



The Morgan

# Link Light

Vol 8 No 10

The Magazine of the Pacific Morgan Owners Group

Nov 2023



## From the Editor's Desk...

We are still looking for someone to step forward to take on the role of editor for the club newsletter. I say newsletter because our expectations are not necessarily to have a full magazine but possibly a short newsletter. What I did over the last six years was my own personal style and desire to do the best that I could do to bring Morgan and automotive stories to the members. We do not have to have that. The MSCC's Miscellany Magazine is uploaded to our website and it brings numerous stories for members to read. All we really need for our members is a short one page newsletter informing members of upcoming events. If nobody comes forward, the December Morgan Link will be the last one and information will come to members through our Communications Director or via our Facebook page.

If you have an article or story to share, make sure to get it to me by December 15 at the very latest. I would like to get the last issue out on time between Christmas and the New Year.

Don't forget the Christmas Party on December 10 at Lloyd and Treacy Reddington's house in Saanich. Please let Jane Cowan know immediately if you are planning to attend. It is getting close to the date and preparations need to be made. It is only \$25 and you bring your own beverage or drink of choice.

It is not too early to start thinking about becoming a club director. Our AGM will take place at the beginning of February and there will be openings for new directors. Think about it. There are only 3 or 4 meetings a year and they are held by Zoom. It is not a huge time commitment.

Check Page 27 for a Christmas present idea from Morgan Motor Company!

Happy reading and safe driving!

*Respectfully,  
Steve Blake*



### Contents

- Page 2 – From the Editor's Desk
- Page 4 – Christmas Party
- Page 5 - On the Road!
- Page 7 - OECC London to Brighton Commemorative
- Page 11 - Out of Range!
- Page 12 - Morgan West
- Page 13 - The Unique Morgan 4/4 That Came in from the Shadows
- Page 18 - Morgan Cars Mid-Atlantic
- Page 19 - Jacques Gallien artwork
- Page 21 - Morgan Fantasy photos
- Page 23 - Events
- Page 24 - Sold Last Month
- Page 25 - Auction Results
- Page 26 - Marketplace



### Cover Photo Credit:

This month's cover photo was taken by Steve Blake of Tom Morris and Elaine Davie arriving in their 1973 Morgan Plus 8 to the Delta Heritage Air Park for the London - Brighton Commemorative Run.

### Contributors

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

Susan Blake, Jane Cowan, Albert Levesque, James Gilbert (MMC), Jacques Gallien, Roger Mulloy, Dennis Glavis, Howard Jewell, Jon Moss, Greg MacLeman, Will Williams

### New Members

Ken Ashley

1969 Morgan 4/4



[www.pacmog.com](http://www.pacmog.com) Webmasters

**Marv Coulthard, Pat Leask**

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



### PACMOG Directors

**Brian Nixon**

Chair

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



**Chris Brunt-Tompsett**

Vice Chair,  
Communications

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



**Jon Moss**

Treasurer, Events

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

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



**Scott Broughton**

Secretary

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



**Tom Morris**

Membership, Regalia

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

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



**Steve Blake**

Editor

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



**Jane Cowan**

Island and Inland Liaison

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





Let's all go to the Island Christmas Party on  
December 10, 2023 at 5:00pm

where? at the home of  
Lloyd and Treacy  
Reddington

860 Lands End Road

cost \$25.00 per person and please BYOB



RSVP: [Janecowan@shaw.ca](mailto:Janecowan@shaw.ca)

## On the Road!

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



Above: Aeromax spotted at the British Car Day at Bronte Creek Park, ON by Howard Jewell  
Below: California Cruising with 3 Morgans - Dennis Glavis photo





Jon and Dawn Moss hit the road in their 1960 Morgan Plus 4. They took a trip to the small town of Twisp, WA, about 1 1/2 hours south of Osoyoos. Jon said, "Had a lot of fun and got to say that the Mog got most of the "Looks and Swoons." Parked side by side, the Mog was the attraction."

# The OECC London-Brighton Commemorative Run 2023

*By Steve Blake*

Good fortune came our way! What was supposed to be a rainy morning turned out to be a mix of mostly cloud and a bit of sunshine. It was perfect weather for the 28th running of this event. Originally called the Ladner-Bellingham Run, it would leave from Ladner in BC, cross the border into Washington State and end at a restaurant in Bellingham. As the border became more time consuming to cross, the route was changed to one that kept it in BC and the event name changed to what it really was, the London-Brighton Commemorative Run.

This year, there was a great showing of cars including a Bentley from Washington. The huge selection of British cars including Rolls-Royce, Bentley, Morgan, Lotus, Jensen, MGB, Morris, Rover, Austin-Healey, Jaguar, Mini, Vauxhall, and Triumph. There were cars from every decade covering the last 100 years. We had 6 PACMOG cars attend with Jon Moss in his 1960 Morgan Plus 4, Win Muehling and Christine Limmer in their 1986 Morgan Plus 8, Bob McDiarmid and Les Burkholder in Bob's 1995 Morgan Plus 8, Steve and Susan Blake in their 1991 Morgan Plus 8, and two in their daily drivers. Tom Morris and Elaine Davie came a day early from the Sunshine Coast and because of the torrential downpours when they left, the decision was made to leave the Mog at home. Ken and Pat Miles had their drophead coupe all ready to go the day before but on the day, the starter refused to comply and with their other two Morgans unavailable due to maintenance work, the daily driver had to suffice.

The starting point was at the Delta Heritage Air Park. The parking was more of a challenge this year due to a walk taking place on the adjacent dyke. Of course, the walkers got there first and used the parking lot we normally use at the air field. Fortunately, there was enough overflow parking and we were able to get everyone parked so they could go into the cafe and secure their route plan and have a cup of coffee or tea. Lorna and her crew provided nice pastries and muffins for the masses while we waited for Gerry Parkinson to say a few words and wave us on our way.

The drive followed the same route as the last few years. The Autumn show of colours in the maples and birches was brilliant and many were falling and dancing on the road as the wind twirled them like ballerinas. There was little traffic on this route so we were able to move along at speed unhindered. The end of the route was 45 miles later at Adrian's Restaurant at the Langley Regional Airport. Most of the participants gathered to share stories and have lunch together. Another great run! Thanks to the OECC for continuing to host this event.









(Steve Blake photos)

# LONDON-BRIGHTON COMMEMORATIVE RUN

OLD ENGLISH  
CAR CLUB  
British Columbia  
Vancouver Coast Branch

Thank you for participating in the 28th London to Brighton Commemorative Run  
November 5th 2023



UK London to Brighton poster 2023

Your registration fee was donated to the  
Surrey North Delta Meals on Wheels program

# