



The Morgan Link

Vol 8 No 6

The Magazine of the Pacific Morgan Owners Group

Summer 2023



From the Editor's Desk...

Summer is finally here and it is top-down driving weather! I hope everyone is out enjoying their Morgans and putting some miles on the back country roads. Did I hear picnic?

This month has come with sad news as long-time member and Morgan racer, Al Allinson, passed away. There is an article following. One of the funny things we will always remember is that Al always seemed to get his meal served last when a group went for lunch. That used to upset him so much that we made a trophy with a cup called the Al Allinson award. Everyone would put in a quarter, and later a loonie, and the last person served would get the cup of change. It was good fun, although some people tried hard to stall their order or order something obscure that would take longer to cook just to win the award. I believe a few of the wait staff were bribed!

Also, it is sad to report that three of the executive of PACMOG have been hospitalized with various ailments and trauma. We wish a speedy recovery to Scott Broughton, Jane Cowan, and Brian Nixon.

In this edition, we will touch on the Fathers' Day weekend and events but the main stories and photos will be in the July edition. Susan and I will be in Europe during July so I have to build the July edition while away. Please, continue to send photos and articles as I will have access to email. The July Morgan Link Light edition should come out on time at the end of July.

For those people looking for grill badges, you can order from Tom Morris. He will be returning from England and will catch up on any backorders. The new batch has arrived so there is plenty of stock. Because of our direct ordering with the manufacturer, we have the lowest badge price of any club. PACMOG benefits!

Happy reading and safe driving!

*Respectfully,
Steve Blake*



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Cover Photo Credit:

This month's cover photo was taken by Pat Leask at Jordan River on our Fathers' Day week drive to Port Renfrew.

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

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New Members

David and Laurie Sheftel
1987 Morgan 4/4

The Sheftels have recently moved to the Lower Mainland from Vancouver Island and are former MOGNW members.

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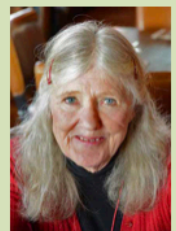
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Longtime PacMog member Al Allinson has passed away

By Bill Hayter

With his wife, Helen, at his side, Al passed away peacefully on June 5, 2023. At age 94, he had a long run, and life was good to him through those years. A life well lived.

Most of us remember him with his orange and black Morgan Plus 8, either (in recent years) on Morgan Club runs with Helen, or from his car racing days back in the Westwood Racetrack era.

On June 30th 1969, Al took delivery of his new Morgan Plus 8. I remember driving him over to Sterne Motors to pick it up. That was quite a day for everyone, especially Al. The car was absolutely beautiful and has remained with him for all these (almost 54) years.

In the early days, Al raced the Morgan and had a good number of trophies to show for his efforts. In later years the car went back to being used on the street, often with Helen at the wheel. Al kept the car insured and the gas tank full. It was always ready to go.

Al was not one to forget details. I would often chat with him about Morgans and I soon came to realize that he was the one with the better memory. These are the times that I will miss.

Al will be greatly missed by a lot of people, but we, as a family, are eternally grateful to have had so many great years together with him.

Editor's note: For those of you who did not know Al, there are two articles on him that you can read in the Jan/Feb 2019 and the August 2021 Morgan Links. Go to the Download Document section at www.pacmog.com

On the Road!

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



David Sheftel at Douglas Park in Langley (Steve Blake photo)
Massachusetts Morgan Drophead Coupe owned by Ron Garner (submitted by Dennis Glavis)



The British Invasion

By Steve Blake

The 7th Annual British Invasion Car Show was held at Douglas Park in Langley on Saturday, June 3, 2023. This event is sponsored by the Old English Car Club and is a fund raiser for the Langley Food Bank. When we arrived at the field, we were directed to our parking spots and then were provided with coffee and doughnuts. No police jokes! A live band was hired to play our old favourites on the bandstand and with the sun out, it made a glorious day.

We had 6 Morgans in attendance with Bob McDiarmid in his 1995 Morgan Plus 8, Ken and Pat Miles in their 1965 Morgan 4/4, Chris Brunt-Tompsett in his 1965 Morgan Plus 4, Bob Wadden in his 1957 Morgan 4/4, Steve and Susan Blake in their 1991 Morgan Plus 8, and former MOGNW member David Sheftel in his 1988 Morgan 4/4. There were 50 cars on the field with an eclectic mix of all makes of British cars. Dash plaques were handed out to each entrant which made a nice memory for us.

Douglas Park is on the edge of the old down centre so close to many restaurants. The flavour of the day was either Chinese or Mexican for lunch. At 3:00 the music ended and we departed, just a little bit more tanned from the sun! It was a great day!



7th Annual British Invasion - Car Show

Saturday June 3, 2023- 10 am to 3 PM

Douglas Park – Langley BC

5409 206th Street

Live Music

Dash Plaques for first 50 cars





(Steve Blake photos)

Brunch at the Boathouse

By Steve Blake

Jon Moss organized a great brunch at the Boathouse restaurant at Rocky Point in Port Moody on June 10, 2023. The Boathouse restaurants were established in 1981 and feature sustainable seafood from our local waters. This is the first time we have met at this restaurant and the food and ambience were enjoyed by all.

We had three Morgans in attendance with Jon Moss and his 1960 Morgan Plus 4, 4-seater, Bill Hayter with his 1970 Morgan 4/4, and Loy Leland and his partner with his 1998 Morgan Plus 4, 4-seater. Brian Nixon arrived in his "DB 007" Aston Martin and Steve and Susan Blake were in their 2021 Porsche Cayman S. Unfortunately, Loy and Brian were not able to stay for the meal but it was great to catch up with them.

We are looking forward to the next lunch or brunch with possibly a short run after. Stay tuned and watch your email for details!





(Steve Blake photos)

It's All About the People!

Fathers' Day Weekend 2023

By Steve Blake

We will divide the report on the Fathers' Day Weekend into two parts. This month, we will focus on the people and next month, we will highlight the cars and events. All of us are grateful to the effort Jane Cowan made to organize this series of events and were sad that she was not able to join us due to hospitalization and recuperation. Treacy and Lloyd Reddington stepped in and looked after us as we continued with Jane's plans. A hearty thank you goes out to these three for making another memorable Fathers' Day Weekend for us.

The first event was a feast at Bryan and Margit Waller's Mount Newton Bench vineyard. Besides the Wallers, this event was attended by Lloyd and Treacy Reddington, Pat and Norma Leask, Chris Allen and Pam Mahoney, Win Muehling and Christine Limmer, Bob and Judy McDiarmid, Ken and Marion Butler, Kit Raetsen and Joanne Cockshutt, Les and Melissa Burkholder, Bob and Barbara Stinson, Robert and Michelle Horsley, Graham and Val Bailey, Terry Sadler and Val Smith, David and Pauline Stephen, and Steve and Susan Blake





Apologies to those who were not captured in the photographs!
(Steve Blake photos)

Our second event of the weekend was Beacon Hill Park British Car Show. Thank you to Jim Walters for sponsoring this event. We had a nice assortment of Morgans on the field and were joined by Marv Coulthard who came over from Salt Spring Island and a 1970 silver and black Morgan 4/4 belonging to someone not in the club.
(Pam Mahoney photos)



The Morgan Link

The third part of our trip was a three-day trip around Southern Vancouver Island. The participants on this trip were Lloyd and Treacy Reddington, Pat and Norma Leask, Kit Raetsen and Joanne Cockshutt, Bob and Judy McDiarmid, Terry Sadler and Val Smith, Graham and Val Bailey, Robert and Michelle Horsley, Bob and Barbara Stinson, Ken and Marion Butler, Steve and Susan Blake, and Marv Coulthard.



Top four - gathering near the Malahat for departure. Bottom - Genoa Bay Cafe



Top two - Genoa Bay Cafe
 Middle left - Ferry from Crofton to Salt Spring Island
 The rest - Meeting Marv Coulthard and he tours us through the Artspring Theatre. Marv is the Technical Director.

(Steve Blake photos)



Top four photos - Salt Spring Wild Cider House

Bottom left - Salt Spring Island Cheese

Bottom right and next page top left - Canteen on the Green, Mount Breton Golf Course

Next page middle left - Lake Cowichan, Blake's car misfiring (Kit Raetsen photo)

Next page middle right - Picnic at Lizard Lake (Kit Raetsen photo)

Next page bottom - The Hand of Man Museum, Duncan (Steve Blake photos)





THREE WHEELERS

2023 Morgan SUPER3 THREE WHEELER
– Safari Yellow w/ Silver Metallic/
Tan leather // *AUGUST DELIVERY!*

2023 Morgan SUPER3 THREE WHEELER
– BMW Silver Blue Metallic/
Tan leather // *JUNE DELIVERY!*

2023 Morgan SUPER3 THREE WHEELER
– Mazda Red Soul Crystal Pearl/
Tan leather // *JUNE DELIVERY!*

2021 Morgan THREE WHEELER
– Metallica Matt Silver, Saddle
Brown Leather // *110 EDITION*

2020 Morgan THREE WHEELER –
RAF Matt Green, Honey Yarwood
Leather // *VERY LAST SPITFIRE EDITION*

2020 Morgan THREE WHEELER –
Alloro Racing Green Metallic,
Honey Yarwood Leather // *HAWKER
HURRICANE COMMEMORATIVE EDITION*

2012 Morgan THREE WHEELER – Silver,
Tan Leather // *SUPERDRY EDITION*

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

2024 Morgan PLUS FOUR ROADSTER
– 8 speed Auto Trans/Paddle Shifter
w/ Sport mode. Anticipate end of
2023 deliveries // *PLACE YOUR ORDER
NOW AND AVOID A LONG WAIT LIST!*

2019 Morgan PLUS FOUR – Polished
aluminum with BRG wings // *850 MILES!*

2018 Morgan PLUS FOUR – Sport
Red, Black Leather, registered
in California // *STUNNING!*

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

2005 Morgan V6 ROADSTER –
British Racing Green/Mulberry
Red Leather // *26K MILES!*

2003 Morgan PLUS 8 – Black, Scarlet
Red Leather // *ANNIVERSARY EDITION*

2003 Morgan PLUS 8 – Royal Ivory,
Mulberry Leather // *ANNIVERSARY EDITION*

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

2002 Morgan PLUS 8 – BRG, LeMans '62,
Only one in North America // *No. 1140!*

1972 Morgan PLUS 8 – Black, Black
Leather // *ONE OF THE FASTEST ACCELERATING
BRITISH SPORTS CARS OF THE ERA!*

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!*

**1964 Morgan PLUS 4 DROPHEAD
COUPE** – Red, Tan leather // *ONE
LOCAL FAMILY OWNERSHIP!*

1963 Morgan PLUS 4 DROPHEAD COUPE
SUPERSPORT – Green Velvet, Black leather
// *CONCOURS WINNING STANDARDS!*

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

1962 Morgan PLUS 4 SUPERSPORT
– BRG, Black leather, one owner
from new just out of complete
restoration // *RIGHT-HAND DRIVE*

1961 Morgan PLUS 4 FOUR SEATER
– Tan body/Irish Green wings,
Tan leather // *LEFT-HAND DRIVE*

**1960 Morgan PLUS 4 DROPHEAD
COUPE, GRAND LUX** – Ivory on
Regency Red, matching Red leather
interior // *CONCOURS QUALITY!*

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

2001 Audi TT ROADSTER –
Convertible, Black Metallic

1965 Sunbeam TIGER MK1A
– Race Rally Prepped!



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The “older” Morgan 3-Wheeler scores #87 on the list of the 100 Most Beautiful Cars, according to Autocar.
(Down one position from last year)



Autocar

+ Follow

The 100 most beautiful cars ever made

Story by Richard Bremner • 52m ago



Auto Rotation Off ☐

Full screen

15 of 105 Photos in Gallery

87 2012 Morgan 3 Wheeler down 1

This is automotive allure of the alternative kind, and not only because of the wheel shortfall. The vintage engineering concept, **fine detailing** lend this upturned tub of a car an arrestingly functional beauty.

