



# The Morgan Link

Vol 6 No 6

The Magazine of the Pacific Morgan Owners Group

June 2021



## From the Editor's Desk...

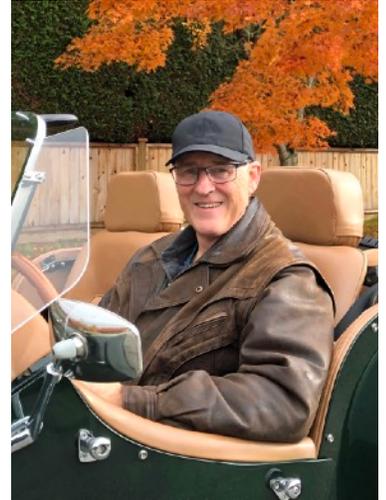
I am excited to say that I am still receiving lots of articles and photos from members. This does make my job a lot easier and allows us to have a full magazine each month. Along with Morgan articles, we will continue to have one or two articles about other car makes. I do this for two reasons. First, some of our members are working with other cars and it is nice to showcase their work. After all, this is a club magazine for the members. Secondly, some articles are appropriate to the time or may bring useful information that we can relate back to our Morgans. This month, Phil Johnson has written about his restoration of a 1929 Stutz and I have written about the Porsche Taycan electric car.

Along with our articles, you will notice links to web pages or videos. The links are all live so you should just be able to click on the link to see the video or navigate to the web page where the article is located. If you are unsuccessful, just copy and paste the printed link into your browser and you will be able to connect. This month we have some interesting videos. Jacques Gallien has supplied a video of a trip the Belgian Morgan Owners Group took to the Pyrenees. You can find the link on page 34. On the following page, Roger Mulloy has provided us with four short videos to give us a chuckle or two. On Page 7, Morgan Motor Company has provided us with a link to a video describing the changes to the Morgan cars in the upcoming year.

Just a reminder that I am always looking for material so if you are out and about and see something related to Morgans, take a photo or write a couple words and send it to me. I always appreciate your stories and photos. We would enjoy some more member profiles, so don't be shy! Members always like to hear what made you get into Morgans, where you found yours, what you did to it and with it, and future plans. We are also a curious bunch so tell us something about your life! Email me!

Happy reading and safe driving!

*Respectfully,  
Steve Blake*



### The Morgan Link

June 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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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).

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# Report from the Executive- June 2021

*By Steve Blake, Chair*

Last Sunday, we were out for a drive and saw three British cars on the road, along with several vintage American irons. It was just that nice a day. In Tsawwassen, I saw a blue Sunbeam Tiger, a red MGA with two "young" ladies (one in her 50s with probably her mother), and a black 1967 Austin-Healey 3000 driven by my friend, Roger Grace.

In Ladner, I saw several American cars including a 1954 Meteor, a 1956 Ford pickup, a 1972 Corvette, a Ford Fairlane from the late 1960s, and a fully restored Model T Ford.

Unfortunately, another friend in the Vancouver Vintage Car Club, Al Gejdos, was parked in the lot at Centennial Beach. His car is a beautifully restored creamy yellow 1939 Packard roadster. At first, I thought he was getting a ticket from the Delta Police constable parked behind him. However, his bad luck was not for a ticket. He had broken down. The car would turn over but would not start. My guess is a fuel pump problem.

Talking about drives, we do have more planned but it would be nice if some new people would step forward to sponsor a drive. We can do more than one a month, so think about it and give Ken Miles a call if you have an idea. We have invited the Austin Healey club and the Old English Car Club on a couple of our drives. That has given us a mini car show with the variety of cars and helped build camaraderie with other British car owners.

We did not have an executive meeting this month but did get together on the phone and at events. There doesn't seem to be any burning issues at this time, so I guess that is a good thing. Let us know if you have any ideas, concerns, or things you would like to see happen. We are all here to serve at your pleasure!

As usual, please, make our two new members feel welcome!

Stay safe!

## Welcome New Members!

Doug Jinkerson  
1962 Morgan Plus 4

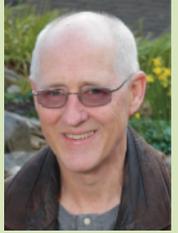
John Bodnar  
1970 Morgan 4/4

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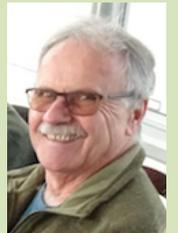
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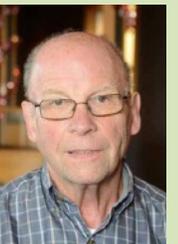
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Membership, Regalia

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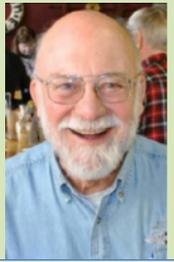


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Non-voting member attending  
Board Meetings as Secretary

Steve Hutchens  
[sphutchens@gmail.com](mailto:sphutchens@gmail.com)



### Cover Photo Credit:

This month’s cover photo was taken by Lorne Goldman of his wife, Audrey, their Morgan and beautiful wisteria in North Carolina.

### 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, Pat Leask, Andrew Smith, Susan Blake, Pat Miles, Lorne Goldman, Tom Morris, Tom Everts, James Gilbert (MMC), Alistair Crooks, Frank Gruen, Valentin Tanase, Jacques Gallien, Gary Bell, Roger Mulloy, Nigel Matthews, Robert Horsley, Douglas Hallawell, Larry Emrick, Phil Johnson, Howard Jewell, Ken Butler, Russ Austin, Jane Cowan, David Stephen, Kit Raetsen, Hal Irwin

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The Morgan Historic Register  
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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.

## On the Road!

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



Above - Steve Blake's photos of Les Burkholder's 1969 Morgan 4/4 at the Chicken Farm  
Below: Lorne Goldman's photo of his Morgan Plus 8 in the English countryside





During our trip to the Morgan Centenary in 2009, Pat and I shipped our Morgan to the UK and spent several weeks driving from the south of the UK to the north of Scotland. We realized that on the way, we would pass close to the town of Aidensfield which is the scene of a TV series, Heartbeat, that we liked. From watching the series we realized that Scripps garage might service Morgans as they had a Morgan grill on the wall. So, we decided to drop in and take a picture in front of the garage. Pat took this picture from the Aidensfield Pub across the road. We visited the pub afterwards for lunch and a beer. During our lunch a Japanese person approached the bartender and asked where "Alf" was. The bartender replied, "We fired him yesterday!" The look on the face of the customer was unbelievable as I think he truly believed the bartender! - Ken and Pat Miles



Jon Moss arriving for the start of the Dewdney Run - Steve Blake Photo



# MORGAN

## Morgan Plus Four and Plus Six receive a host of customer-focused updates

At Morgan, we never stop in the relentless development of our cars. Two years on from the launch of the Plus Six, and one year after the Plus Four was unveiled, we've released a package of updates for the models, the result of an intense engineering programme based on customer and press feedback.

Chief among this update is a new hood that's quicker and easier to put up or down, two designs of ergonomically optimised seats, and our new Active Sports Exhaust System. Of course, there's much more besides, so watch the video below or read more about the [Morgan Plus Four](#) and [Plus Six](#).

<https://www.youtube.com/watch?v=W5O3Lfft3ic>

## Morgan's all-new interactive museum, The Archive Room, now open

The Archive Room, our all-new interactive visitor experience, has opened its doors following the easing of Covid-19 restrictions in the UK. It's home to company archives dating back to 1909, consisting of artefacts, documents, photographs and footage that chart the unique history of the Morgan. Bringing our heritage to life is an audio-visual installation, which tells the story of selected items at the touch of a button.

The redesigned space includes a retail showroom for Morgan's on-site dealership, Morgan Works Malvern; a new restaurant, The Canteen; and a gift and lifestyle shop. It also serves as home to Morgan's ever-popular factory tours, the behind-the-scenes insight into how these unique vehicles are made, and our sports car hire.



Watch the video to see the changes to Morgan's new models for 2021

<https://www.youtube.com/watch?v=W5O3Lftt3ic>



## Introducing Sunset Sessions, exclusive Morgan track evenings

Experience the freedom of driving on circuit and follow in the tyre tracks of your motorsport heroes with Sunset Sessions, Morgan's exclusive track evenings. New for 2021, Sunset Sessions will be held on Monday 12 July and Thursday 9 September, at the iconic Donington Park circuit in Leicestershire, UK.

These aren't any normal track days. With only Morgan cars allowed on circuit, a strict low-numbers policy, and free tuition on offer, they make for a safe environment whether it's your first time venturing on circuit or you're a Morgan racing veteran. Taking place on the longer, 2.5-mile 'GP' circuit, there's even more track space to enjoy your Morgan without worrying about traffic around you.

# Jay Leno's Big Dog Garage

By Nigel Matthews

On June 16, Nigel Matthews presented a slide show during our Zoom meeting from his time spent with Jay Leno at his private collection, the Big Dog Garage. Jay has 189 cars, including a 3-wheeler Morgan, and 160 motorcycles in his collection, however the numbers are always changing. Here is a sampling of his cars. (Nigel Matthews photos)



Jay with 1916 Crane-Simplex Model 5 Holbrook Skiff



Jay Leno and Nigel Matthews



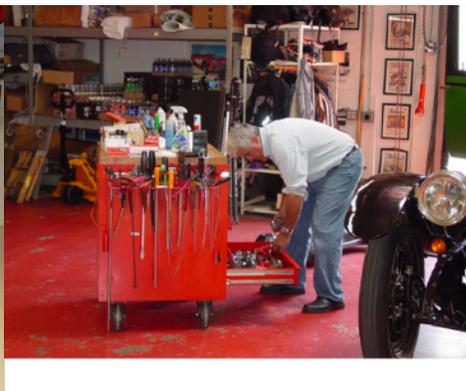
1932 Morgan 3-wheeler Super Sport



1913 Mercer Raceabout



1967 Mazda Cosmo 110S



Jay working on his cars



1906 Baker Electric



The Ladner 1929 Duesenberg Model J



1934 2-seater Duesenberg built for Josiah Lilly



1931 Duesenberg Model J owned by Macy's executive John Straus...before and after restoration



1932 Bowtie Deuce Roadster



Lamborghini - Yellow is a 1967 Miura P400 owned by Dean Martin, Red one is a 1986 Countach, and Orange is a 1969 Miura S



1931 Bentley 8 litre



1927 Bugatti Type 38 driven by Katherine Hepburn

# Island Group Fathers' Day BBQ 2021

*By Jane Cowan*

Following the lifting of some Covid-19 restrictions, we were able to have an Island Group organized, traditional outside gathering of Morgan owners on the Fathers' Day Weekend. Rudi and Patty Koniczek were our gracious and welcoming hosts at their beautiful property in Saanich. They were meeting most of us for the first time and were quite excited to get to know club members. Joining the hosts and me for the fun were David and Pauline Stephen, Kit Raetsen and Jo Cockshutt, Ron and Norma Akehurst, Lloyd and Treacy Reddington, Hal and Garnet Irwin, Ken and Marion Butler, Harry and Mandy Broersma, new member, John Bodnar, and from further away, Marv Coulthard and his daughter, Tara (Saltspring Island), Tom Morris and Elaine Davie (Sechelt), and Ken and Pat Miles (Surrey).

