Bosch AFM
- FSE adjustable rising-rate fuel pressure regulator
- Mallory Unilite distributor (bespoked to the car)
- Mallory high performance chrome coil
- RPI chromed valve covers
- Morgan branch manifolds (metalized)
- Stainless twin Morgan exhaust system
- JEGS polished stainless exhaust tips
- Griffin bespoke performance-fit aluminium radiator
- SPAL electric cooling fan
- Mulberry polished aluminium overflow
- Morgan R380 5-speed gearbox (rebuilt)
- Morgan Salisbury steering rack
- Mulberry anti-tramp bars
- Shortened Morgan rebound springs
- Morgan suspension rear hoop
- Hard chromed Kingpins with bronze bushes
- Rutherford AVO shock absorbers (front & rear)
- Caparo Morgan brake hydraulics & calipers (upgraded)
- Portferfield fast road brakes
- Kunifer brake lines & stainless flexible brake hoses
- 4 x New Michelin Primacy tyres
- Refurbished alloy wheels
- Fully refurbished chassis (stripped, primed, painted & sealed) with stainless steel fittings
- Wooden chassis elements removed & re-treated with another Cuprinol coat
- New Superform (lightweight) front & rear wings
- Polished Heart of England front & rear plinths, door latch covers etc
- Morgan telescopic mirror bases with upgraded mirrors
- Chromed Morgan windscreen supports
- Polished stainless luggage carrier
- Jaguar X120 Tri-pod halogen headlamps
- Lucas LR576 chrome sport lamps
- Bespoke Kauffelt dash made by Mathias (incorporating VDO instruments)
- Bespoke rear storage bins
- 6006E 6-Disc CD multi-changer (Burr Walnut Fascia) with Infinity speakers
- Original mohair top, tonneau & side-screens
- Classic chrome lap-latch seatbelt system



The car appears superbly finished in Bentley Sapphire Blue with a discreet pearl-effect and the original leather upholstery has been well cared-for and remains in excellent condition. This wonderful Plus 8 benefits from a recent service, rolling-road test set-up (230bhp), a 'no-advisory' MOT and pleasingly, our vendor is generously including the appropriate registration E9 MOG in the sale.

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

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

### Recent Sales and Auctions



This 2016 Morgan 3-wheeler sold on BaT for US\$48,250 on December 8, 2022.



This 1955 Morgan Plus 4 DHC sold on BaT for US\$5100 on December 20, 2022.

### Parts Available - Free!

I have a Mog walnut (maybe burl) and I think book matched, dash board with a locking glove box (no key) that I will give to whomever wants it. It needs to be refinished. They will need to pick it up at my place.

Don Allen - 604-465-0221. (Maple Ridge)

[cdonallen87@gmail.com](mailto:cdonallen87@gmail.com)

### 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!



Susan Blake with her photo in the UK Morgan Sports Car Club's 2022 Calendar. Congratulations, Susan!



# MORGAN

## THE 2022 MORGAN CHRISTMAS GIFT GUIDE



The Morgan shop has a range of products that make the ideal gift for any Morgan enthusiast. We have put together a selection of perfect Christmas gifts, but you can shop the full range at the link below.

[VISIT THE MORGAN SHOP](#)



### OFFICIAL MORGAN GIN

Infused with genuine Morgan ash wood, this limited-run product has been produced by two Worcestershire-based brands, the Morgan Motor Company & Piston Distillery. Available in 70cl and 20cl bottles.



### 2023 MORGAN CALENDAR

Featuring stunning images of the Super 3, Plus Four and Plus Six, along with various other firm favourites, like the CX-T and our special project Plus 8 GTR.

Just in case you need to buy yourself a little something extra!



### THE MARCH OF PROGRESS

Morgan: The March of Progress by Charles Neal is the absolute must-have for any Morgan enthusiast. With 288 pages and over 400 images, this hardback is full of never before seen detail and archives.



### MORGAN SOCKS

These soft, warm and comfortable socks are knitted to perfection featuring artwork that was designed by our in-house team. Available in a range of colours, buy 3 or more pairs for 15% off.



### LEATHER HOLDALL

Designed to fit behind the seats of a Morgan, these premium leather bags are made from high quality black or brown leather and come in two sizes. The perfect bag for a Morgan owner or enthusiast.



### LEATHER DRIVING GLOVES

Luxurious Morgan branded leather driving gloves are available in men's and women's sizes and a number of different styles. Go for a more vintage crochet look or a classic leather option.



## PACMOG Regalia

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

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



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

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

Badge measures 3.5 by 4.25 inches overall

\*Club members only, all others please inquire



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

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

Patch measures 3 inches in diameter

\*Club members only, all others please inquire



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

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

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

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Maple Ridge B.C. V2X 0T4

# Pacific Morgan Owners Group

## 2023 Membership Application

(Please print in block letters)

### 2023 Membership

Membership is only \$10  
Make out cheques to "PACMOG"  
Send dues and completed form to:

Pat Miles, Treasurer  
15410 Kildare Drive  
Surrey, BC V3S 6B9

Or E-transfer to [pat\\_miles@hotmail.com](mailto:pat_miles@hotmail.com)

Date \_\_\_\_\_ New \_\_\_\_\_ Renewal \_\_\_\_\_

Last Name \_\_\_\_\_ First Name \_\_\_\_\_

Spouse/Partner Last Name \_\_\_\_\_ First Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Province/State \_\_\_\_\_ Postal/Zip Code \_\_\_\_\_

Phone \_\_\_\_\_ Cell \_\_\_\_\_ Work \_\_\_\_\_

Email address \_\_\_\_\_

Spouse email address \_\_\_\_\_

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

1. Year \_\_\_\_\_ Model \_\_\_\_\_ 2-seater \_\_\_\_\_ 4-seater \_\_\_\_\_ Colour \_\_\_\_\_

Engine type \_\_\_\_\_ VIN or Chassis number \_\_\_\_\_

Comments? \_\_\_\_\_

2. Year \_\_\_\_\_ Model \_\_\_\_\_ 2-seater \_\_\_\_\_ 4-seater \_\_\_\_\_ Colour \_\_\_\_\_

Engine type \_\_\_\_\_ VIN or Chassis number \_\_\_\_\_

Comments? \_\_\_\_\_

Members names, addresses, telephone numbers, email and Chassis/VIN are published to other PACMOG members in the Roster. You may opt out if you DO NOT want your information published or shared with the other members by placing a check mark here. \_\_\_\_\_