Editor's Note: Whether you are in your Morgan or your daily driver, the lesson here is not to drive through a large puddle without discerning if it is a pothole or not. Keep your eyes open!

Pothole Deaths

By Carl Heneghan and Tom Jefferson (courtesy of Trust the Evidence)



Now that we're all back out and about and returning to normal (well, for now), you may have noticed the state the roads are in. It was only yesterday that CH nearly fell into a black hole of a pothole while cycling - waiting to consume the front tyre and send him flying, it precipitated this post.

If you're a driver, you're probably used to swerving on certain roads where the water settles and erodes the fabric of the road. Over the next five years, 40,000 miles of UK roads are at risk of crumbling. So it's more of the same: damaged shock absorbers, broken suspension or mangled wheels.

Some of the problems are inevitable: Traffic has increased by 80 percent between 1980 and 2005 whilst road capacity has increased by only 10 percent. As a result, many roads are coming to the end of their lives, and if they aren't fixed, they can be deadly.

The Department for Transport reports at least 425 cyclists have been killed or injured since 2006 because of defective road surfaces. In January, an 84-year-old died when the front wheel of his bike fell into a 9-inch pothole. Only last week, a coroner demanded potholes to be fixed on a major Northamptonshire road following the death of a 26-year-old man. Not the first time a coroner had raised concerns about "an apparent lack of action" when a Surrey cyclist died after falling into a pothole. Inaction is seemingly typical; a dangerous pothole was reported multiple times without action before the death of a cyclist. And if you're a rider, also beware if it's dark out there: an inquest reported a cyclist was unable to see the depth of the pothole that contributed to his death due to the time of day.

The pothole problem and its associated fatalities are common; the UK receive a request to fix a pothole every 46 seconds, and a survey of over a thousand road users reported that one in five cyclists has been in an accident because of a pothole. However, the dire state of our roads and its associated problems aren't limited to the UK.

There are roughly 33,000 traffic deaths in the US annually, and one-third involve poor road conditions. In a city like Los Angeles, you wouldn't expect 64 per cent of the roads to be rated as poor. Moreover, potholes can prove costly in a US court: In Oakland, California, \$3.25 million was paid out to a cyclist who suffered severe head and face injuries.

India ranks the worst for road deaths worldwide; the phrase 'pothole death' is common, with an average of 2,300 such deaths a year occurring. In 2022, Kerala High Court directed the National Highway Authority to speed up the fixing of potholes because a man died after his scooter fell into a deep pothole.

In Italy, Prisoners were drafted in to fix Rome's potholes after the poor state of the streets was blamed for the death of a young motorcyclist.

Tom lives not far away from the ancient Via Claudia, built over 2000 years ago by military engineers. The Via Claudia is in perfect state, a shiny ribbon of slabs wonderfully rendered. The only problem is that it's under two metres of soil. Its modern counterpart is so dangerous that it looks like the Somme battlefield at the end of 1916.

In the rest of Europe, the problem also persists, But ardent Brexiteers may be dismayed as the EU has developed Project POTHOLE to address the issue.

However, In January, Edinburgh was branded the 'pothole capital of Europe,' as residents took to moving traffic cones into the holes as a preventive action. While in France, a "guerilla artist" seemingly has the answer: filling the gaps with mosaics.



Given our recent experiences with covid, it's surprising, given the scale of the problem, that we haven't yet decided to shut down the roads, close the schools and restrict movement to less than an hour a day. Until then, it'll be more of the same: inaction.

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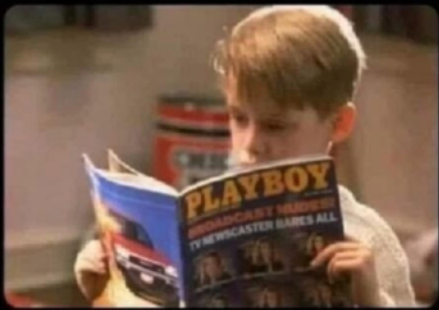
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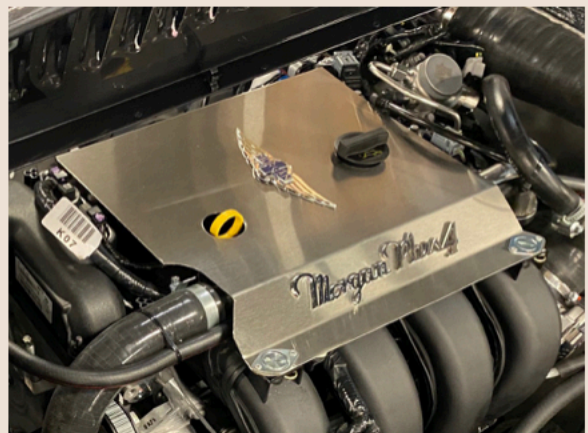
Gender study when
I was a kid



For most people
when you lose your
"khakis" you've lost
your pants. When
you're from Boston &
lose your "khakis"
you can't start your
car.

(Thanks to Roger Mulloy)

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SHOP TALK

The Bentley Boys — War Heroes, Champions, Playboys *By Chris Bright*



Modern Bentleys are all about luxury GT cars -- more muscular than sleek -- that look more at home in front of a five-star hotel than on the track. Bentley has a wonderful racing heritage from its founding in 1919, and it stands as one of the few automobile brands that have been around for more than a century.

Bentley was a dominant force in endurance racing in the 1920s. In fact, Bentleys won five of the first eight editions of the 24 Hours of Le Mans -- truly a staggering achievement!

The racing success was due to a group of gentlemen drivers, many of whom came from money. What is also true is that many of them were veterans of the Great War where they earned distinctions for bravery. This carried over to the track where they risked everything to become the best. They were known as the Bentley Boys.

Alloy Pistons and Four Valves

The Bentley story begins with its namesakes, the brothers Walter Owen, or "W.O.," and Horace Bentley. The leader was W.O. who was born in 1888 and had an innate interest in machinery. In 1906, he began a 5-year apprenticeship at Great Northern, a locomotive company. He didn't see his future there, so he moved on to motorcycles in their nascent years. This time as a racer, not a designer. He even raced in the Isle of Man Tourist Trophy twice.

He entered the world of automobiles in 1912 when he and Horace opened a dealership for the French DFP brand. Having been bitten by the racing bug, he saw an opportunity to take a rather pedestrian DFP and modify it for racing. Inspired by the lightness of an aluminum paperweight, W.O. made a set of alloy pistons from a formula of his own discovery. This resulted in taking a DFP to Brooklands and setting class records.

When war broke out, he knew his alloy pistons could be valuable to the war effort. W.O. designed alloy pistons for airplane engines at both Rolls-Royce and Sunbeam. Finally, he was actually commissioned by the Royal Navy to build an engine of his own design, which he named the BR1 (Bentley Rotor 1). After the war, he was awarded a knighthood in 1920 for his technological contribution that helped win the war.

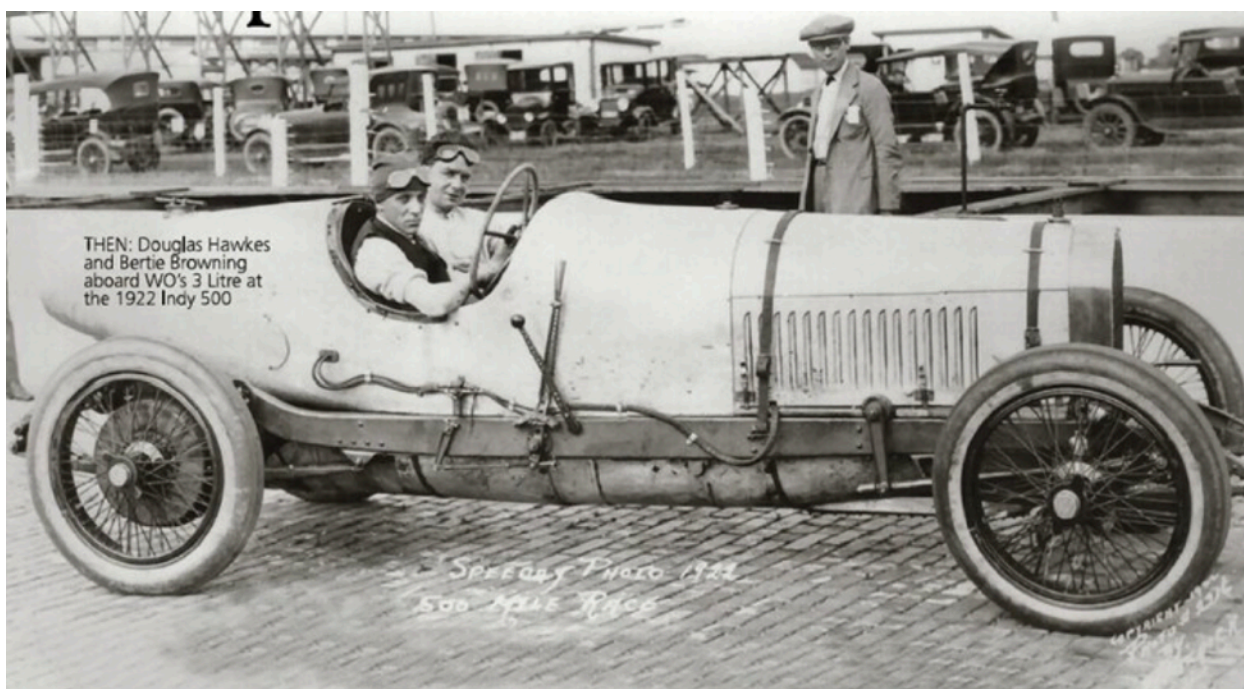
W.O. Bentley founded Bentley Motors Ltd. in London on the same day that the Paris Conference was convened to formally end the war. He showed a car at the London Motor Show in October 1919, but the engine would not be ready until 1920.



W.O. Bentley

An engine designer and former military pilot named Clive Gallop made the first engine for Bentley, and it was a hot little number. The inline-four monoblock engine was built for performance. It had a 3-liter displacement and was one of the first engines that had four valves per cylinder driven by an overhead camshaft. The pistons were made from a lightweight alloy, had twin spark plugs, and used two carbs.

All of this added up to a cutting-edge design that was ready for competition. The engine had 70 bhp with which the Super Sport model could top 100 mph. They raced it across England, and even entered the 1922 Indianapolis 500 with a modified road car that ended up placing 13th at an average speed of 75 mph!



Bentley 3 Litre at the 1922 Indianapolis 500.

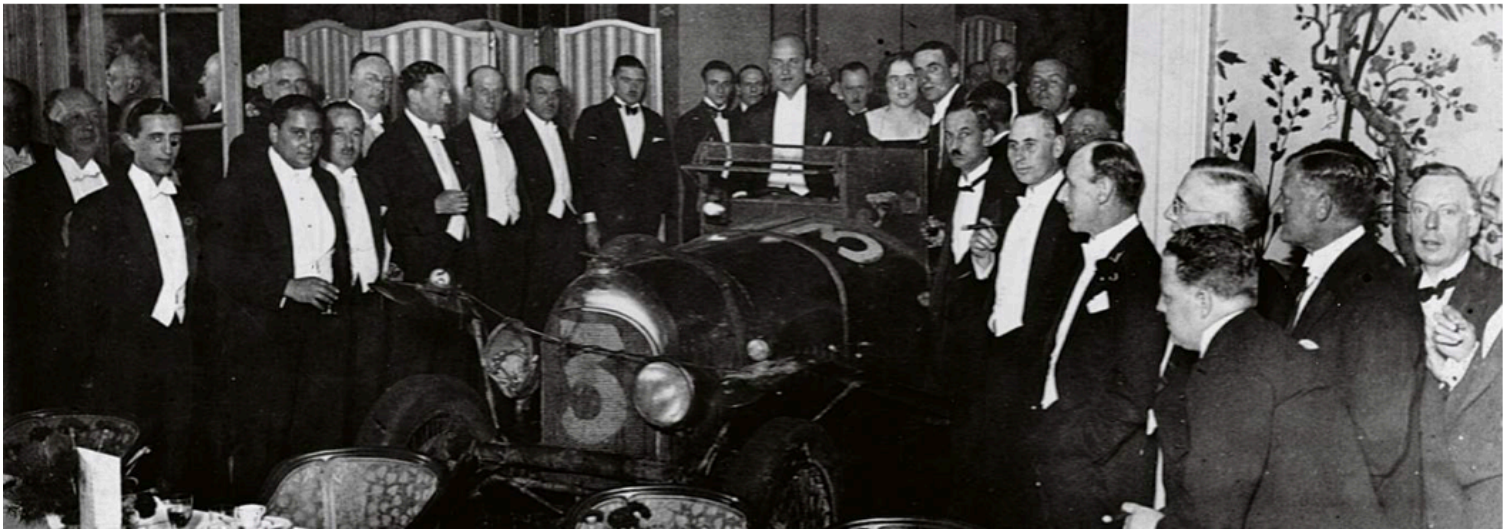
Time for the Boys

In 1924, John Duff and Frank Clement took a Bentley to Le Mans and won the race overall covering just shy of 1,300 miles. In only a few short years, Bentley was squarely on the motorsports map.

WoOLF Barnato, a financier who was Captain in the Army during WWI, had bought a 3 Liter Bentley in 1924 and raced it Brooklands, winning several major races. He then established the prestigious 24-hour distance record for a 3-liter engine at Montlhery, where he averaged 95.03 mph. Barnato was the original Bentley Boy.

In 1924, Barnato decided to fund the company which was cash-starved at the time. The following year, he acquired Bentley Motors outright. With the cash, W.O. Bentley designed the 6.5-liter inline-six engine that would debut in 1926.

The Bentley Boys started to coalesce around Bentley due in large part to Barnato's influence. This close-knit group of "gentleman racers" were spirited in competition and then consumed vast amounts of spirits afterward!



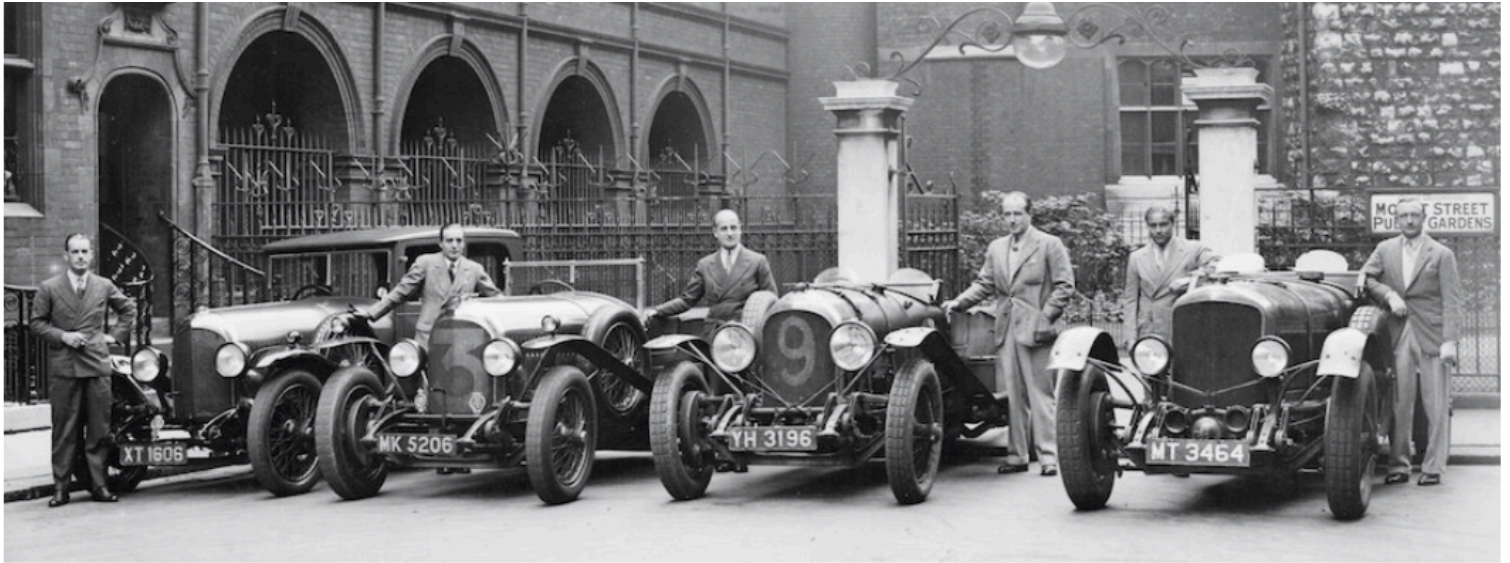
Celebrating in the Savoy Hotel.

Most of them had seen action during WWI which undoubtedly fueled their devil-may-care attitudes. They pushed each other since they had already survived so much, and may also have had a thing or two to forget -- and going fast was the way to do it.

The original group consisted of Sir Henry "Tim" Birkin, Glen Kidston, George Duller, S.C.H. "Sammy" Davis, Dudley Benjafield, Bernard Rubin, and John Duff. Several of them lived in the same flats in London's Mayfair district, where the group would prep cars and have parties that would go on for days.

On the track, they were all business. The "Boys" first entered Le Mans in 1925 and 1926, but DNF'ed both times. They finally got it right in 1927 with Benjafield and Davis teaming up for the overall win in a 3 Litre Speed model. Then it was WoOLF Barnato's turn as he won no less than three consecutive times from 1928 to 1930, partnering with Rubin, Birkin, and Kidston, respectively.

Birkin was responsible for designing the innovative 4-½ Litre Bentley Blower which he then talked an heiress into underwriting. The engines were not able to last the distance of an endurance race, but the Blowers were all but unbeatable in shorter races at Brooklands.



Clement, Davis, Benjafield, Rubin, Barnato, and Birkin in Mayfair, London 1924

The End of the Road

The Great Depression started in 1929, which caused the demand for luxury cars to vanish. With Barnato as chairman, his funds dwindled until, in 1931, he could not make two mortgage payments. On July 10, 1931, Bentley Motors went into receivership and was eventually acquired by Rolls-Royce for 125,000 pounds in November of that year.

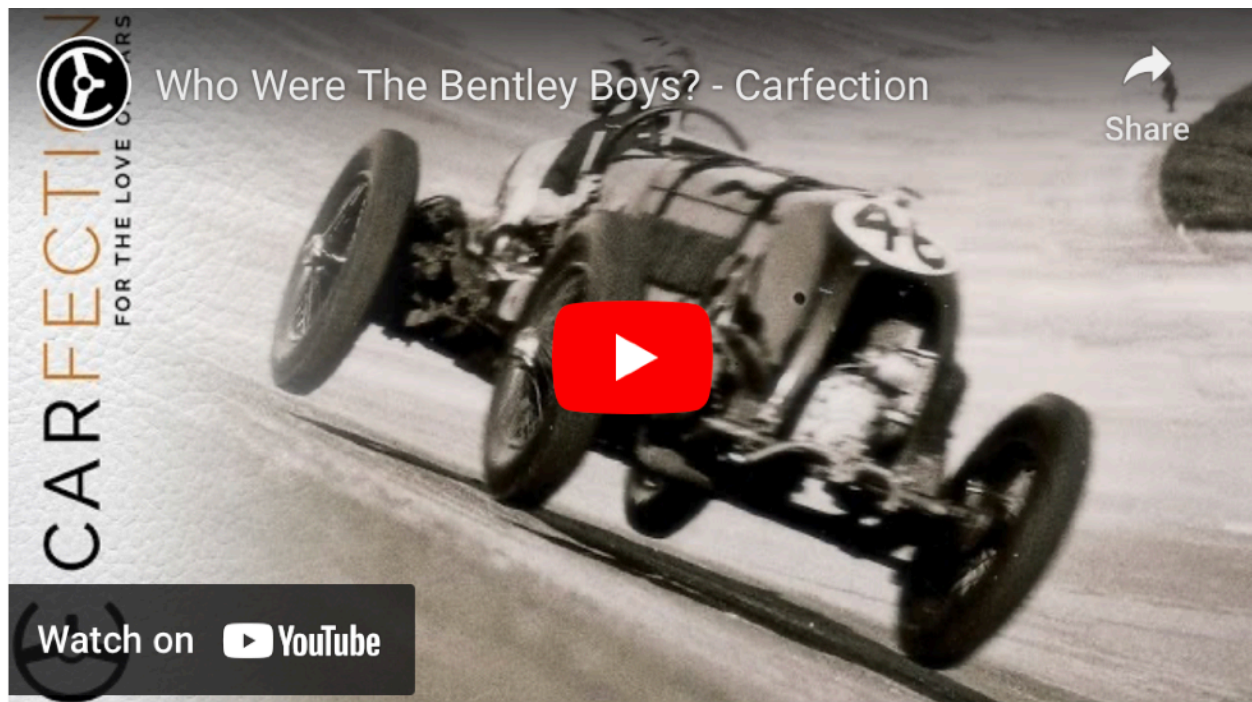
The brand lived on and was successful under Rolls-Royce until the company's finances collapsed (completely unrelated to the automotive business. Vickers took over in 1970 and then Volkswagen AG, the current owner, bought the Rolls-Royce business which still included Bentley.

Bentley Motor Ltd. was a true innovator during the Roaring '20s when automobile racing was coming into its own. The Bentley Boys epitomized the spirit of the era. Their indefatigable efforts and love of taking on challenges and adventures inspired an entire generation, earning them a deserved spot in the annals of motorsports history.

Sources:

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- Wikipedia articles for [Bentley](#), [Bentley Boys](#), [W.O. Bentley](#), [Woolf Barnato](#), [Clive Gallop](#), and [Bentley 8 Litre](#).



<https://www.youtube.com/watch?v=tZ5UXmWtpuk>

A couple more interesting Bentley Videos

<https://www.youtube.com/watch?v=6q5MuASfG8>

This one is on the Bentley “Blue Train”

<https://www.youtube.com/watch?v=qV89GIEffuo>

A Century of the 24 Heures du Mans

By Allstar Crocks

This year will see a significant anniversary of the Le Mans 24 hour race which was first held in 1923. As such it is considered to be the premier sports car race which for sometime now would be better described as a racing sports car event. Originally conceived as to which road worthy vehicle could travel the farthest in 24 hours on public roads, a Chenard Walcker won the first race completing 128 laps. In contrast a Toyota Hybrid completed 380 in 2022 and the only component they shared in common were their Michelin supplied tyres!

Organised by the Automobile Club de l'Ouest (ACO) since its inception, it has been an annual event only interrupted by the odd national strike and a World War. The strike occurred in 1936 and the race was suspended for a decade following the outbreak of WWII. In total 31 different makes of car have achieved victory, 15 prior to 1939 and 16 since which reflects the dominance of certain marques in the post war years. An abbreviated list is below together with the nationalities of the winning drivers.

Porsche 19, Audi 13, Ferrari 9, Jaguar 7, Bentley 6, Toyota 5, Alfa Romeo 4, Ford 4

British 33, French 29, German 19, USA 12, Italy 11, Canada 1



Andre Lagache and Rene Leonard win the 1923 24 Hours of Le Mans in a Chenard-Walcker
(Courtesy of Motor Sport Magazine)

To date all the winning cars have featured an internal combustion engine but Mazda and Audi broke with convention. In 1991 Mazda surprised the motor sport establishment with their Wankel engined 787B and, shock/horror, in 2006 Audi's R10 took the chequered flag courtesy of a diesel engine. An honourable mention must be made regarding the Rover-BRM gas turbine car entered in 1963 in the Experimental Class but in 1965 it was entered again as a competitor in the 2 litre class and finished 10th overall.

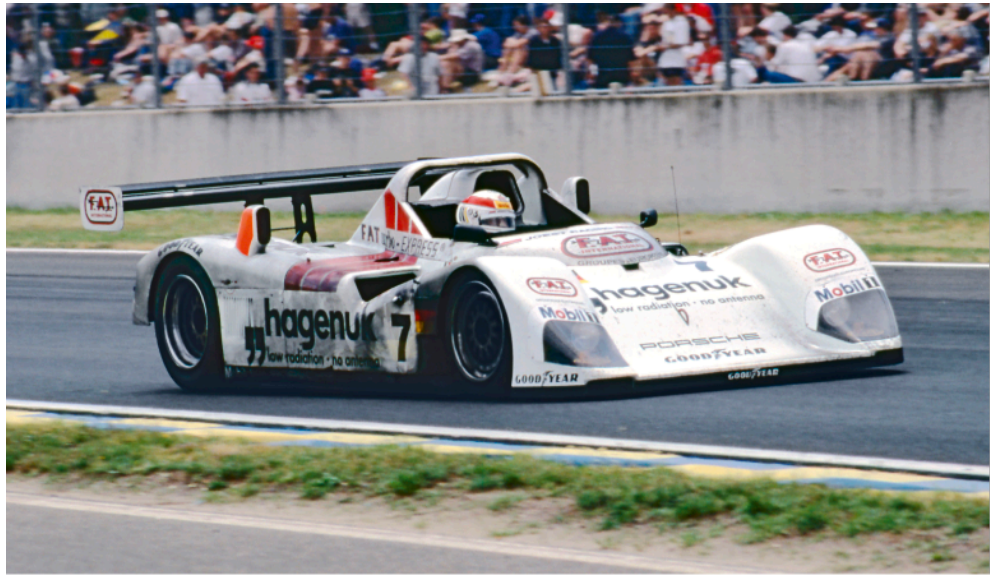


Prudence Fawcett and Geoffrey White placing 13th overall at the 1938 Le Mans in a Morgan 4/4.



Chris Lawrence and Richard Shepherd-Barron also placing 13th overall and winning the 2 litre class at the 1962 Le Mans in a Morgan Plus 4.

The most successful driver at the Circuit de la Sarthe is the Dane Tom Kristensen who has taken top spot on the podium 9 times thanks to a win in a Porsche and a Bentley plus 7 in Audi. The youngest winner was 22 year old Austrian Alexander Wurz in 1996 and the oldest was American Luigi Chinetti who was as near as dammit 48 in 1949.



Tom Kristensen (Courtesy of Top Gear)

Ignoring the stage managed victory in 1966 when Ford orchestrated their 3 remaining GT40s to cross the finishing line together, the most exciting finish occurred in the 1969 race. The leading contender for victory was the new soon to be all conquering Porsche 917. One by one they fell by the wayside leaving the factory team's 908 prototype to fend off an elderly GT40 driven by rising Belgian super star Jacky Ickx. During the last hour the lead would change hands on each lap but it was the GT40 that pipped the 908 crossing the finishing line mere seconds ahead. The very same car had won in the previous year making it a unique victory for what was to be the GT40s swan song at Le Mans

The Morgan Motor Company's first appearance at Le Mans was in 1938 when a Ms Fawcett competed in her Morgan 4/4 and finished a credible 13th. The same Morgan made a return visit, under Fawcett's name, the following year and in spite of completing 21 more laps only finished 15th. Fawcett's mother would not allow Prudence to race again. I wonder if the results would have been better with Fawcett in the driver's seat. The marque's next sortie to Le Mans was in 1952 when Robert Lawrie raced his Morgan +4, claimed to have the Standard Vanguard engine, but it retired when the water pump failed.



John Duff (Courtesy of Goodwood)

Fast forward to 1961 when Chris Lawrence, flushed by his success with his LawrenceTune +4, had his entry rejected at final scrutineering. Rumour has it this was influenced by the rival Triumph works team. Undaunted Lawrence entered a +4 Super Sport in 1962 but this time as a factory car. By winning his class and finishing 13th overall, TOK 258 and Lawrence entered Morgan folklore. 270 laps were completed at an average of 94 mph, not bad for a tractor engine! This proved to be the highlight of Morgan's involvement in this classic event. Aero 8s were entered in both the 2002 and 2004 but without success. In the former it failed to finish and in the latter finished but was not classified.

Finally, and to satisfy our readers curiosity, we turn to that sole Canadian victor of what some would say is motor sport's most prestigious event. His name was John Duff and he won Le Mans in 1924 in a 3 litre Bentley and in doing so became the first of the famous Bentley Boys. Born in China to Canadian parents, he was brought up in Hamilton Ontario. Duff was wounded at Ypres in 1917 but remained in England where he started racing at Brooklands and became a partner in a Bentley dealership. When he heard of this new 24 hour race to be staged in France in 1923, he submitted an entry and persuaded W.O.Bentley to go with him.

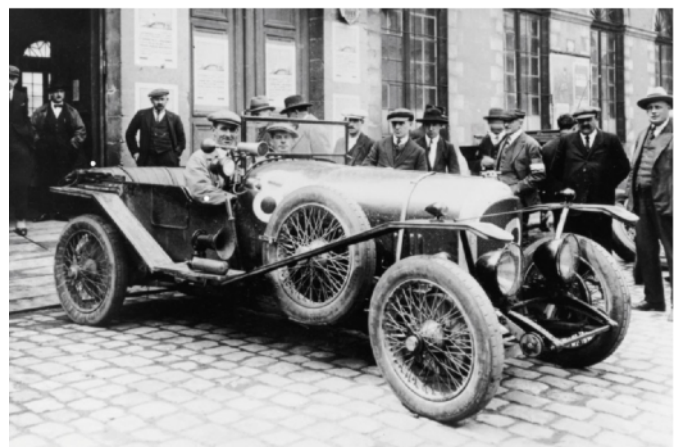


John Duff (Courtesy of 24 Heures du Mans)

Due to rough track conditions, a flying stone holed the tank of the Bentley stranding it on the track side. Duff ran back to the pits to report the problem where upon his co driver Frank Clement borrowed a gendarme's push bike and cycled with a can of petrol to the stricken car. In spite of this setback they finished fourth. This success piqued W.O's interest in Le Mans and in 1924 the Duff/Clement car was prepared by the factory which was won at a canter in intense heat and thus began Bentley's domination of Le Mans during the 1920s.

Duff continued racing and set 21 World distance records in a 3 litre Bentley before sailing for the USA in 1926.

There he raced in the Indy 500 in a Miller finishing 9th and then in the AAA Championship. While competing at Rockingham a puncture pitched him off the track. His injuries included concussion which affected his vision so he retired from racing. He settled in Santa Monica where he opened a sword fencing academy. There he coached the 1932 US Olympic fencing team and acted as double for Gary Cooper in fencing scenes. He returned to the UK in the mid 30s where he continued to be successful in business. This allowed him to indulge in his passion for horses and he took up steeplechasing and show jumping. Regrettably he died at the relatively young age of 62 while exercising a horse in Epping Forest in 1958. John Duff was inducted into the Canadian Motorsport Hall of Fame in 2006 82 years after that significant victory at the Circuit de la Sarthe....better late than never!



John Duff (Courtesy of Bentley Media)

Classic Cars and Classic Perfumes

By Laurel Gurnsey



CoCo Chanel (Vogue Magazine)



1962 Morgan Plus 4, 4-seater (Hemmings)

Perfumes and Classic Cars are linked in the photo of Coco Chanel and her 1930s Mercedes. Chanel, in her fashion designs, believed in the simplicity, elegance and grace of clean lines and she wanted her signature perfume Chanel No. 5 to have that same distinction. Classic Morgans, like the Plus 4 above, follow that same maxim: elegance and clean lines.

Perfumes themselves have been around for centuries. The Egyptians placed scented oils in their tombs for the afterlife. I suppose Cleopatra's chariot was essentially her Classic Car? Myrrh and frankincense appear often in the Bible. Medieval herbalists used perfumed essences from natural sources to ward off the plague. In Marie Antoinette's day, perfumes were worn to hide body odor. Lavender, vanilla, fruits and flowers continue today to pop up as the most often-used ingredients in both chemically and organically made scents.

Scents can also convey messages. In Jean-Honore-Fragonard's 'The Love Letter' (1770s) the lady in the painting scents her love letter with roses. Many of us have childhood memories of colognes or perfumes used by our grandparents or parents. My grandmother wore 'Joy' and my parents sent her a bottle every Christmas. My Dad wore 'Old Spice'. In my teens I loved a perfume called 'White Shoulders' by Evyan. Getting a whiff of it today brings back wonderful memories and I just bought a bottle for old time's sake.



Egyptian ladies wearing perfume cones



The Love Letter



Chanel No. 5

Huge perfume companies of the Classic Car era were Chanel ('Chanel No. 5', 1921), Guerlain ('Shalimar' 1925), Worth ('Je Reviens' 1932), Jean Patou ('Joy' 1935) and Dior ('Miss Dior' 1947). A whole other article could be written about fragrance top notes and sources (plant, animal and chemical) and the differences between perfume, eau de parfum, cologne and oils.

Classic Car Era (1914 to 1948) perfume ads are everywhere, from magazines of the time to art books.

Perfume bottles themselves are collector items and a perfume can be recognized by its iconic container design. Lalique designed crystal bottles for Nina Ricci's L'Air du Temps perfume and of course designed crystal hood ornaments.

A memorable part of having a new car has always been that distinctive 'new car' smell. Car manufacturers like Rolls-Royce have gone further, scenting their new cars deliberately to evoke a rich leather smell. Mercedes-Benz sedans have 4 optional fragrances for their new cars and Cadillac has been adding scent to leather seats for years. Now..for Morgans and Morgan owners. I found an article at <https://morgan-motor.com/truefitt-hill/> describing a launch in line with 'soft-top vehicles taking to the roads over a century ago.' It's a hair product especially designed to give distinguished Morgan drivers 'driving freedom whilst being able to maintain one's elegant appearance at all times.' Your 'dapper coiffure' will not only hold its shape while in an open car but smell nice too.

A New York Times article, 'Overpowering the Scent Market' reminds us of 'scratch and sniff' strips in children's books where you rub your fingers across a scented part of the page to smell popcorn or flowers or a bunny's fur. Movie theatres sell tickets by the popcorn machines. Most department store perfume counters are by the front door. How persuasive is the smell of coffee, newly brewed, or a bakery with fresh bread?

Colin reminded me of our 2006 Classic Car Club PNR tour of the Nethercutt Collection in Los Angeles. J.B. Nethercutt co-founded Merle Norman Cosmetics, which makes 'Hussy' perfume.



Merle Norman "Hussy" perfume



Lalique perfume bottle

Worth Reading:

- 'Overpowering the Scent Market' New York Times March 27, 1988
- Vogue magazine February 2012 for article and photo about Coco Chanel

Worth Surfing:

- 'To Perfume or Not to Perfume' on the Hart Blends website
- Perfume Ads of the 20s, 30s and 40s at Vintage Ad Browser.com/perfume-ads

Lalique Radiator Mascots

By Steve Blake

In the previous article, Laurel Gurnsey has a photo of a Lalique perfume bottle. For us, the importance of Lalique ties to the most valuable and beautiful radiator mascots (hood ornaments) that were made by Rene Lalique from 1925-1931. He designed 29 models of hood ornaments plus one earlier one, a mermaid dating from 1920, which was also adapted to be a hood ornament. An example of the Victoire, which celebrated the 10th anniversary of the end of the Great War (WW1) sold for \$37,000.

After Rene's death, his son Marc took over the business naming it Crystal Lalique. After Marc's death the company eventually was bought out by a Swiss company, Art and Fragrance.



The Mermaid (1920)
Added to the collection later, not originally designed as a mascot



Hirondelle or Swallow (1928) -
Homage to Maryse Bastie, a record setting aviator



The Eagle (1928) -
Used by all conquerors as a symbol of their power.



Grande Libellule or Dragonfly (1928)
A favourite art deco motif
The Morgan Link



Victoire (1928) Symbolizing World peace.
Made for the 10th Anniversary of the Armistice (WW1)
Summer 2023



Hibou or Owl (1931) - Symbolizes serenity from Athena the goddess of peace



Cinq Cheveaux or 5 Horses (1925)
The first and rarest Mascot.



The Comet (1925) - Symbolizes speed, fragility, and a burst of ephemeral life



Epsom or straining horse head (1929)
Named for the Epsom Derby in Surrey, UK



Vitesse (1929 - Homage to Camille Claudel

Howard Jewell, Editor of the Open Road magazine, created the cover for their March/April 2023 edition. It shows a photo of a 1960 Morgan Plus 4 Drophead Coupe he spotted in San Diego at the Tierrasanta Walmart. Turns out this car was sold by the Beverly Hills Car Club in 2022. Note the hood scoop. We suspect this is not a Super Sport model but just has the scoop.



the Open Road



*Edmonton Classic Sports Car Club
March - April 2023*

Famous People with Morgans

By Steve Blake

Rowan Atkinson - actor, comedian, writer

Rowan Sebastian Atkinson (CBE) is a very funny man. We all know him as Mr. Bean or starring in the Blackadder series. He has acted in many comedy sketches with the likes of John Cleese, Kate Bush and even Elton John. He played in several movies including the James Bond film, "Never Say Never Again" and as the bumbling vicar in "Four Weddings and a Funeral."

However, Atkinson did not start out as an actor. Born on January 6, 1955, he grew up in Consett, County Durham, England, and studied electric and electronic engineering at Newcastle University and later did a M.Sc. at The Queens College, Oxford. He started his doctoral work at Oxford but turned his attention to acting, winning acclaim in the Oxford Revue at the Edinburgh Festival Fringe in 1976.

More importantly to us, Rowan Atkinson has owned an interesting collection of cars including a rare McLaren F1 which he managed to crash twice. The second time, he hit a tree and the car caught fire. It took

a year to repair and set a record for the most expensive insurance claim in Britain at 910,000 GBP. Atkinson at one time also owned a 2008 Morgan Aeromax which puts him on our list of Famous People with Morgans.



I love electric vehicles – and was an early adopter. But increasingly I feel duped

By Rowan Atkinson (Thanks to the Guardian - June 3, 2023)

Sadly, keeping your old petrol car may be better than buying an EV. There are sound environmental reasons not to jump just yet.

Electric motoring is, in theory, a subject about which I should know something. My first university degree was in electrical and electronic engineering, with a subsequent master's in control systems. Combine this, perhaps surprising, academic pathway with a lifelong passion for the motorcar, and you can see why I was drawn into an early adoption of electric vehicles. I bought my first electric hybrid 18 years ago and my first pure electric car nine



(Illustration by R. Fresson)

years ago and (notwithstanding our poor electric charging infrastructure) have enjoyed my time with both very much. Electric vehicles may be a bit soulless, but they're wonderful mechanisms: fast, quiet and, until recently, very cheap to run. But increasingly, I feel a little duped. When you start to drill into the facts, electric motoring doesn't seem to be quite the environmental panacea it is claimed to be.

As you may know, the government has proposed a ban on the sale of new petrol and diesel cars from 2030. The problem with the initiative is that it seems to be largely based on conclusions drawn from only one part of a car's operating life: what comes out of the exhaust pipe. Electric cars, of course, have zero exhaust emissions, which is a welcome development, particularly in respect of the air quality in city centres. But if you zoom out a bit and look at a bigger picture that includes the car's manufacture, the situation is very different. In advance of the Cop26 climate conference in Glasgow in 2021, Volvo released figures claiming that greenhouse gas emissions during production of an electric car are nearly 70% higher than when manufacturing a petrol one. How so? The problem lies with the lithium-ion batteries fitted currently to nearly all electric vehicles: they're absurdly heavy, huge amounts of energy are required to make them, and they are estimated to last only upwards of 10 years. It seems a perverse choice of hardware with which to lead the automobile's fight against the climate crisis.

Unsurprisingly, a lot of effort is going into finding something better. New, so-called solid-state batteries are being developed that should charge more quickly and could be about a third of the weight of the current ones – but they are years away from being on sale, by which time, of course, we will have made millions of overweight electric cars with rapidly obsolescing batteries. Hydrogen is emerging as an interesting alternative fuel, even though we are slow in developing a truly "green" way of manufacturing it. It can be used in one of two ways. It can power a hydrogen fuel cell (essentially, a kind of battery); the car manufacturer Toyota has poured a lot of money into the development of these. Such a system weighs half of an equivalent lithium-ion battery and a car can be refuelled with hydrogen at a filling station as fast as with petrol.

If the lithium-ion battery is an imperfect device for electric cars, concerns have been raised over their use in heavy trucks for long distance haulage because of the weight; an alternative is to inject hydrogen into a new kind of piston engine. JCB, the company that makes yellow diggers, has made huge strides with hydrogen engines and hopes to put them into production in the next couple of years. If hydrogen wins the race to power trucks – and as a result every filling station stocks it – it could be a popular and accessible choice for cars.

But let's zoom out even further and consider the whole life cycle of an automobile. The biggest problem we need to address in society's relationship with the car is the "fast fashion" sales culture that has been the commercial template of the car industry for decades. Currently, on average we keep our new cars for only three years before selling them on, driven mainly by the ubiquitous three-year leasing model. This seems an outrageously profligate use of the world's natural resources when you consider what great condition a three-year-old car is in. When I was a child, any car that was five years old was a bucket of rust and halfway through the gate of the scrapyard. Not any longer. You can now make a car for £15,000 that, with tender loving care, will last for 30 years. It's sobering to think that if the first owners of new cars just kept them for five years, on average, instead of the current three, then car production and the CO2 emissions associated with it, would be vastly reduced. Yet we'd be enjoying the same mobility, just driving slightly older cars.