Although the day had begun with clouds and a chill in the air, the late afternoon and evening were warm and sunny. We lined up our cars on the grass and Rudi, the world famous Mercedes-Benz 300SL restorer, took us on a tour of his collection of special cars - making many of us envious! We ate "British fare" at tables set on the lawn. English cheeses and crisps, green salads, meat pies and gravy and gorgeous desserts were wolfed down with lively conversation and chilled wine or beer.

What an uplifting and relaxing experience! I think we all look forward to more of this in the summer months to come. Let's drive together!!







After eating, the guests were invited to view Rudi and Patty's collection of exotic cars.

(Photos for this article organized by Jane Cowan and submitted by herself, Pat Miles, Hal Irwin, David Stephen, and Kit Raetsen - Apologies if I missed anyone.)

# BC Dreaming!

By Robert Horsley

Any chance there is a special exception to the border closing for vaccinated Morgan drivers from down here in the US? MISS YOU GUYS!

Father's Day has been a regular crossing for Mixel and I and we'll be thinking of you.

Had the chance to finally join up with the Northern California Flog Mog group that Bill Button and I regularly ran with. Earlier this month met up in Garberville, up to Ashland and down to Chico. Got out of the rain here in Seattle, and stretched my legs on some great roads. Good to see the group again too.

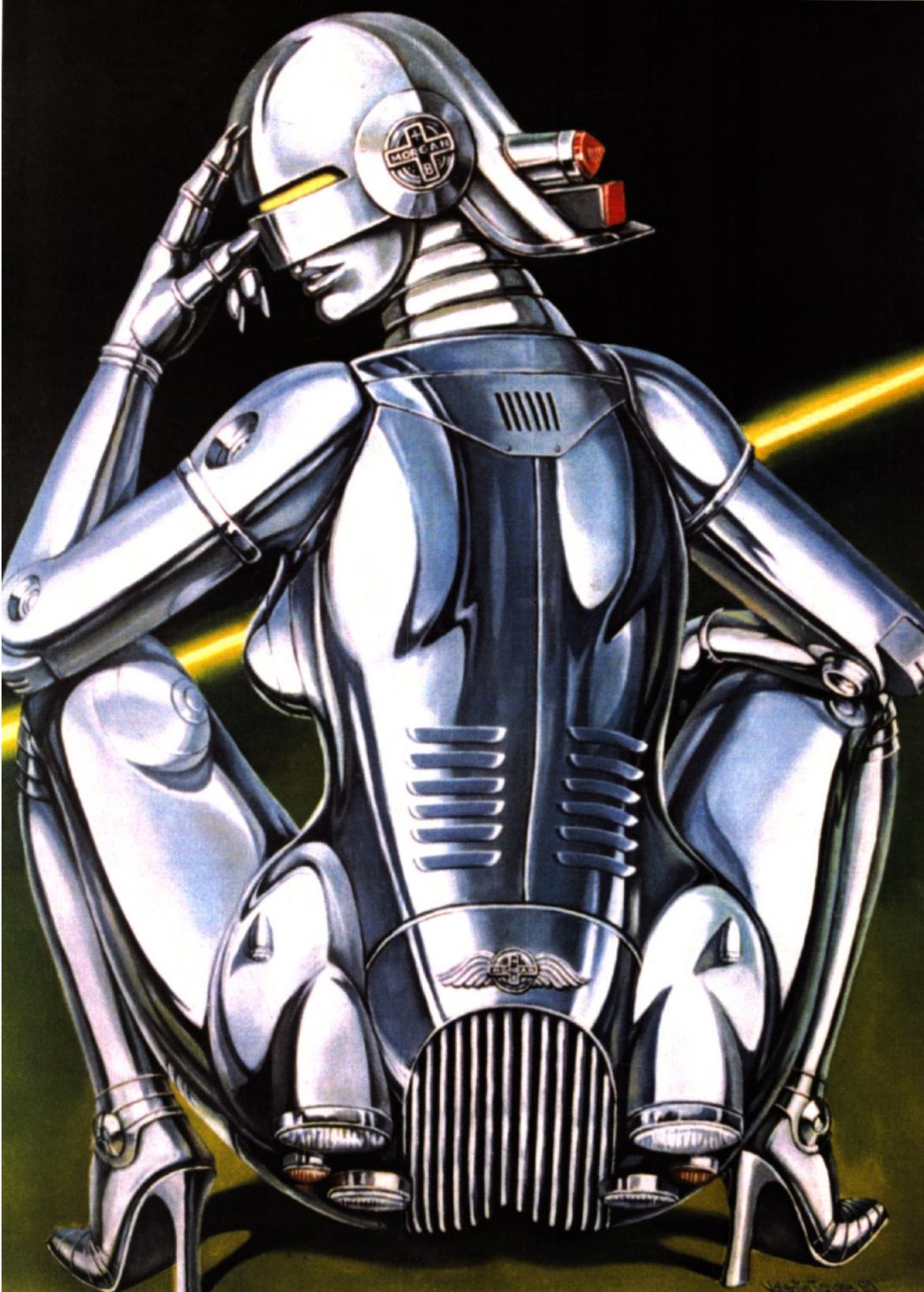
Dream of getting back to BC and seeing you as well.



(Robert Horsley photos)

## 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

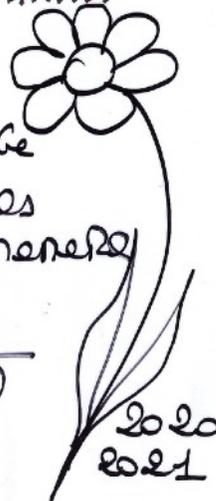
Jacques Gallien is the Vice-Chairman of the Morgan Owners Group Belgium and editor of their Revue. He has graciously shared a number of his Morgan photographs and artwork for our use. Many of these include Brigitte Bardot, who is an honorary member of the Belgian club. We thank MOG Belgium for allowing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



*Si on choisit mal sa monture il ne faut pas se  
plaindre des incongruités de l'animal!*

*Qui veut aller loin, ménage  
sa monture.....alors j'échange  
les douces épaules de Jacques  
contre ma Morgan qui me mènera  
rapidement au but fixé!*

*Brigitte Bardot*



*2020  
2021*

### Translation

If you choose your mount badly, you should not complain about the animal's incongruities!  
Who wants to go far, spare his mount! So I exchange Jacques soft shoulders against my Morgan which will quickly lead me to my goal!

Brigitte Bardot

## The Morgan Plus 4 Tourer of Brigitte Bardot *By Douglas Hallawell (Translated by Steve Blake)*

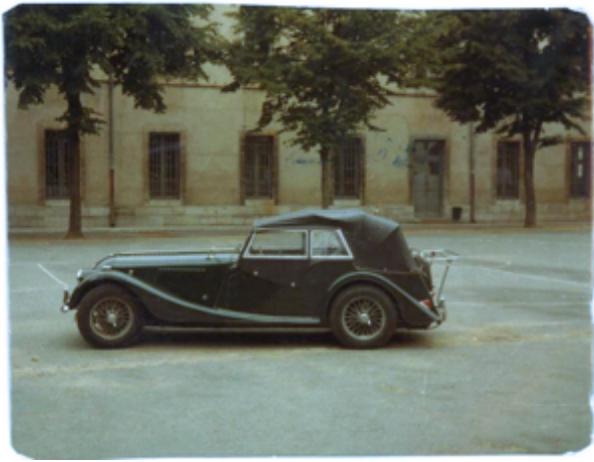
In 1959 at the time of the Paris Motor Show, Brigitte Bardot had a weakness for convertibles. She had replaced her Simca with a white Renault Florida convertible which, incidentally, had been given to her by Renault in August 1959, two months before the auto show opened. The automaker realized too well the potential of the flamboyant French starlet's charms and sex appeal to boost sales of their cars and in particular to launch their latest model, Florida. Additionally, BB could be seen on countless magazine covers with the October auto show announcement. Sitting on the hood of her personal Florida, she appeared as the "godmother" for the new Renault model. Later General de Gaulle was to declare that BB alone had generated more financial revenues for France in 1960 than the combined sales of Renault cars.

In July 1966, at age 32, BB married jet-setter Gunther Sachs and was often seen in her chauffeured RR Silver Cloud II. His insatiable appetite for fancy cars probably played into BB's choice to order a Morgan and a few months later her Austin Mini Moke. In addition, Morgans had become very fashionable in the mid-1960s among French stars like Anna Carina, Catherine Deneuve, J-Paul Belmondo and Claude Brasseur who all had chosen a Plus 4. However, strangely, Deneuve had acquired her RHD drophead coupe from London merchant Basil Roy. This trend has surely encouraged BB to do the same and instruct her secretary to telephone the Savoye dealership to place an order for a Mog capable of carrying more than just two people on board. If like me, you look on the internet at the thousand and one photos of BB, you will finally come across the one with her 5 Dalmatians in her Mini Moke. Clearly, the choice of the Morgan 4-seater was of "animal" inspiration!



Claude Savoye claims that when BB's secretary requested a price rebate, he politely but firmly rejected the request. And if Claude really stepped in to force the waiting list, that's another thing! Ask Claude and he will probably smile back maliciously... Maybe BB was not aware that Savoye was the exclusive importer (appointed by Morgan) for France and that the few Mogs who made up the trader's quota at that time were relatively easy to sell. To put it in context, Savoye's share was then around 15-20 cars per year, far less than in recent years with 100. It was only 40 years later that the restyled 4-seater was launched at the Geneva Motor Show in 2006 with such success that sales in France in 2007 were boosted to the level of 70 cars. This was attributed in part to the elegant change of bodywork and the convertible top of the 4-seater. The fruit of the brilliant coup de pencil by Matthew Humphries, young (21) and talented project manager hired by MMC.

Shortly after her 33rd birthday, BB received the keys to her Plus 4 "Westminster Green" tourer with VIN 6621. The car left the factory on October 20, 1967, two months before seat belts became mandatory in France. And with options recommended by Claude Savoye, the MOG was equipped with leather seats, a wooden steering wheel, heating, windshield washer, tonneau cover and chrome luggage rack. On the rare occasions when it returned to the garage for maintenance, Claude invariably instructed his duty manager to drive the Mog back to its owner with a generous bouquet of flowers in the back. Having a residence in



Paris, BB was able to register the Morgan under the plate 317 UL 75, the last two digits indicating the department 75 of Paris. At this time of her life she spent quite a bit of time in the capital so that the Morgan could be seen frequently in front of the Fouquet's restaurant on the Champs Elysées. In the absence of a private parking space in front of his apartment at 71 avenue Paul-Doumer, both the MOG and the Sachs Rolls were always parked on the left side. The Rolls regularly received tickets, to BB's amusement! It seems that the parking lot attendants were quickly trying to curry favor with the owner of the Morgan.

The photo of BB, now 35 and shown standing behind her Mog, was taken in the summer 1970 during the filming of "Novices" in Paris. The same day she was photographed on her black Velosolex, although the white stockings barely honor her legs! Two months later, BB finally bought her own Rolls, a sublime dark blue 1962 convertible Silver Cloud, a circumstance prompting her to get rid of her Mog soon after. Acquired from the charming singer Charles Aznavour, her Rolls was sold after only 2 years. It resurfaced for sale at Retromobile's auction in 2014 - where it fetched € 286,000 - to then be shown at l'Art et l'Élégance "in Chantilly in September 2015.

The Morgan of BB was sold to a French couple (with children) who registered it as plate 83 HH 65 in the Hautes-Pyrénées and subsequently repainted it in an unusual shade of red. It is not clear to me what happened for the next ten years. In fact it was sold and exported to the USA around 1980/81 judging by the French "80" tax sticker representing the year and still on the car when it was in Culver City, California. On this occasion, the mirror mounted in a very unorthodox way on the hood on the driver's side had been removed and replaced by door mirrors. During the time BB owned his Mog, most cars in France usually only had an exterior mirror. In addition, French regulations have always prohibited the rear-view mirror mounted on the bonnet, which must be able to be adjusted at any time by the driver



when he is behind the wheel. Maybe BB didn't want

to have her's mounted on the door ... According to Gerry Willburn, a prominent member in the Morgan fraternity and multiple past-president of the Morgan Club of Southern California, the Mog continues to thrive and roll on the West Coast. Now we can talk about whether or not BB was aware of the use of animal glue by MMC (in the 60s) to glue the wooden frame. I very much doubt it!



# The Shakedown Drive

By Tom Everts

A brief sidebar before the report....

Yesterday, during the drive, I remembered that my love of road trips began at an early age (*I'd guess I was maybe 5*). My folks were curious about the countryside that (then) surrounded Seattle, so a routine of the "Sunday drive" was started. From these I learned many of life's lessons...Chocolate milk came from brown cows, and back roads often had Burma Shave signs. The ubiquitous A&W Root Beer stands with frosty mugs for only a nickel. (*that was the child size and you got to keep the mug.*) It is interesting how an experience at a young age stays with us into adulthood. I also recall that when I got to be a teenager, and knew everything, that the Sunday road trips were avoided at all costs. The dumbass things you do as a teen.

OK....first the facts...launched at 9:50 am, local, under CAVU, with the intended destination of Cliffdell, WA some 100 miles distant. The intended route kept me off the Interstate, but traffic was still moderately heavy until I got to Mt. Rainier Nat'l Park. Mini vans, large RV's, sports cars, and Harley Davidson motorcycles were everywhere. Once IN the park the traffic got slower and more congested...I attribute that to the three day weekend and COVID evacuees. We spent an hour meeting with

Jesse, his brother Matt, and his wife

Jenny. I was back in the barn at 5:00pm local.



As mentioned this was intended to be a shakedown cruise for **William the Wanderer** and me. I thought a two hundred mile roundtrip, sans hood (*the Morgan has a hood versus a "top"... a bonnet as opposed to a hood, and a boot, instead of trunk... which WW has no boot.*) would be a good test of capability and durability. Additionally, I imported, loaded, and utilized, some technology; Garmin drive 55 GPS, and a cell phone for both communications and music. (*sidenote, and why many Morgan cars do not have radios, with the hood down, you cannot hear the radio.*) I'm happy to report that all the onboard systems worked as designed. The power steering, cruise control, ABS, and electric windows neither worked nor were missed. I was advised by the assemblers; Morgan Cars Mid-Atlantic, to vary my RPM's to afford WW the ability to break in comfortably....Hence the "*drive it like you stole it*" did not come into play.... Except for one stretch with NO cars and some comfy curves, WW insisted on feeling 80 MPH wind... maybe ONE mile.

As for the imported technology....see above comment about the radio/Bluetooth/Sirius XM. The Garmin GPS would have worked great had the operator been more precise in loading the route. The geniuses that designed this piece of technology assume that everyone wants to drive the Interstate. A moderate argument surfaced on the return trip where "she" thought I should use the Interstate and I chose to ignore her. *(At the risk of alienating all co-pilots/navigators, as PIC (pilot in command) I (emphasize/capitalize the I) get to determine the route...damn thing nagged me all the way back.)* The lesson learned is that great care should be exercised when loading your route....both to and from.

I had intended to stop at various scenic spots to augment my narrative with some stunning photos...sadly every spot that would have met that criteria was overrun with tourists. Jesse Walter, the Morgan Adventure lister, who had invited me to visit, did take some photos of [WW](#) at the restaurant/bar/grocery store where we met.

SO...is having the GPS onboard worthwhile?...yes. Same answer with the cellphone, but not in music mode. I also noted a few items that should be on any/all road trips...a paper map, water, and a means for removing the vision obscuring bugs that seem to love dying on the Morgan windshield. From past adventures I knew of these items, but in my eagerness to hit the road did not pack any of them.

It was mentioned that after 200 miles in a Morgan I'd be exhausted. (a historical note requires sharing ~ I've ridden a Harley from Seattle, WA to Sturgis, SD. The typical first stop is Missoula, MT about 400 miles.) Driving/riding in a open car does subject you to the sun and the wind...but the advantage is you get to see, hear, and smell the environment you are passing through. It also ignites, or reignites, the wanderlust at the root of any extended road trip. Was I tired? Yes, but I attribute a lot of that fatigue to new car, unfamiliar route, and holiday traffic. Certainly some of the fatigue is also due to getting back into driving some distances...but it is more comfortable that sitting astride a "hog".



(Photos by Jesse Walters)

The drive accomplished what it was intended to do....

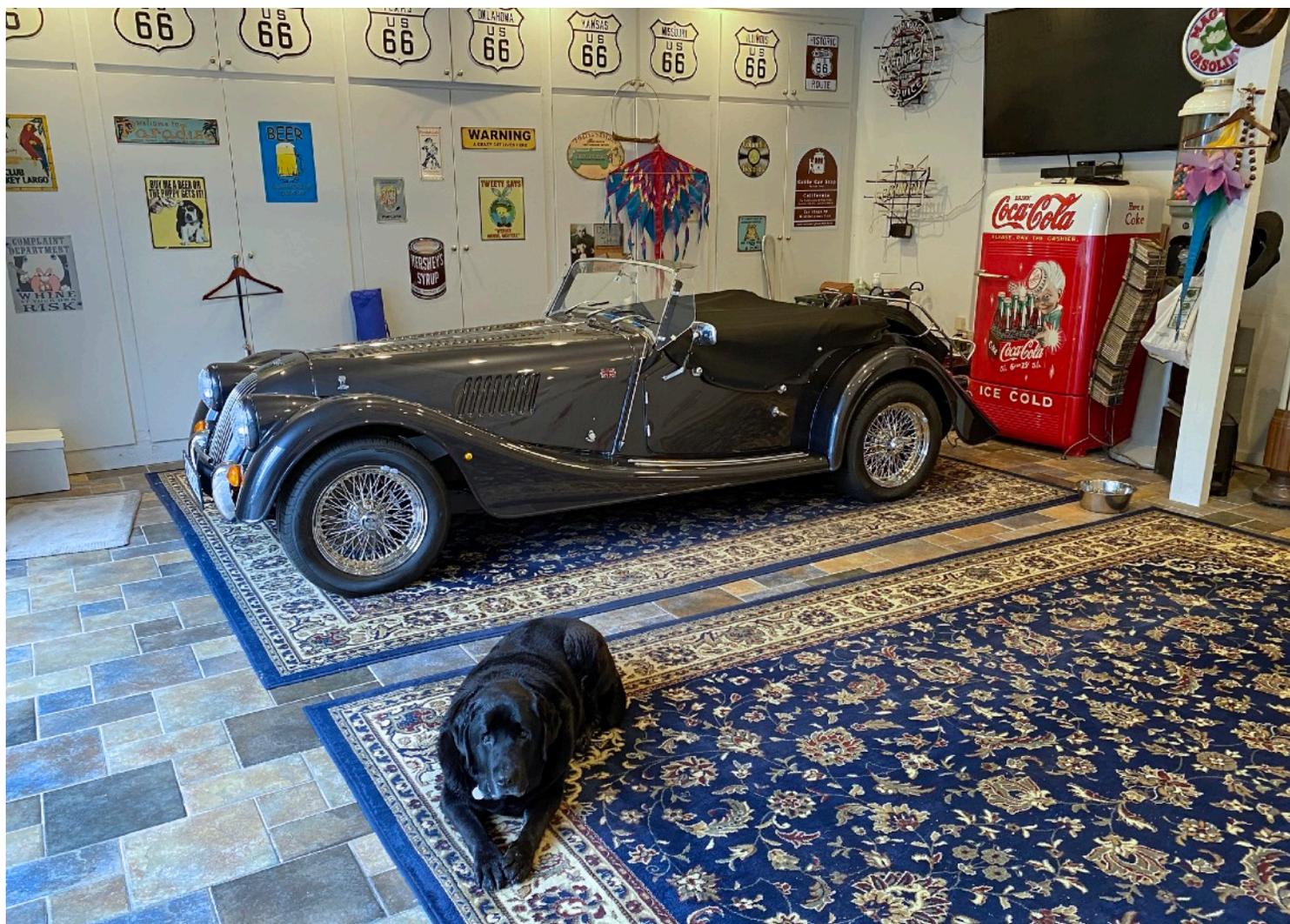
I will be more disciplined/diligent/dedicated to stopping along the route to Cambria to take pictures. If the phone is NOT being used for music it makes a great camera.

The drive also increased my enthusiasm for the trip to California.

Editor's Note:

Tom has had to cancel his trip to Cambria but is looking forward to his next adventure on the open road, maybe to Van Dusen if the ABFM takes place this year.

Stay tuned!



Waiting for the next drive! - Tom Everts photos



MORGAN THREE WHEELER

**2017 Morgan THREE WHEELER** Willow Green, Honey Tan Leather // 6,700 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** 110th Anniversary Works Edition, Silver White metallic pearl, Club Sport 200HP spec engine

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**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 // *THE FERRARI 250GTO'S OF THE MORGAN WORLD*

**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 // *UNBELIEVABLE EXAMPLE*

### 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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# Shaking Down the Road

By Larry Emrick

The most frightening moment I ever had in my 40-plus years of Morgan motoring was my first experience of the infamous Morgan front-end shimmy.

Various known under imaginative names from dance, to shake, to shimmy, if it happens unexpectedly to you you might feel the whole front end is about to detach from the car.

I won't go into the technical reasons for its occurrence and solution. The internet is full of explanations.

But this is my experience as a guide and warning to those of you who have not suffered it.

It has happened to me about four times in my 40 years of ownership. The first was truly terrifying because I did not understand the warning signals and though I vaguely remember being warned about it when I bought the car, the message obviously did not register in my euphoria of Morgan ownership.

Luckily the first time it happened I was on a straight stretch of highway with virtually no traffic around me, so I was able to quickly brake and get off to the roadside to recover my composure.

But the recollection has never gone away and I am hyper-vigilant to the warning signal that my '63 Plus Four gives when it's winding up to deliver.

For me it's a slight oscillation, a barely perceptible back-and-forth movement of the steering wheel at about 50 MPH on my pre-kilometre speedometer. Just under 3,000 RPM on the tachometer.

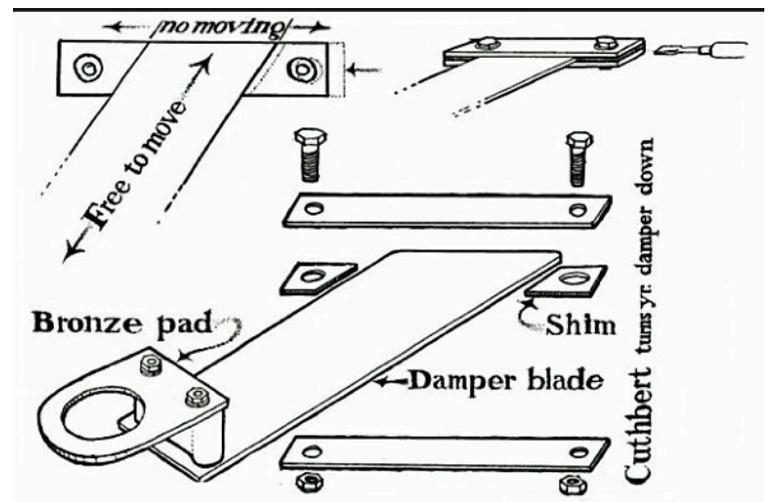
If I ignore the signal and hit even a slight bump, the whole front end starts to shake, scarily violently.

I have heard all sorts of solutions from just slowing down, to braking to "driving thought it" but what has worked for me was just getting on the brakes. Obviously you have to be vigilant for a vehicle behind you before pulling that one but thankfully it worked for me. I can't even begin to imagine "driving thought it". I imagine that really would tear the front end off.

But when I feel that slight oscillation at the steering wheel I know it's time to slow down.

Again, the internet is full of solutions. What has worked for me is the one most frequently-mentioned:

Adjusting or replacing the damper blades. The last time it happened about four years ago, I had the wire wheels rebalanced and that also helped. So does keeping the tires properly inflated. That, I have discovered, is a matter of personal choice. I keep mine at about 25 PSI. The other thing I do is run the car up and down the drive several times during winter storage to prevent the tires from flat-spotting. But mostly I am cautious about the signals the car is giving me and paying attention to the road. There was a stretch of pavement on one of my Morgan routes that was just waiting to catch us out if I drove over it at any speed, so I either slowed down or avoided driving over it.



## Editor's Note:

We have all experienced this condition at one time or other while driving our Morgans. There are several articles that have been published in the Morgan Link explaining this phenomenon that you can go back and review. The latest articles were:

February 2021 - Page 28 - More Scuttle Shake Remedies by Ron Akehurst

January 2021 - Page 25 - The Malvern Dance by Marv Coulthard

There are also articles written by Cuthbert J. Twillie on the subject and we copy one of his illustrations above.

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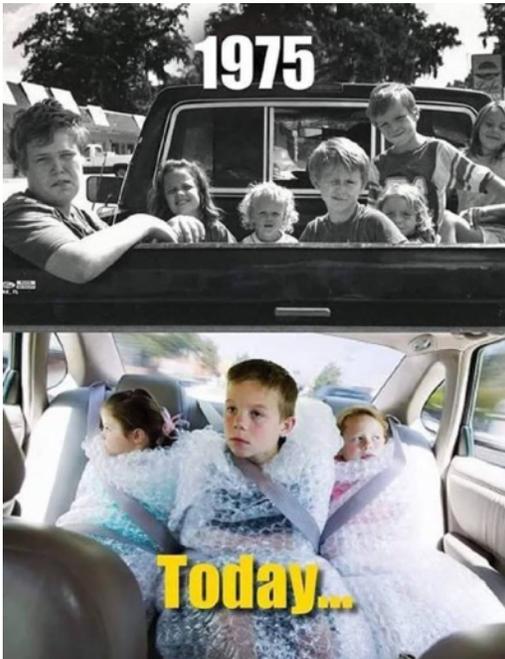
[info@morgancarsmidatlantic.com](mailto:info@morgancarsmidatlantic.com)



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(From the Roger Mulloy collection)



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# Famous People with Morgans

*By Steve Blake*

## Philippe Cousteau

1966 Morgan Plus 4 Competition

Philippe Cousteau was the son of Jacques Cousteau and also a notable oceanographer, diver, pilot, sailer, cinematographer, author and environmental activist. He was married to Jan Cousteau. Philippe was born on December 30, 1940 and died in a plane crash on June 28, 1979. He was piloting a Catalina seaplane which struck a sandbar in the Tagus River. 7 passengers escaped but unfortunately Philippe succumbed to a head injury and wasn't able to be rescued before the plane sunk.

Philippe Cousteau's 1966 Morgan Plus 4 Competition was a rare model of which only 42 were built. He kept the car for five years. Read the full story of his car at:

<https://www.britishcarclassifieds.com/blog/2013/09/04/guest-author-the-rocambolesque-morgan-from-monaco/>



(Thanks to Douglas Hallawell and British Car Classified for the photos)

From the Morgan Oasis Garage

*By Cuthbert J. Twillie, Proprietor*

*Box 1010 - North 51, Terrace*

*Hoodsport, WA 98548*

*(360) 877-5160*



## Polarity

*By Cuthbert J. Twillie*

### Friends

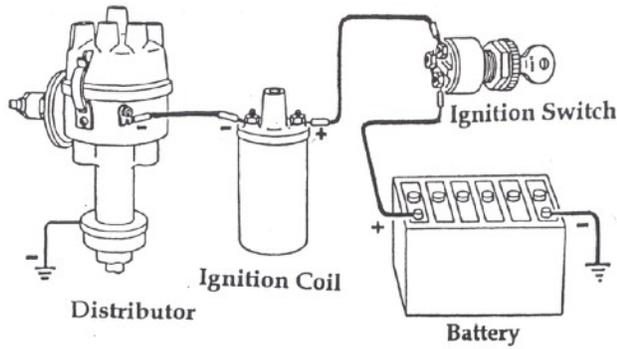
I am the first to admit that I get confused on Morgan electrics. Some Mogs are negative ground, some positive ground. The Limeys want to call ground "earth". Then you see a car that's thirty or forty years old, and you have no idea how many mechanics have stroked the car, replaced the coil, and etc. I spent a day recently trying to discover the correct polarity for the coil on a positive ground car. Nowhere could I find in the twenty or so books on Mogs, or an electrical manual for British cars on my poor overloaded bookshelves, a "road map" on how to hook 'em up. Some coils have SW (switch) on the top. That means that side goes to the ignition switch. The other goes to the distributor. If you have that coil you may read no further. That's how it hooks up. If you do not, read on McDuff, and the devil take the bedpost.

Most coils are marked positive and negative at their terminals. If they are you may connect them correctly by examining the drawings accompanying this epistle. One for each case, positive or negative ground.

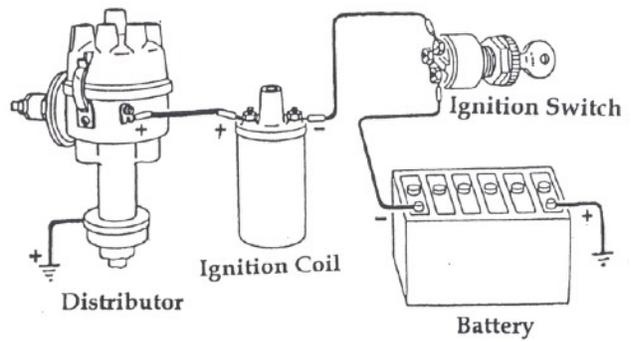
If your coil is not marked the following procedure will ensure the correct polarity of the coil.

You can determine the correct polarity by holding the spark plug wire about a quarter inch away from it's spark plug connector with the engine running. Insert the point of a wooden lead pencil between the plug and the wire. If the plug fires with a slight orange tinge on the spark plug side of the pencil you have the right polarity. If it fires on the wire side away from the plug, the polarity is backwards and the wires on the coil need to be reversed. See the drawing.

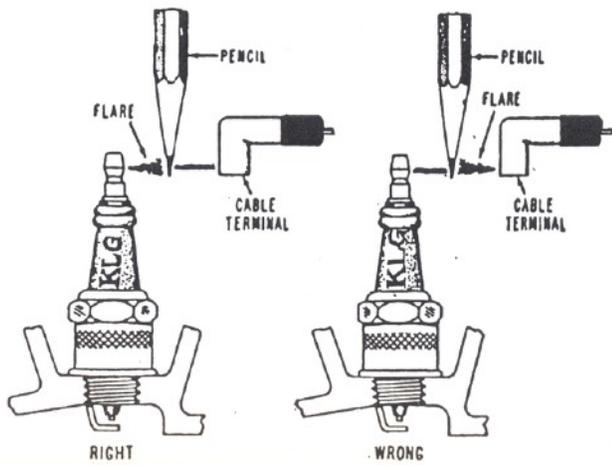
Cuthbert



Negative Ground System



Positive Ground System



# CUTHBERT'S Electric Road Map Polarity 101

**AR Auto Resurrection**

*Andrew Smith*  
Auto Restoration

250-516-1684  
arautoresurrection@gmail.com

## Andrew Smith - A Morgan Metal Craftsman - Part 4

*By Steve Blake*

This month, we are showing a photo essay of some work being done on Harry and Mandy Broersma's 1966 Morgan Plus 4. I asked Andrew about all the photos he takes while doing the work.

Andrew: Every customer gets a picture and explanation of the work done every week I work on their car. This is so they can see why I replaced the rotten metal, how I did it, and the final metal finished piece ready for bodywork and paint.

It's great for me as an explanation of time spent and the customer sees that I've done it properly! Also, it is great if the customer ever wants to sell the vehicle later on down the road. I've had jobs in that had been "repaired" before only to have had a patch put over the rust. It does not last and it comes back after the bodywork starts to bubble, etc. Rust cannot just be patched over. Rust is oxidation of the metal similar to fire or combustion of the metal. It will slowly eat away as the metal continues to oxidize, even if covered over. The solution is to cut out the rusty metal and replace with a new metal patch or replace the whole panel.

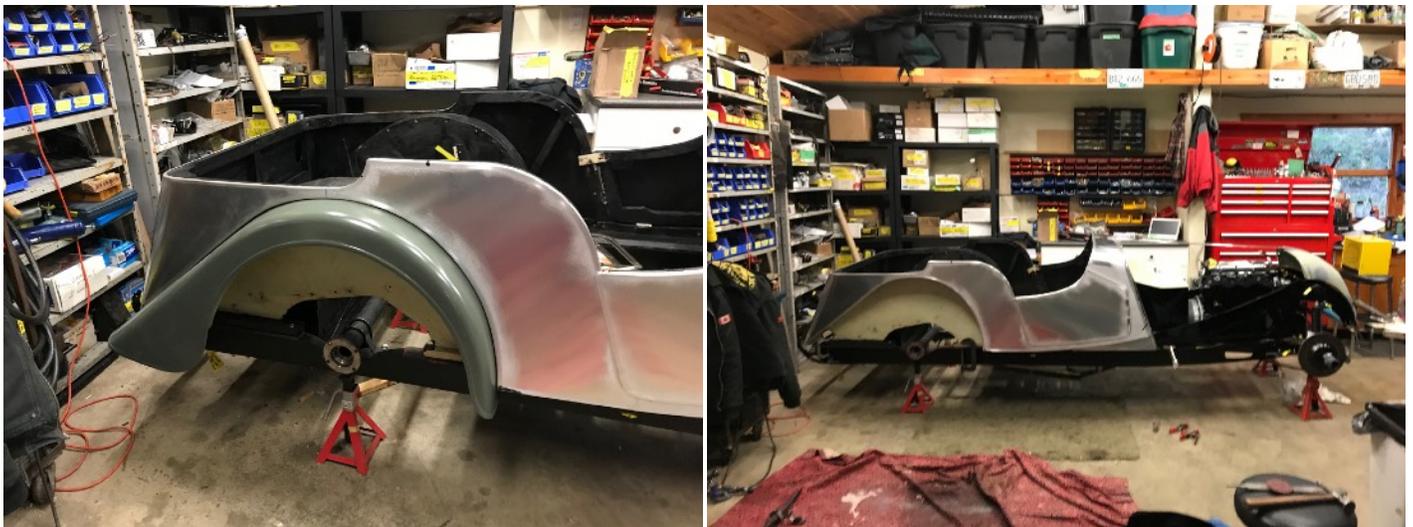
Here are some photos of Harry's Morgan undergoing "corrections"!







(Andrew Smith photos)



Harry Broersma will provide finished photos for a future edition.

# The Future is ... Quiet!

*By Steve Blake*

Susan and I were given the opportunity to test drive the Porsche's new EV, the Taycan. As with all Porsche models, there are many choices. For the Taycan, you can choose from any of seven versions. For our test drive, we were given the middle model, the Porsche Taycan Turbo with 670 hp and a 0-100 kph time of 3.2 seconds. Top speed is 260 kph and this one would only set you back \$175,000. No, we didn't test out its top speed!

I will not rattle on about all the specifications for this car as it is all available at Porsche Canada's website (<https://www.porsche.com/canada/en/models/taycan/taycan-models/>). Suffice it to say that Porsche has built an electric car worthy of being a Porsche according to the specifications. But, how does it perform and feel on the road? Is it going to disappoint or give the usual great Porsche experience? We were about to find out.

We were blessed with a sunny day with about 18-20 degrees Celcius as we drove our 2021 Cayman S to the Porsche Centre Langley for our test drive. We had a half hour drive to Langley so we were able to tune ourselves into the Porsche driving experience as we motored along. If we arrived in an SUV or a pickup truck, our bodies and minds would have different current reference points that would negate the comparable experiences of the two vehicles. I must say up front that the Taycan Turbo is not meant to be the EV version of the Cayman S. It would be more appropriate to compare the Taycan models with either 911 or Panamera models. The Cayman S is a smaller car and has "only" 350 horsepower, just over half the horsepower of the Taycan Turbo. You also pay considerably more for the purchase of a Taycan Turbo.



We provided my driver's licence and Covid contact information before we met with Jonathan Kang who would be our sales advisor for the day. We were introduced to a white Taycan Turbo. The dealer plate was placed on the back and Susan and I climbed in. The first thing we noticed was we were seated lower than our Cayman S. The Taycan Turbo is a larger car and the roominess was quite apparent. There were two seats in the back and we were reminded that this is not a 2-seater sports car but a touring car for a family.

I sat with my foot on the brake and listened to Jonathan explain the switches on the dash. There was a knob on the dash for choosing Park, Drive, Neutral or Reverse. I had it in Park and my foot naturally gave the throttle a blip. Nothing. I looked at Jonathan and said, "How do you turn it on?" He laughed and said that it was on! Oh, yes, there is no internal combustion engine to respond to my foot. No sound, but the dash was lit up so it was obviously turned on. Jonathan told us we had half an hour so go out and enjoy the drive.

After setting up the seats, mirrors and getting adjusted to the array of dials and gauges on the dash, I reversed out of our parking spot and commenced our drive. Yes, it was quiet. We drove through the auto mall getting used to the feel of the steering and slow speed handling of the Taycan Turbo. No issues at this point. I pulled out onto Glover Road and gave it a bit of “gas” or should I say “electrons”! It briskly accelerated up to the next traffic light. I was in the right lane and thought this would give me a chance to test the acceleration. It did not disappoint. When the light changed and I depressed my foot, we rocketed off the line and left the rest of the cars in our dust. I felt like a 17 year old with his first hot car!

Acceleration is not a problem for EVs. You can easily give your passenger whiplash if you don't prepare them for the sudden burst as you tromp your foot. I am sure that will get a lot of new owners of any of the EVs in trouble if they are not experienced drivers. The Taycan Turbo is much quicker than the Cayman S in a straight line acceleration test.

How would the car be for daily driving? I found it comfortable, although the seating was different. I would need to spend more time in the Taycan Turbo to determine if it was better or worse than the Cayman

S. It may have been that I didn't spend enough time adjusting the seat before we left Porsche Centre Langley or it may just be the larger interior of the Taycan Turbo impacted my feel and comfort in the car. I would say that from the experience of that drive, I would rate both cars evenly on comfort.

The next factor to consider was the handling on a twisty bit of road. This is one place that the Cayman S really excels. How would the Taycan Turbo stand up to the twists and turns? I found a road that met the requirement with no traffic and a nice s-bend. I drove it first in normal mode and then did it in the Sport Plus mode. There was a noticeable difference between the two. In Sport Plus, the Taycan Turbo was very planted and accelerated with very little roll. It performed as a Porsche should. The abundant acceleration made the exit from the turns quick indeed. However, the car did feel heavier than the Cayman S and it would take a future head-to-head test to see if this was an illusion or if it actually impacted performance. A timed trial over a closed road would soon put that issue to rest.

As we concluded our drive back to Porsche Centre Langley, I asked Susan's opinion of the Taycan Turbo as a passenger. She said it was nice but looked ordinary. It felt like you were in any one of the other cars out on the road, except of course for the performance. However, the colour had a lot to do with that impression. The blue one was stunning! Colour for this car makes a difference.

Our last task before leaving the car behind was to figure out how to turn it off! We looked everywhere and



finally found a very big button like you find on any electronic device, the universal on/off button (a circle with a line), hidden from view behind the steering wheel! One push and we were done.

As a car aficionado, the Taycan Turbo suffers from the same issue that plagues all EVs. There is little, if any sound. Now for some people, that is a plus. You remember David Ogilvy's Rolls-Royce ads of years ago where he said, "At 60 miles an hour the loudest noise in this new Rolls Royce comes from the electric clock" (even though in reality, the clock was silent!) But, for most of us sound is a huge component of the experience. You rarely, if ever, get to experience a car's top speed or all out acceleration. But you do hear its sound. The revving of an engine or its incremental sound coupled to the RPMs can identify a car or highlight an experience. Ferrari has a whole team of engineers tasked with improving the sound. They call it the harmonics of the engine and they graph out the sound, working with other engineers to design the perfect headers or internal engine workings to optimize the aural pleasure. Watch American Graffiti if you have forgotten what it was like to cruise the strip back in the day listening to cars travelling at low speeds but revving their engines to attract the appropriate attention.

The Taycan Turbo is definitely a Porsche and buyers of this car will gain the pleasure they are wanting by crossing an EV with a Porsche. They will have the Porsche feel and performance. For me, though, the car is a sign of our deteriorating times. It could be viewed as a symbol of the New World Order, where everyone is forced into the same box. Our test car was painted in the appropriate colour of white, because the future, without each car's unique sound, is vanilla.



(Steve Blake photos)

## Morgans in the Movies

*By Steve Blake*

Jacques Gallien, Vice-Chairman of the Morgan Owners Group Belgium, shared this video with me. It is a very well-produced video of a rally their group did in 2018 to the Pyrenees. A link to the video is at the bottom.



Dear Friends and All,

It was in 1987 that I became the proud owner of a car, "M O R G A N" and full member of the Morgan Club of Belgium. All this, you will say, is nothing very special except the fact that I left Africa after living there for 20 years. A change in my social life seemed necessary to me. Besides the pleasure that this car brings me, it was proposed by the club elders that I involve myself more in the club. I became the President for many years. The richness of the Internet helped me discover a 2018 video recorded during a "Rally in the Pyrenees" organized by the importers of the Morgan. I always find good friends who are "in love" with their Morgans which I greet in passing.

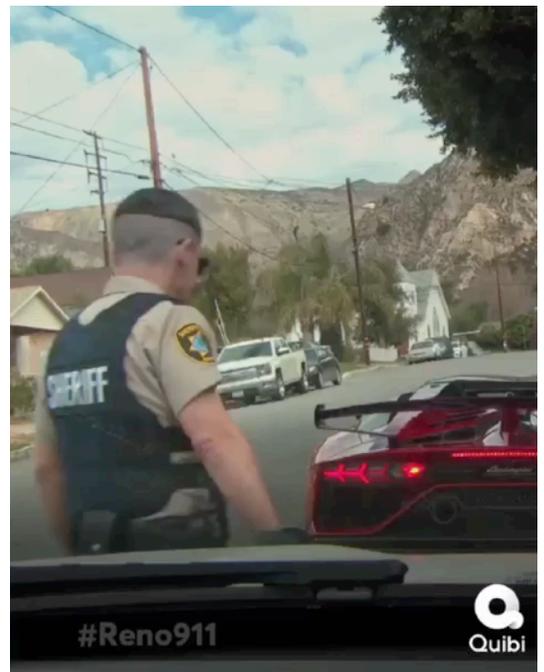
Sincerely,  
Leon Giet

<https://youtu.be/AD0gRS2N52c>





This is not just a black rectangle! Click on it to bring up one of the funniest IKEA commercials.



Click on the photos above to access the mp4 video links.

Thank you to Roger Mulloy for the humour!  
(Roger is a true car guy with a Porsche, Lotus, Ferrari, Audi, and a VW bug.)

## 1929 Stutz Restoration - Part 1

*By Phil Johnson*

*Editor's Note: When not restoring his 1958 Morgan Plus 4, Phil is working on many other projects. Phil shared this one with us because it is up for sale on Hemmings Auctions.*

I thought you might be interested in this. I spent thirty years rebuilding this car from a chassis, part of a cowl, a pair of fenders and six wheels. When I sold it, I had been running and driving the chassis and the body was painted, but not installed back on the car. The fellow I sold it to finished it off. I still have full documentation of the restoration and did a series of ongoing articles which were published in the Stutz Club magazine. I was a member of that club for many years.



Here is a brief article mainly in pictures on the restoration of the '29 Stutz. The first picture is as I found the remains in 1973. The cowl section had been cut partly away and the windshield frame that my friend is holding up so carefully is not the right one. The front fenders were the originals as were the six wire wheels. The Ryan headlights were similar to the Stutz ones but were from a Franklin. A 1921 Model 'L' Lincoln V8 engine and gearbox had been installed in place of the original SOHC straight eight.

We got the Lincoln engine running and sold it to a collector in West Virginia who needed it for his Lincoln project.

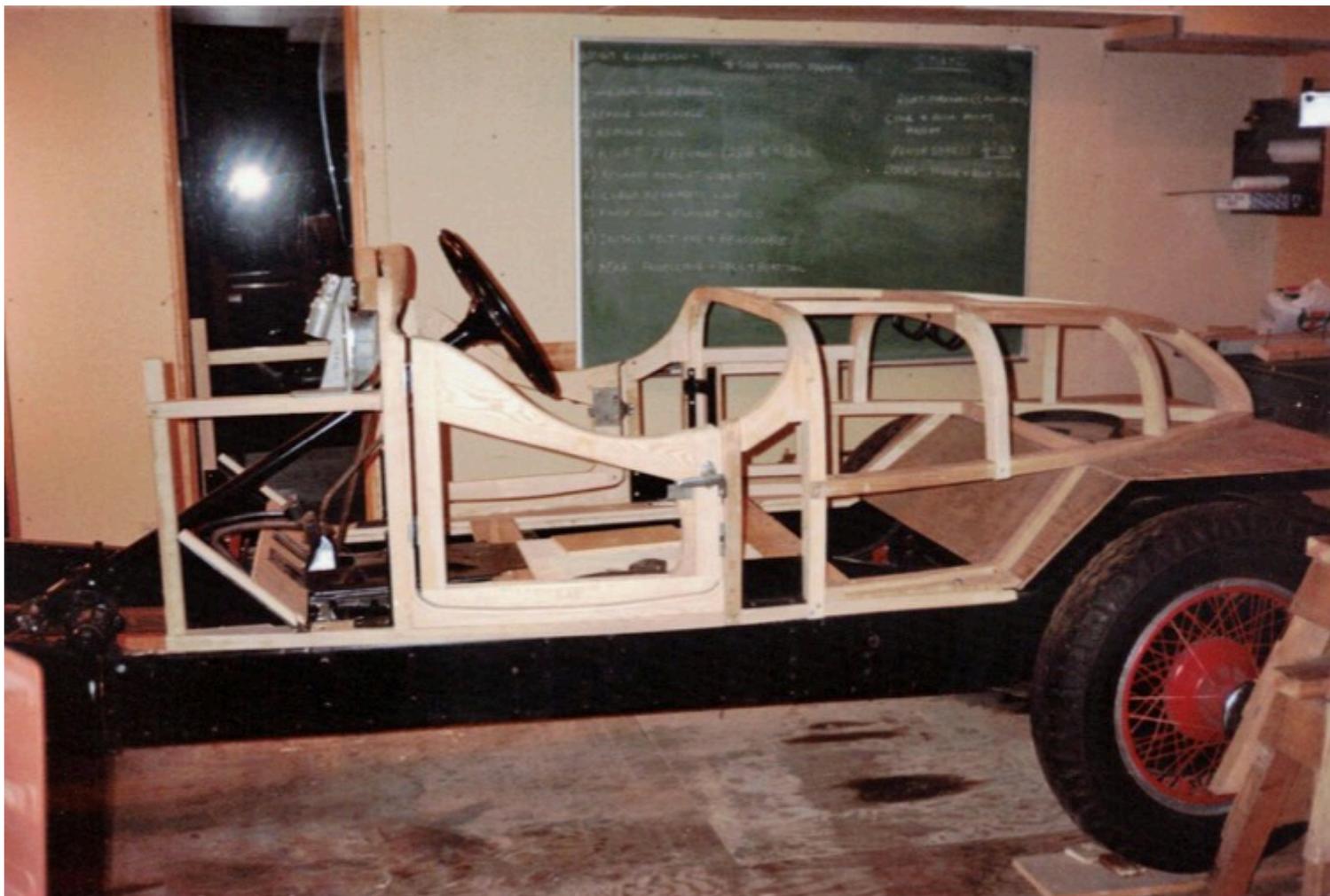


I found the correct engine for my car in southern Alberta where it had been used to run a pump for an irrigation system. It was a good running engine as found. Second pic is the engine installed in the chassis and new tires installed on the rebuilt wheels which were just in primer at this stage. This would have been about 1978.

The car was stored for a few years as I hunted down and acquired many missing parts such as radiator, transmission, Bijur chassis lubricator, instruments etc. until I had more time for it. The complete windshield frame and castings were reproduced by a friend in Oregon, who took the original off of his car and took the parts to a foundry man he knew who made all the new bronze castings and made up the frame for the glass. I got all the parts and had a machinist friend do all the necessary machining of the castings and fitting it all together, including the large cast aluminum brackets that were bolted to the wood body timbers in the cowl.



Third pic is the body frame nearing completion less doors etc. The main sills and all the wood frame is ash (same as the Morgan!) except for the door striker posts which are hickory.



Fourth pic shows the restored cowl section installed on the wood frame with the windshield assembly and hood fitted to get everything aligned properly before fabricating the rest of the sheet metal. I copied the wood framing and all body construction details from a similar car in Southern California. There were only six or so of these boat tail cars built between '29 and '31 and every one was a little different, as they were all custom bodies according to the sources I've been able to research in the Stutz Club. I was a member for many years.



Fifth shot is removing the partly built car from the lower level of our house at the time to the new shop I had built to finish the project and many others for customers.



Part 2 will be in the July edition showing the continuation of the restoration.  
(Phil Johnson photos)

## Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By

The following photos were taken by Howard Jewell when he toured the factory in June 1993.



Thank you to Howard for digging out his old slides and taking them to London Drugs to have them digitized so we could share his memories with you.



Thank you to Andrew Smith for identifying the employees for us. John "Basher" Bishop is doing the bonnet, Ray Jeynes is walking behind him, Jason Hallet is on the folder, Dennis Pugh is on the far left and Pete King is nearest left.



The next Morgan Links will showcase more of Howard Jewell's photos from his 1993 trip.



If you ever feel like your brain is inadequate... Think of this guy!



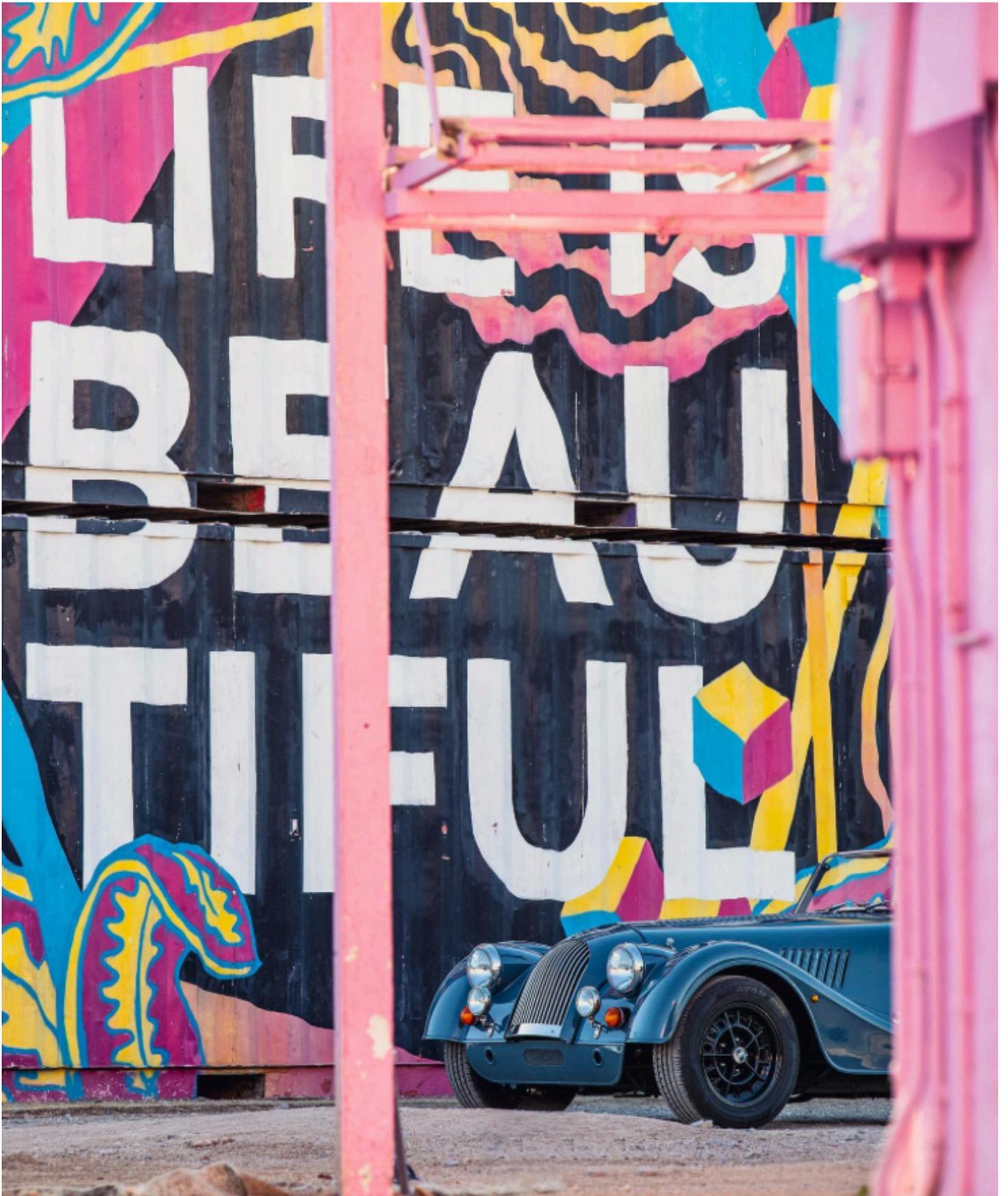
## Morgan Fantasy Photos

I came across several interesting photos of Morgans shot as artwork or for ads or to capture a moment. Enjoy the art!



Top - Courtesy of Lorne Goldman

Bottom - Morgan Motor Company



Courtesy of Morgan Motor Company post on Timeline Photos



## Website Report

*By Tom Morris*

[www.pacmog.com](http://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 the second part of Ken Butler’s trip to the Isle of Man in 2004.

## Morgan to Man 2004 - Part 2

*By Ken Butler*

Rested and well breakfasted, I found my way surprisingly easily to Pickersleigh Road. I must say one feels slightly superior when you arrive there in one of their own! Parking at the visitors’ lot and walking into reception, I was given a map and sent on my way, even though I was early. I signed the visitors’ book with some comment like-“Pilgrimage”or some such. Clutching my map, I entered the factory, alas no photography. But what a treat to see the stages of construction and the piles of ash frames ready for assembly. It didn’t dawn on me, being “Morganly Challenged”, until later that there were some of the first 6’s. It must have been tea or coffee time as all the workers were in their tea rooms. There were the bonnets being hand fitted, all those lovely louvers, the job number tags and who the lucky new owner was. Maybe one day.....

Glen Roy Road



In the finishing shop, one of the men when hearing where I lived, asked if I knew so and so over there who had a dealership, alas no (In retrospect this must have been GB Sterne). But, I bet your Ford assembly line worker would not even know where the car in front of him was going to or care. Staying inside the lines and clutching my map, I could have spent all day but I had a ferry to catch.

There was a brand new Aero 8 outside but, I am still trying to decide if I like them as much as the “old style”. Back in the reception, I splurged on a shirt and took a brochure and order form (just in case)! It was starting to rain as I left so I was glad that I had left the top up.

A quick drive through Worcester and Stourport, took me to our old stomping ground near Himley. A detour to Halfpenny Green to pick up some wine. When we lived close by in Swindon there wasn’t a winery there but we discovered that some of the farm land had given way to grapes. Not bad either to my pedestrian taste.

Up through Wolverhampton then off on the by roads through Middlewich, Nantwich and a late lunch at the “Cock ‘o Budworth”. Then, it was on through Warrington and the Motorway for Liverpool. Not quite as easy as that as it seemed that the route avoiding the city centre of some of these places takes you around the Wrekin and then leaves you signless! It’s OK if all you want is the M6 or whatever but if that’s not your way, then sometimes you have to be psychic.

Liverpool has changed a great deal since I was there last. There were large expanses of empty land where houses used to be. The main road, if you follow the signs, puts you out at the pier head fortunately. The weather had brightened up. It’s interesting how warm it gets in a small car with a black canvas roof when the sun shines. Since I was at the ferry, I didn’t bother taking the top down, even though I was in good time for the 7pm sailing of the fast cat. After checking my reservation, I was sent down the ramp onto the pontoon to wait in line. This gave me time to size up the ramp onto the loading pontoon. Did I have enough ground clearance? It wouldn’t do to take off the exhaust, as I had seen done on some low slung cars on our ferries back home.

I had to go through a vehicle security check before boarding which caused some amusement. The nice man asked me to open the boot! I had to explain to him that I didn't have one and that under the spare wheel was the petrol tank! Good job I had seen some naked Mogs at the factory and knew what I was talking about! It was all very good natured and he was only doing his job.

The ramp did not prove to be a problem and we got on board easily. One of the good things about the Morgan is that its short, low and light; all of which saves some money on the ferry fare. We were tucked away behind some motorbikes off to the side of the car deck. It was the Wednesday before TT started so the influx of motorbikes was starting.

It was a smooth, fast crossing. The experience of driving off the ferry as dusk was falling with the 2 little side lights on the wings shining was a memory that will remain. Getting close to my destination and seeing the sun going

down over the mountains to the west as I climbed up towards Snae Fell. Bouncing down the familiar lane to Glen Roy was a fine end to one part of my journey. This was also the first time that I had driven the car in the dark, the lights were really good. Fortunately, I didn't meet anyone on the narrow lane, as one of us would have had to back up to let the other pass. So, here I was safely on the Island with my Morgan.

The next day after mother-in-law had passed approval, I took the top down and took off the side screens to make it a real sports car! Albeit, I was only going to venture out on fine days keeping it safe and dry in the carport otherwise, much to the distress of the house martins nesting there. I also washed off the mainland grime, something I have never bothered to do with a hire car before. I am not sure if I would like to have to keep the wire wheels spotless as they were, all year round. Thoughts of using an old tooth-brush and lots of elbow grease!



TT Grandstands

Once spruced up, we were off on the local roads. The Island has some ideal roads for stretching a cars legs, so to speak! Many narrow winding lanes plus, of course, the Mountain roads. What better way to see the Island than in an open sports car! No more motorways and smelly trucks (lorries). All those cameras and restrictions. This was just before TT fortnight so there was more traffic than usual, but not as bad as over the Race week .

On rainy days and Race days, the Morgan stayed safely at home, not wishing to risk ending up with a motor bike and rider on the beautiful louvered bonnet! I had volunteered to Marshall during the 2 weeks, but drove to my appointed station in a "bread and butter" saloon. As usual, some visitors tried to emulate the racers to their regret and cost to their machines. "Mad Sunday" when anyone can ride or drive on the TT course with the mountain section being one way is when sane people stay off the roads. I walked to a close vantage point, to see the excitement. Unfortunately, (or fortunately) it was foggy on the mountain so speeds were moderated, but the stream of bikes and cars was interesting to see.

I was joined by my daughter, Melanie, from Toronto who pronounced the 4/4 "cool". We explored some of the hi-ways and by ways. We also called on the local Mog man Colin Bowen. Unfortunately, he was away, but Judy offered us tea and we spent a pleasant hour in their garden.

The narrow lanes of the Island are a delight to drive in a nimble, open sports car, except for the occasional steep humpback bridge or slope when the road ahead would disappear below the louvered bonnet.

All too soon, the TT was over and it was time to leave. I had booked on the early morning "Sea-Cat" and left the house just as it was getting light. It was a grey overcast day but I left the top down. The roads were empty except for the odd pigeon or pheasant. I took the "long way" round as a polite notice had suggested that our lane was going to be closed for some work. So, I had a last drive along the coast road through Groudle Glen.

Arriving at the line up for the ferry, I was amongst some classic Nortons and Ducati's on trailers that had been over for the TT. Debating whether to put the top up or not was postponed as loading started. A friendly "Good Morgen" from one of the crew and we were safely tucked away in a corner of the car deck amongst a collection of motor bikes.

After an un-eventful crossing we arrived at Liverpool pier head. There was a fresh breeze blowing causing a choppy Mersey to make the ramps from ferry to barge to shore dance up and down. But the crew waved me off when everything was level, so there was no feared contact with the under-carriage of the Morgan. With the weather looking threatening, I stopped on the outskirts of Liverpool and put up the top and headed south via Warrington towards Coventry. Once again my intended route was via minor roads which meant a few wrong turns and circuits around roundabouts when signs mysteriously disappeared! I think it is a plot to send the unwary motorist around some towns only to leave them "sign-less" and having to wander around the outskirts. Having negotiated through and around



Fording the stream at Glen Roy

Knutsford, Macclesfield, and Leek, avoiding the M6 like the plague. Stopping at "The Crown" at Yoxall for a pub lunch. I wound my way through the potteries and onward through more familiar territory. Eventually, getting to the Lichfield area then managing to avoid the threatened toll section of the M6. Toll? I suppose that's progress? Onwards through Coleshill and arriving at Coventry, passing the old Massey Ferguson or Harris? factory, now home to something completely different..

The next day was a quick un-inspiring trip down the M1 to London using the Morgan's superior acceleration to avoid getting "boxed in " by trucks and commercial travellers travelling at more than the legal limit and impatient to pass me travelling at a more sedate legal speed. Arriving at the end of the motorway I followed the signs instead of my memory, so wound up travelling through more of the suburbs than I should have. But, it was a nice sunny day. After several circuits around South Ken, I found Reece Mews to return the car in one piece. Funny how many "foreigners" didn't know where I wanted to get to!

After drooling over Bill's collection of various Morgans, it was time to leave my faithful steed that had performed faultlessly for my trip. A wonderful experience that kept me smiling all year!

Now, if only I can find a +8 around my part of the world that needs a home!!

(Ken Butler photos)

# How I Was Forced Out of Auto Racing

*By Russ Austin*

I bought my + 4 new in 1959 by mail. The greater London Morgan dealer put it on a boat for the Atlantic crossing and through the Canal. It cost me \$1,900 plus about \$400 for shipping, duty and taxes. After a seemingly inordinate wait I got a call that the ship was at the dock in Portland and I should pop down and pick it up.

You all know how it can rain around here. It poured on the trip down to Portland and when I reached the dock I discovered that my Mog had been deck cargo, with top and those sort of things in the cockpit with a sheet of plywood screwed down to cover and protect the car. When I finally got the plywood off (it was still pouring) the battery was dead and there I was in the monsoon trying to start the damn thing.

Fast forwarding a few weeks and I was happily at home with a well running car which I drove to work each day. I joined the Northwest Region of the SCCA and discovered a fairly sophisticated racing program, and indications were that the Morgan was a power to be reckoned with in its class. So one Sunday I drove it to the Shelton Airport and began running the novice races until after a couple of months they decided I was just dangerous enough to be granted an unrestricted license.

I discovered that most race car owners trailered their cars to the race course and the only time those vehicles were driven was during a race. First, I didn't have a trailer, and if I did there was no practical way the Morgan could pull itself on a trailer. Besides, I drove the car to work every day. So on race weekends I would drive it to the track, take off the windshield and muffler, put masking tape on the headlights, a number on the doors, and I was ready to race.

My experience was that I could beat almost every car on the curves, but come the straight-of-way the more powerful cars (e.g., Corvette, Jaguar, etc.) would go roaring past me and at the next corners I would have to go to a lot of work to get back ahead. The finish line was on the longest straight stretch, and I always felt that if the race would only end just before the straight, I would have won every time. Such was not to be.

Then they opened SIR raceway about the same time my Dunlops (original equipment) were going bald, so I replaced them with a set of Pirellis. My first race at SIR on new tires was a disaster. I'd gotten used to when the Dunlops would break loose, but the Pirellis stuck to the track even more with the expectable result that the first time I did break the backend free I was confronted with the backend passing the front end (sometimes several times in one curve) and I would end up alongside the tarmac, usually facing the wrong way, watching the slower cars go by, waiting for a space in traffic to re-enter the race.

But this story was supposed to be how I was forced out of racing, and you all thought the competing drivers got together and said they wouldn't race as long as that super-fast Morgan with the super-skilled driver was competing. Not so!

It happened when my wife and pit-crew (one and the same) gave birth to our youngest child. I went in to say "well done" or something like that and was greeted with: "Sell your roll bar and helmet - your racing days are over; a widow with four children is one thing but a widow with five is a totally different matter." I remember her words just like it was yesterday. And our youngest is just coming up on her 38th birthday. I was forced out of racing, having run only once at Laguna Seca. I was so looking forward to winning that one.

Interestingly, I didn't return to SIR for over 30 years, and then only to check the topography. I was defending SIR in a suit against King County arising out of the county's totally unfair "Surface Water Management" act which imposed a huge tax burden on properties contributing runoff to the various lakes and streams, something SIR wasn't doing! But somehow it just wasn't like cruising around the circuit at speeds well over 100 mph.

(Thank you to MOGNW - Reprinted from the NW Mogazine Vol 20 No 5 - May, 2000)

## 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 River Run)

**Save the Date for Upcoming drives!**

June 27, 2021 - Let Chris Allen know if you are coming [christopherdallen@shaw.ca](mailto:christopherdallen@shaw.ca)  
- 9:30 for 10:00am start - Tim Hortons at 15255 #10 Hwy, Surrey

July 17, 2021 - Drive!

While this event is based out of Ontario, it is virtual, this year, so we can all take part.

Good Morning BCCI Member Clubs,

This information has come from Ian Macnab (Victoria British Car Club) and he would like to spread this news among the member clubs of the British Car Council:



July 10, 2021

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For over 25 years, Brits-in-the-Park has been regarded by many as one of the best British car shows of the season. We were saddened to have to cancel last year and were very much looking forward to this year. Unfortunately, health and safety considerations preclude our normal Brits. However, we are determined to put on a good show for everyone and are thus preparing for a virtual car show – **Brits (not quite)-in-the-Park**. While acknowledging that the ‘normal’ Brits is what we all would most want, we believe that this year’s show will be memorable in its own right and invite you to be part of it.

Here is how it will work:

There will still be the 17 classes of British vehicles as in past years.

This year there will be no entry fee. The Victoria British Car Club is covering all costs as our way of supporting and promoting the British motoring hobby.

To emphasize the importance of you as a participant, no Victoria British Car Club vehicle will be part of the awards judging. A separate division of club cars will be considered internally by our club.

You as a participant will send a photo or photos of your car along with a few notes to a dedicated e-mail address. An entry form is being developed and will be distributed shortly along with a ‘return by’ date.

If you wish to receive an entry form, please e-mail [Britsinthepark@gmail.com](mailto:Britsinthepark@gmail.com) and we will send one directly to you when it is available.

Judging for awards will be done by teams from the Victoria British Car Club. We will consider your photos submission and your car notes in judging.

From this, award recipients will be chosen in a similar manner as the ‘*people’s choice*’ voting has been done in the past.

Award certificates for 1st and 2nd place in each class will be presented. These will be 5x7 certificates suitable for framing. They will be sent to you by mail following the show.

Recognizing the high regard that we all have for our cars, those participants who do not receive a place award, will be duly acknowledged with a certificate of participation as our thanks for making this year’s Brits most memorable.

**More information will be forthcoming as we proceed with organizing this unique Brits.**

We sincerely hope that you will participate in and enjoy this event. It is important that the British motoring fraternity come together as we can during this time.

Ian Macnab for **Brits (not quite)-in-the-Park**

Victoria British Car Club  
[Britsinthepark@gmail.com](mailto:Britsinthepark@gmail.com)



# MogWest 2021 July 9-11

Register before June 1<sup>st</sup> and get a discount!

Send To: Linda Cannon

3395 S. Higuera St #48,

San Luis Obispo, CA 93401

E mail [cannon\\_l@sbcglobal.net](mailto:cannon_l@sbcglobal.net) 805-260-2701

<b>REGISTRATION</b>	<b>REGISTRANT Only:</b> Before June 1st - \$95.00 June 1 through July 3 - \$110.00 <b>*After July 3rd - BBQ ORDERS</b>
(See amount above)	
REGISTRANT name: _____	\$ _____
Companion(s) \$25 each name(s) _____	
# _____ Companions @ \$25 each (Children <16 yrs free)	Total for Companion(s) \$ _____
# _____ Additional cars (FREE)	
<b>Total Registration \$ _____</b>	

\*Due to caterer requirements, BBQ tickets will not be sold after July 3<sup>th</sup>

### Friday Registration Party

(Free hors d'oeuvres, NO HOST bar)

Estimated # of attendees \_\_\_\_\_

**Sunday afternoon  
BBQ  
About 11:30 A.M.  
at Jason Len's  
1771 Corbett Canyon Rd,  
Arroyo Grande**

Adults @ \$45 each # \_\_\_\_\_ \$ \_\_\_\_\_  
Children (≤11) @ \$25 each # \_\_\_\_\_ \$ \_\_\_\_\_

**Total BBQ \$ \_\_\_\_\_**

The concourse team has reviewed the survey detail and established 8 classes for our MogWest car show.  
 Class 1, Dropheads  
 Class 2, Plus 8 Roadsters, 69-early to 2003  
 Class 3, Plus 4 and 4/4 Roadsters thru 2004  
 Class 4: All four seater Roadster  
 Class 5: Modern Morgans: 2005 and newer, inc. all Aeros  
 Class 6: All 3 Wheelers  
 Class 7: Limited Production  
 Class 8: Premier: Those who have won best in class for 2017, 2018 and 2019 along with Best of Show winners.

<b>TOTAL AMOUNT DUE (payable to MOGWEST)</b>	<b>\$ _____</b>
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**Morgan Club :**  Northern  Southern  Other club affiliation \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_

State / Zip: \_\_\_\_\_ Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Which Morgan(s) are you bringing to Cambria this year?			
Yr/Model #1	Yrs since last paint	Concourse	Y N
Yr/Model #2	Yrs since last paint	Concourse	Y N
Yr/Model #3	Yrs since last paint	Concourse	Y N

## Portland ABFM

Bring Your British cars and motorcycles to the longest-running and largest ABFM in America. Join OVER 800 other British vehicle owners and share your interests with other enthusiasts. Replica cars made in England with British components (e.g. Panther) and specialty cars with British chassis and running gear (e.g. Arkley) are welcome, as are British bodied cars with American engines, including conversions.

The weekend kicks off with the Friday Welcome Party, followed by the Saturday car show, Guided walking tours, Banquet, Giant Slalom competition, People's Choice balloting, live music performances, Arts, Crafts & Photo Contest, Film Festival,

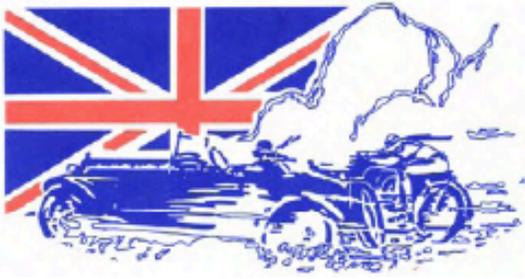
Scavenger Hunt for the Kiddos, Best in Show designation and a Land Rover Adventure Ride. Sunday's activities include a Rallye, swap meet, and more fun on the PIR track in the Giant Slalom.

People's Choice ballots are cast for more than 80 classes of British cars, which are owned and driven by club members from more than 30 British car clubs across the U.S. and Canada—a truly international event! Attendees can leave with not only good memories but mementos and memorabilia as well, after a stop in the Regalia Tent. We anticipate a good showing with Aston Martins plus a dozen Rolls-Royce and Bentley Automobiles. This year the event salutes 60 years of the Mini. All 'Brit' cars are welcome to join the fun. Sunday morning we will take over the streets of Portland for a fun rally, which is open to all registered vehicles. With over 800 registered cars we are the largest ABFM in the United States.

The organizing Clubs welcome the public to take in this rare assembly of the West Coast's finest British Steel. The Portland All British Field Meet is promoting this event and expects a large crowd of spectators and media coverage.







*The Alberta All British  
Motoring Society  
Invites you to:*

*“Alberta All British Field Meet”*

*Saturday, September 11, 2021*



*Victoria Park  
Edmonton Alberta*

*Our Victoria Park venue is now booked with the city  
for Saturday, September 11th*

*If our event is allowed to proceed, we'll plan for whatever is appropriate at that  
time; preferably “The Alberta All British Field Meet” or “Picnic In The Park”.*

# 1961 RHD Morgan Plus 4 Drophead Coupe Sold Last Month

By Steve Blake

Sold on May 11, 2021 for  
US\$28,500



This 1961 Morgan Plus 4 drophead coupe is a right-hand-drive example that is said to have spent decades in California before undergoing a refurbishment that was completed under current ownership in 2006 by New England Car Company of Stratford, Connecticut. The car has been refinished in green over tan leather, and power comes from a 1,991cc Triumph inline-four paired with a four-speed manual gearbox. Equipment includes 15" knock-off wire wheels, front disc brakes, dual SU carburetors, rear-hinged doors, and a rear-mounted spare tire. Work completed in May 2020 included a brake fluid flush, an oil change, and the replacement of front brake hoses, a brake master cylinder, and a battery. This Plus 4 DHC two-seater is offered with black top boot cover, side screens, service records dating back to 2006, and a clean South Carolina title in the seller's name.

## BaT Essentials

Lot #47782

Seller: **glamberson**

Location: **Johns Island, South Carolina 29455**

Chassis: 4971

56k Miles Shown, TMU

1,991cc Inline-Four

4-Speed Manual Transmission

Repainted in Green

Tan Leather Upholstery

15" Knock-Off Wire Wheels

Front Disc Brakes

Dual SU Carburetors

Rear-Hinged Doors

Rear-Mounted Spare Tire

Black Top Boot Cover & Side Screens

Service Records since 2006

Private Party or Dealer: Private Party



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

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

### Recent Sales and Auctions



This 1974 RHD Morgan Plus 8 project car sold on BaT for US\$33,500 on June 19, 2021.



This 2006 Morgan 4/4 "70th Anniversary" was bid to US\$30,049 at RM Sotheby's on May 26, 2021 but did not meet the reserve.



This 1975 Morgan Plus 8 sold at Shannon's Online Auction in Sydney, Australia for AU\$62,000 on June 15, 2021.



### Stars of London Concours announced

A class featuring iconic British car designs is set to be one of the star categories at the London Concours, which takes place at the Honourable Artillery Company in the heart of the City of London on 8-10 June. Now in its fifth year and swapping its traditional two-day format for three, the event will showcase Malcolm Sayer's Jaguar E-type Series I, Charles Spencer-King's Range Rover and Ian Cameron's Rolls-Royce Phantom among others such as Alec Issigonis's Mini, Gordon Murray's LCC Rocket, Aston Martin One-77 by Marek Reichman, Morgan Aeromax by Matthew Humphries, Frank Stephenson's McLaren 12C and Peter Stevens's Jaguar XJR-15. Other classes include 200mph supercars, a Porsche celebration, the most beautiful Italian Berlinettas of the 1960s, and The Youngtimers, the most powerful German saloons of the 1980s and '90s. See [londonconcours.co.uk](http://londonconcours.co.uk) for more details and to book.

#### Editor's Note:

I am always on the lookout for stories. 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. See a Morgan when you are out, snap a photo! send it to me. Your support is appreciated!

## Wanted Morgan Plus 4 Motor

I am still hoping to locate the original engine for my 1967 Morgan Plus 4. According to Morgan Factory records, the car left there with a late model TR4 engine number CT74227 installed. The factory doesn't specify, but I would assume that it would be followed by the suffix ME, thus making it CT74227ME

If there is anyone out there who owns that engine (even if you don't want to sell it), or if you know the whereabouts of it, could you please contact me?

The car was sold new through Sterne Motors and during its early years, was raced at Westwood. For whatever reason the engine was changed out at that time. The car is pale yellow and black, has a Conference Racing sticker, and shows the driver as Gary Peterson. The name "GOOFY III" is written on the nose cowl.

Once again, if anyone has any information about the car or its history during those Westwood days, I would love to hear from you. Any help or even scraps of information would be great.

I am also hoping to locate a Morgan owner (a casual acquaintance from many years ago.) He lived locally and owned a small engine and tool shop near Brentwood Mall named "Sharpey's". He had re-powered his Morgan Plus 4 with a Miata engine and drivetrain. If anyone knows this fellow could you please put me in touch?

Any information at all is appreciated.

Thanks.

Bill Hayter      604 987-5921 or [bhayter@telus.net](mailto:bhayter@telus.net)



## PACMOG Regalia

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

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



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

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

Badge measures 3.5 by 4.25 inches overall

\*Club members only, all others please inquire



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

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

Patch measures 3 inches in diameter

\*Club members only, all others please inquire



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

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

**Martin Beer & Stephen Beer**

933093 Airport Road  
Mono, ON L9W 6C7  
[cmcmogrbc@gmail.com](mailto:cmcmogrbc@gmail.com)  
905-857-3210



**Steve Sillett**

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

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

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



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604 910 0857

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

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

# Pacific Morgan Owners Group

## 2021 Membership Application

(Please print in block letters)

### 2021 Membership:

Membership is only \$10

Make out cheques to "PACMOG"

Send dues and completed form to:

Pat Miles, PACMOG Treasurer

15410 Kildare Drive

Surrey, BC V3S 6B9

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

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

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

Address \_\_\_\_\_

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

Home Phone \_\_\_\_\_ Cell \_\_\_\_\_ Other \_\_\_\_\_

Email Address \_\_\_\_\_

Spouse/Partner Email \_\_\_\_\_

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

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

Engine \_\_\_\_\_ Chassis Number \_\_\_\_\_

Unique or notable characteristics \_\_\_\_\_

\_\_\_\_\_

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

Engine \_\_\_\_\_ Chassis Number \_\_\_\_\_

Unique or notable characteristics \_\_\_\_\_

\_\_\_\_\_

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