We need also to acknowledge what a great asset we have in the cars that currently exist (there are nearly 1.5bn of them worldwide). In terms of manufacture, these cars have paid their environmental dues and, although it is sensible to reduce our reliance on them, it would seem right to look carefully at ways of retaining them while lowering their polluting effect. Fairly obviously, we could use them less. As an environmentalist once said to me, if you really need a car, buy an old one and use it as little as possible. A sensible thing to do would be to speed up the development of synthetic fuel, which is already being used in motor racing; it's a product based on two simple notions: one, the environmental problem with a petrol engine is the petrol, not the engine and, two, there's nothing in a barrel of oil that can't be replicated by other means. Formula One is going to use synthetic fuel from 2026. There are many interpretations of the idea but the German car company Porsche is developing a fuel in Chile using wind to power a process whose main ingredients are water and carbon dioxide. With more development, it should be usable in all petrol-engine cars, rendering their use virtually CO2-neutral.

Increasingly, I'm feeling that our honeymoon with electric cars is coming to an end, and that's no bad thing: we're realising that a wider range of options need to be explored if we're going to properly address the very serious environmental problems that our use of the motor car has created. We should keep developing hydrogen, as well as synthetic fuels to save the scrapping of older cars which still have so much to give, while simultaneously promoting a quite different business model for the car industry, in which we keep our new vehicles for longer, acknowledging their amazing but overlooked longevity.

Friends with an environmental conscience often ask me, as a car person, whether they should buy an electric car. I tend to say that if their car is an old diesel and they do a lot of city centre motoring, they should consider a change. But otherwise, hold fire for now. Electric propulsion will be of real, global environmental benefit one day, but that day has yet to dawn.

Guardian editor's note:

This article was amended on 5 June 2023 to describe lithium-ion batteries as lasting "upwards of 10 years", rather than "about 10 years"; and to clarify that the figures released by Volvo claimed that greenhouse gas emissions during production of an electric car are "nearly 70% higher", not "70% higher". It was further amended on 7 June 2023 to remove an incorrect reference to the production of lithium-ion batteries needing "many rare earth metals"; to clarify that a reference to "trucks" should instead have been to "heavy trucks for long distance haulage"; and to more accurately refer to the use of such batteries in these trucks as being a "concern", due to weight issues, rather than a "non-starter".

Is it illegal to Drive Nude in Australia?

By Lachlan May

One of our members happened to see an article in the “Drive” segment of the “Sydney Morning Herald”, May 1, 2023, posing the above headline question. He raised this question at the MOCA General Meeting on May 4, 2023, to great interest and amusement of those who were there. The issue was of particular interest due to the cover (or in fact uncover) photo showing an extremely pleased couple (identity unknown) in a late model Morgan.

One astute member of the club commented that the photo was proof positive GPS navigation systems don’t have anywhere near as much coverage as the traditional map.

The findings of the article were Yes and No – and the answer is all about context. Generally speaking, being naked in a car isn’t strictly illegal, but it can land you in hot water the second someone else sees you. No Australian State has a road rule specifically prohibiting driving while nude but did exposes the fact that all States have laws pertaining to public indecency.

So, if you are tempted, make sure it is decent.

Further detail and photo is available at:

www.drive.com.au/caradvice/is-it-illegal-to-drive-nude-in-australia/

*Or simply Google “**nude driving Australia**”*



Thanks to Brian Tomalin, Editor of the Morgan Ear, the magazine of the Morgan Owners’ Club of Australia, for permission to re-print this article.

Also, thanks to the Sydney Morning Herald for the captivating photo!

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.



Steve, here is a little composition written by Chat GPT, this artificial intelligence which is very popular. I simply gave the instruction to write me a text on the theme "Romantic stroll in a Morgan". Here is the result without anything being changed except the punctuation.

The message here is to not believe everything you read or see! We are seeing so many photos that have been altered and and now compositions that are created but not written. Beware!

Romantic stroll in a Morgan

By Chat GPT (as instructed by Jacques Gallien)

On the winding roads, in an exceptional car, a Morgan, our heart in turmoil, the wind caresses our faces, the hair in freedom and my beautiful passenger. My heart is filled with wonder.

The golden sun declines on the horizon, like our complicit looks, in fusion. The gleaming bodywork, in the golden light, and you at my side, my tender beloved.

The engine purrs with power, our hearts are racing, vibrating in rhythm. Hands on the wheel, I feel you shiver. And I smile at you, watching you marvel.

The landscapes pass by, like a master painting, nature surrounds us, a dream setting perhaps. But for me, it is you who is the most beautiful sight, your starry eyes, your unfailing presence.

Our fingers touch each other, seek each other with desire, the tension rises, like a fire that wants to spring up, the complicit glances, the exchanged smiles, the passion that grows, everything is to be conjugated.

The night settles down slowly, the stars light up, and the magic operates, our love is consumed. The embraces become tender, the kisses inflamed. The Morgan shelters us, witness of our burning love.

Time stops, frozen in this bubble. Where we are alone, you and I, and the moon shines. The purr of the engine, our hearts beating wildly. And this complicity that binds us, a romance flooding.

And so, in this Morgan, we lived an eternal love on the roads of existence, hand in hand, letting our story be written, until the morning.

The Morgan, witness of our passionate love, with my beautiful passenger, we drove on the roads of life, hand in hand. Our love story, an endless ride.



From the Morgan Oasis Garage

By Cuthbert J. Twillie, Proprietor

Box 1010 - North 51, Terrace

Hoodsport, WA 98548

(360) 877-5160



Bulkhead Remedies

By Cuthbert J. Twillie

**Morgan Oasis Garage
Hoodsport, Washington**

Friends

This procedure has been seen before and it is included here only because it shows the places needing the silicon sealing better than the earlier article.

The reasons for sealing here will be evident if you ever see a bulkhead out of a car. Where the front wings attach to the bulkhead and where the bulkhead attaches to the first crossmember you will see lots of lace, lace being the nice way of describing metal that is mostly gone. You can avoid the heartbreak of terminal lace by the simple application of a tube or two of G.E. silicon for perhaps four scoots a tube, and an afternoon of stroking your darlin' Mog with a pinkie.

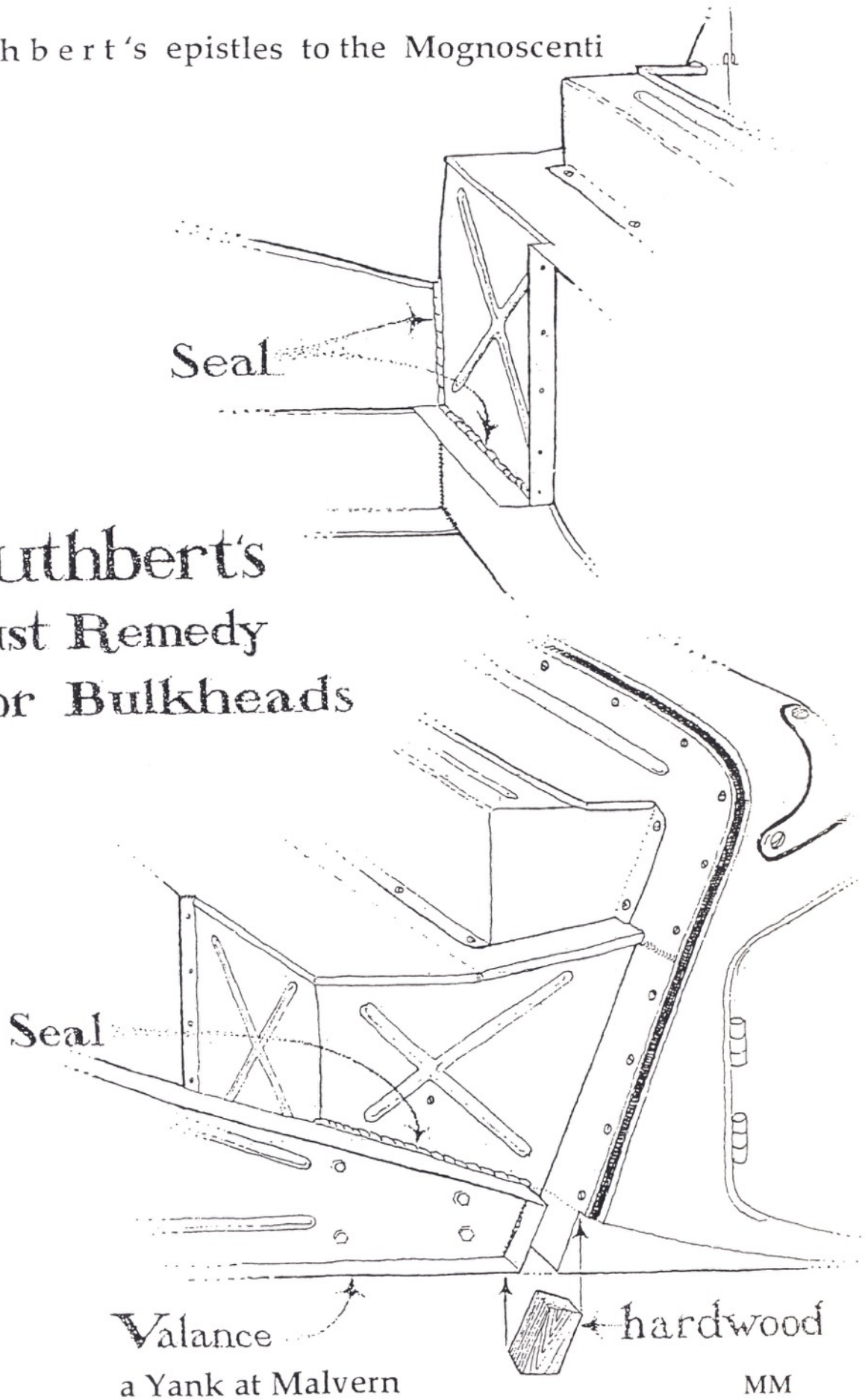
Another wrinkle I like is to carve out a fresh young piece of ash to place at the end of the valances/innerwings where they don't quite meet the bulkhead. A piece of hardwood, as on the drawing, smothered in goop will keep water from the sides of the footwells and by doing this your classic British scuttle shake will be almost unnoticeable.

Other places needing sealing are where the front sub-frame slips into the chassis, and all around the rear shock mounting plates on the 'inside of the chassis just forward of the rear axle.

Tub and tile caulk will do just fine though I've found the GE stuff is every bit as low cost as 'no-name' brands. GE sells this silicon seal in white, black, and clear and it's dead simple to apply it with a caulking gun and then 'dress' it with the proverbial pinkie.

Cuthbert's epistles to the Mognoscenti

Cuthbert's Rust Remedy for Bulkheads



Morgans in the Movies

By Steve Blake

Marple - By the Pricking of My Thumbs

By Agatha Christie

The book, By the Pricking of My Thumbs, by Agatha Christie was first published in the UK in 1968 and later that year in the USA. It stars her aging detectives Tommy and Tuppence Beresford. The book was made into a movie in 2006, including the detective, Miss Marple, who was not in Agatha Christie's book. Her novel was divided into four books. Some say this is not a detective story but, instead, a thriller.

The storyline of the movie is having Tommy and Tuppence Beresford visiting their Aunt Ada in a nursing home. After Ada tells them of a child murdered, she shows up dead the next day of supposedly natural circumstances. Tommy and Tuppence meet up with Miss Marple and the hunt is on for another resident in danger who just left the home and another couple possibly under suspicion. In typical Agatha Christie fashion, there are lots of twists and turns in the story and I leave it to you to watch and fathom out who the murderer is.

The title of the book/movie comes from a line in Shakespeare's MacBeth, that says, "By pricking of my thumbs, Something wicked this way comes."

For us, the star of the show is the 1952 Morgan flatrad Plus 4 Drophead Coupe driven by Miss Marples.





The Drive Before the Show

By Dave Doroghy

Those of you that read this column know that I am a huge fan of the All British Field Meet. Not only is it the greatest car show I have ever been to, but it also reliably, repeatedly and remarkably provides fodder every year for this Dorg's Morg column. I consider these elegant prose, my birthday gift to Queen Victoria, and this year is no different. Furthermore, the annual show related anecdotal experiences with my Morgan, like the flowers at the gardens, always easily and naturally bloom into a 600-word essay. And more importantly a wonderful memory.

For me the anticipation of the show actually begins every year, the evening before the show when I test the car, just to make sure that it still starts. After that late night piston jolting Chitty Chitty Bang Bang back-firing ritual that wakes the neighbours, I go to bed with dreams of tulips and Triumphs, and Rolls Royce's and Rhododendrons. Then I get up early to head to the show. Since I live in Ladner, I habitually drive my 1966 Morgan Plus Four on a pretty straightforward, direct route headed for the flowers and four-wheelers. My Morgan is too old to be an autonomous self-driving car, but it kind of knows the route on its own.

This year, as I always do on the Victoria-day long weekend, I headed south on 17-A till it connected with Hwy. 99 North. No sooner had I left the empty highway cloverleaf and merged onto 99 when I spotted a 1960's Mini in my rear-view mirror. As I got closer to the tunnel three more of them whizzed by. In the noisy dark passageway, a brand new MINI with a slick shiny Union Jack painted on its hood accelerated by. By the time I left the tunnel and entered the municipality of Richmond, it was clear to me that I was part of a movement - literally. Something was going on and it felt great to be involved. As more Minis passed me, I deduced that the Mini Club must have organized an event or meeting spot early that morning in White Rock or Surrey. Then as I approached the Westminster Hwy offramp, an old Jag sped by. By the time I got onto the Oak Street Bridge, I was surrounded by a legion of classic old British cars, that like the Swallows that return to Capistrano every year, were all returning to West 37th and Oak.

When I got to the red traffic light at 57th and Oak, I stopped and to my left spotted an old bright yellow 1959 TR 3. Someone I knew, Victor, was driving it and I was proud of my laconic, and oh so appropriate five-word proclamation. I looked him straight in the eye and said, "Race you to the Show!" He smiled and shifted into first. As more old British classics funnelled onto Oak Street off of the feeder side streets, I had a tough time deciding whether I should use my free right hand to toot the worn wooden horn knob in the middle of my dash, or flash a thumbs up with that hand to my fellow Van Dusen Garden Enthusiasts. When I finally hit 37th Avenue, the street that those lovely gardens border, I hit a familiar sight that I didn't even realize was a familiar sight. I was surprised that I recognized the cop standing in the middle of the intersection directing traffic. A distinguished tall chap, complete with grey hair and moustache, he looked like he came straight from Central Casting for a police TV show. It dawned on me that it was the same guy I see every year. I thought what a plumb assignment to get to marshal all these British beauties west towards the park's parking lot, while ensuring regular traffic smoothly flows. I gave the handsome traffic cop some double love. I tooted my horn and then issued a thumbs up before turning left as per his authoritative directional wave.

That slow cautious left, led to a sharp right and a short decline into the parking lot. I had arrived, but the pre-car show customs were not over yet. As expected, no sooner had I stopped when a smiling young man, reminiscent of the car hops at the old White Spot Drive-ins ran up to my Morgan, asked for my last name and sprinted off to get my grey registration envelope. The packet was brought to me 26 seconds later all in order and well organized as usual.

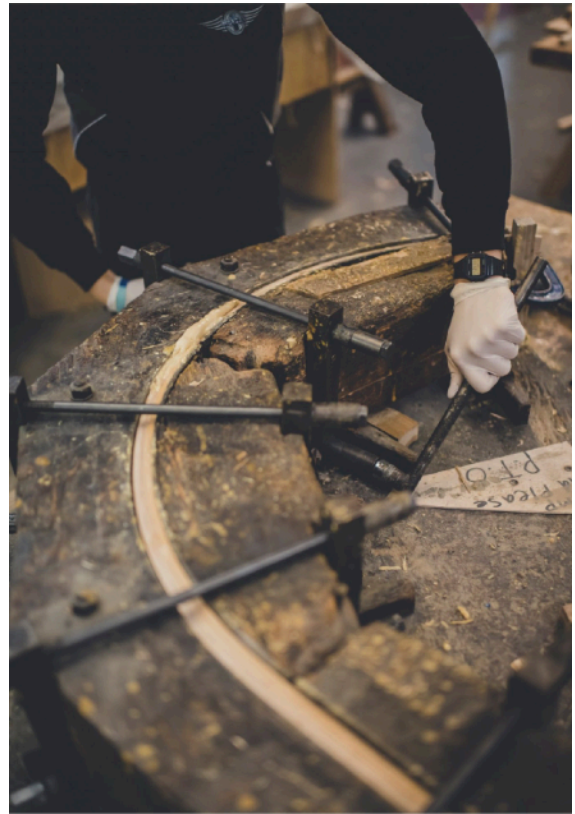
Special thanks once again to Joan Stewart and her Western Driver staff and volunteers. I was stoked even before I got to the show.



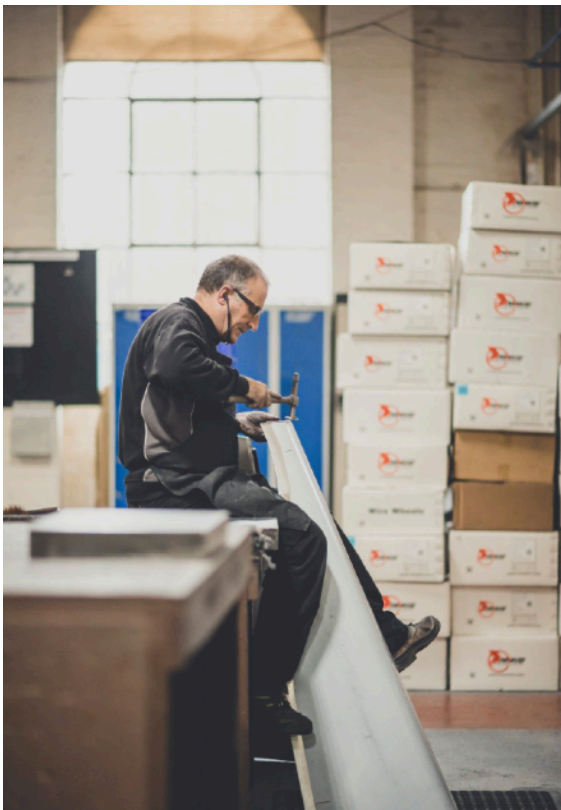
Dave Doroghy and Joan Stewart

Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Morgan Motor Company 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.



EVAD CONFORMITY



THE MORGAN 3 WHEELER - HANDBUILT TO YOUR OWN STANDARDS
LEARN MORE AT WWW.MORGAN3WHEELER.CO.UK

Morgan Motor Company 2014 Design Contest

“Looking Back”

From the July 2016 Morgan Link

FATHERS' DAY WEEKEND 2016

By Kit Raetsen and Joanne Cockshutt

Our Vancouver and Seattle friends arrived on Saturday afternoon via the Sunshine Coast. For these folks the weekend had started on Thursday at Horseshoe Bay and, after exploring some lesser known roads, the day ended at Powell River. On Friday, after an early morning ferry ride to Nanaimo and some wine tasting the group reached Cowichan Bay. In the meanwhile, at Brian and Margit Waller's home, where the pig roast was to be held, chairs, tables and a tent were set up. Last minute shopping was done along with much praying that the weather forecasters were wrong and we were not going to get rained out.

On Saturday morning the mainland contingent headed to Port Renfrew with a lunch stop at Point No Point and then on to their hotel in Sidney. Over at the Wallers' the final touches were put in place. The salmon had been baked on Friday and the pig was in the pizza oven. Yes, you read that right, in the oven and not on a spit. The Wallers have a beautiful outdoor stone oven and decided to use it for porchetta. The remaining Morgans started to pull in at about 5 p.m. and everyone had ample time to catch up with old friends over appetizers created by the Island Morgan owners.



We all chatted, nibbled, sipped and took in the view of 20+ Morgans arrayed on the lawn, then it was time for dinner. Margit and Brian are clearly masters of oven cooking: the porchetta was cooked to perfection. Along with the salmon and a vast array of side dishes (thanks again to the Islanders) it made for a veritable feast. As usual, at the end of the evening the Morgan elves de- scended on the kitchen and everything was tidied away in no time. The rain never did materialize that evening: thank-you weather gods.

On Sunday morning we woke to sunny skies and after a quick breakfast everyone was off to Beacon Hill Park for the 32nd annual Fathers Day Picnic.



By 9 a.m. the Morgans were in their place and once again Jane and Doug worked their magic and lined them up by colour and cre- ated a beautiful Morgan rainbow. The car show was a huge success as always with an example of every British car you can think of along with a large number of beautiful motorcycles. After meandering through all the cars and checking out our favorites it was time to put out the lunch. Another feast was presented, along with the pork and salmon, other cold meats, cheeses, cucumbers, toma- toes along with lots of condiments made for some great sandwiches. Of course there had to be deserts. Cake, cookies and fresh fruit made for a nice finish to a wonderful lunch. By 2 p.m. those catching ferries had headed out and a little later the rest of us slowly made our way home.

A huge thank you to Bryan and Margit Waller for hosting the pig roast, it will be a tough act to follow next year.



Upcoming PACMOG Events

By Jon Moss



Watch your emails for news of the next drives

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

Save the Dates!

July is Old Car Appreciation month.

Watch your emails for events and get your Morgan out on the road!



Canada
Province of British Columbia
A Proclamation

CHARLES THE THIRD, by the Grace of God, of the United Kingdom,
Canada and His other Realms and Territories, King, Head of the
Commonwealth, Defender of the Faith

To all to whom these presents shall come – Greeting

WHEREAS registered on April 17, 1980, the Specialty Vehicle Association of BC (SVABC) is a provincial non-profit association dedicated to preserving the collector vehicle hobby in the province, and

WHEREAS the SVABC advocates for the collector vehicle community in British Columbia, working on behalf of specialty vehicle enthusiasts of all vehicle types, and

WHEREAS British Columbia's collector vehicle community donates profits from provincial fundraising efforts to local charities, hospitals, seniors' programs and school projects, including breakfast programs and bursaries, and

WHEREAS July 8, 2023, marks the SVABC's 10th province-wide celebration of Collector Car Appreciation Day, an annual event to raise awareness of the collector vehicle hobby in British Columbia, and

WHEREAS Collector Car Appreciation Month is an opportunity to publicly acknowledge the present and past contributions of British Columbia's collector vehicle community to the economic, social and cultural development of this province;

NOW KNOW YE THAT We do by these presents proclaim and declare that July 2023 shall be known as

“Collector Car Appreciation Month”

in the Province of British Columbia.


IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent and the Great Seal of Our Province of British Columbia to be hereunto affixed.

WITNESS, The Honourable Janet Austin, Lieutenant Governor of Our Province of British Columbia, in Our City of Victoria, in Our Province, this fourth day of April, two thousand twenty-three and in the first year of Our Reign.

BY COMMAND.



Attorney General



Lieutenant Governor



18th Annual Canada d'Eh Celebration & Carshow July 1st, 2023

Gate Opens at 9am

Show 10am – 3pm ish



Langley Speedway

South end of 208th Street, past 16 Ave

We'll sing Oh Canada at 11am by the band stand

604 427 4167

Food Trucks & Live Entertainment



Jellybean AutoCrafters



Saskatchewan British Car Club's

25
1998 2023

Brits
by the Bess

23rd Annual Show and Shine
Sunday, July 16
11:00 am - 4:00 pm
at
the Bessborough Saskatoon

Raffle Prizes

Sponsored by:

JAGUAR

MINI

LAND-ROVER

DELTA HOTELS
SASKATOON

(Thanks to Howard Jewell and The Open Road magazine)

Western Washington All British Field Meet

Our mission is to promote the preservation, restoration and use of British vehicles in the Pacific Northwest

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The WWABFM Planning Committee would like to thank our sponsors for their vision and support of the Western Washington All British Field Meet. We urge you to support them with your patronage.

***Save the Date of July 15
for the 2023 ABFM!***

Make sure that you save the date so that you don't miss a great show with over 300 cars and motorcycles!

St. Edward State Park continues to be a premier event location for participants and spectators alike and we hope that you will join us for this year's show on July 14-15, 2023.

If you would like to be a part of the Planning Committee, feel free to contact us via the "Contact Us" page under the About Us tab. We welcome new ideas and planning participants. Come join the fun!

We look forward to seeing you at this year's show!

Important 2023 Dates

May 1 Online registration opens

June 18 Regalia orders close

July 5 Postmark for Mail-In registrations

July 8 Online registration closes

July 14 Friday Night Social and Packet
Pick-up

July 15 WWABFM Show!

GOLD SPONSORS

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OF SEATTLE**



BRONZE SPONSORS



HAGERTY



Register at:

<http://wwabfm.com/>



<https://cruisetheshore.ca/cruise-the-shore>

Cruise the Shore is a charity event held on the North Shore on August 19 and 20, 2023.

This year, they are raising money for the TB Vets charity.

Cost for registration is \$35

Event includes an optional breakfast at the Tomahawk BBQ on Saturday followed by a drive.

After the drive, is a complimentary BBQ.

On Sunday, the cars meet at the Edgemont Shopping area for a car show.



Steve Blake at last year's show

THE 46TH ANNUAL ALL BRITISH FIELD MEET

AT PORTLAND INTERNATIONAL RACEWAY WITH SOVREN RACING

Saluting
75 Years of

**LAND-
ROVER**

All
British
Cars, Trucks,
& Motor Bikes
Welcome!

SEPTEMBER
8, 9 & 10
2023



GENERAL
ADMISSION
\$10
PERSON/DAY

FUN FOR THE WHOLE FAMILY!

- CAR DISPLAY • SWAP MEET
- ADVENTURE RIDES
- VINTAGE RACING • GUEST SPEAKER

KIDS
FREE!
UNDER 18

PORTLAND INTERNATIONAL RACEWAY • 1940 N VICTORY BLVD, PORTLAND, OR 97217

To Register: <https://abfm-pdx.com/>

Sold Last Month
By Steve Blake

1964 Morgan Plus 4

This car was sold in Richmond, BC on May 15, 2023, for CDN\$17,200. It is a 1964 Morgan Plus 4 that was parked in its garage 37 years ago when the owner was no longer able to drive it. He attempted to sell it in the USA, but there were no takers. The car sat and was last fired up 25 years ago. The owner moved into a retirement home and his house was put up for sale. His son had the task of liquifying his father's possessions and knew nothing about Morgans.

The car was not running and the spark plugs were out. The chassis did not appear to have any rust and the wood frame of the body appeared to have no rot. Dust and cobwebs were everywhere. The car was complete and would be an easy task to get back on the road, if, and it is a big if, the engine has not seized up and the mechanicals are okay. The car would then be suitable for a running restoration.



(Steve Blake photos)

Auctions and Sales of Morgans in the Last Month



This 1963 Morgan 4/4 sold on BaT for US\$21,500 on June 3, 2023.



This 1977 Morgan Plus 8 was bid to US\$33,500 on BaT but the reserve was not met.



This 2002 Morgan Plus 8 sold on BaT for US\$65,000 on June 18, 2023.



This 1965 Morgan Plus 4 sold on Hemmings auction for US\$29,505 on June 21, 2023.



This 2014 Morgan 3-wheeler sold for US\$49,500 on BaT on June 27, 2023.

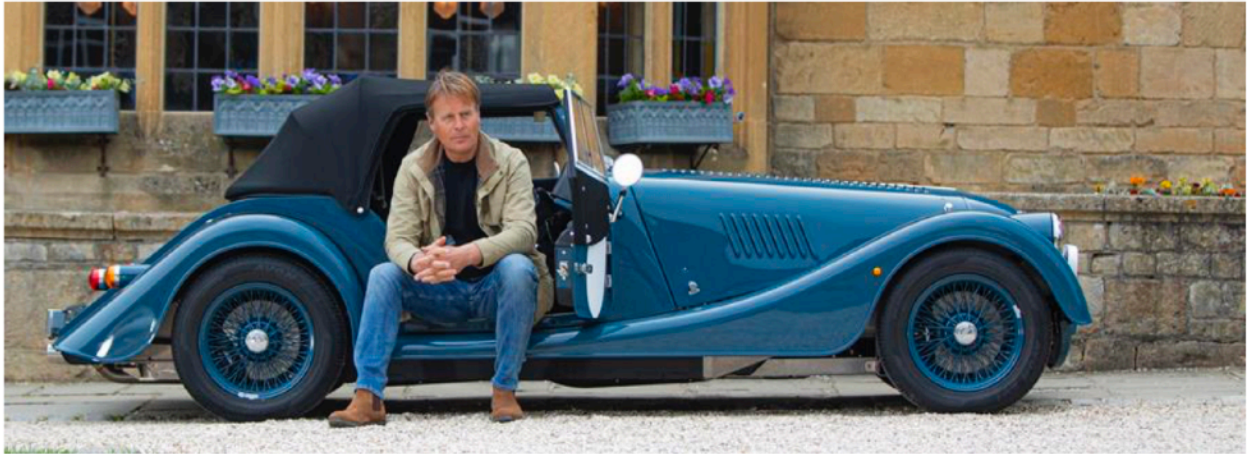
Editor's Note:

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!



MORGAN

Father's Day is only a few days away!



Whether it's some official Morgan accessories from our shop, Morgan Experience Gift Vouchers, or a day out for this Saturday's Meet At Morgan, we've got you covered. And there's still time to order!



Morgan Experience gift vouchers are the perfect gift for any car enthusiast.

We have an extensive range of gift vouchers available, which are valid for 12 months and orderable online.

PURCHASE GIFT VOUCHER

<https://morgan-motor.com/gift-a-morgan-experience-voucher/>

1964 Morgan Drophead Coupe For Sale

Completely restored. All parts used in this restoration were new.

- Frame off
- Everything stripped to bare metal
- No damage, rust, or rot

Engine professionally rebuilt from TR3 to TR 4A specifications and balanced.

This Morgan DHC has won many awards in Canada and the USA. I am the third owner, 2nd was a car collector, first was a movie promoter in California. This DHC has approximately 6,000 Miles since being restored.

Reason for selling; I have aged and am no longer able to enjoy it properly, it's simply become garage art. Time to pass it on to someone who will also will treasure and enjoy this special and rare classic.

I can be reached at : les_burkholder@telus.net CDN \$75,000



Congratulation to our Winners!

Vancouver ABFM at Van Dusen gardens

MORGAN

CLASS 39: Morgan 4/4

1. Ken Miles: 1969 Morgan 4/4—Surrey [249]
2. John Rennie: 1969 Morgan 4/4—Richmond [208]

CLASS 40: Morgan plus 4 & DHC

1. Malcolm Sparrow: 1993 Morgan Plus 4—Vancouver [469]
2. Les Burkholder: 1964 Morgan Plus 4—Langley [42]

CLASS 41: Morgan Plus 8

1. Robert McDiarmid: 1995 Morgan Plus 8—Langley [380]
2. Stephen Way: 1980 Morgan Plus 8—Kamloops [74]



PACMOG Regalia

Contact Tom Morris for any regalia requests pacmogregalia@gmail.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.

\$30 CDN * (plus shipping)

Badge measures 3.5 by 4.25 inches overall



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

* Regalia is for sale to club members only



converted from right hand to left hand drive



1982 Morgan +8 new wings, repaint



REG BEER COACHBUILDER CMC ENTERPRISES

VINTAGE & CLASSIC CAR
SERVICE & RESTORATION

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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
cmcmogrbcc@gmail.com
905-857-3210



Morgan Vintage Race Car



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.

PACMOG is affiliated with:

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

Insured with Aviva Insurance Company of Canada
through Arthur J. Gallagher Canada Limited
Markham, ON L6G 1C3



How to Join PACMOG

1. Log into our website www.pacmog.com
2. At the bottom of the page click on "Join PACMOG"
3. Fill in membership form giving details on your Morgan(s) (year, model, colour, # seats, engine, factory registration number, anything else interesting)
4. E-transfer or PayPal \$10 Cdn or US to pacmogtreasurer@gmail.com

Or send a cheque to Jon Moss, treasurer, 38 Peace Park Drive,
Surrey, BC V3Z 9N8

Visit the PacMOG website at:

www.pacmog.com

The Morgan Link and The Morgan Link Light

Editor – Steve Blake

pacmogeditor@gmail.com

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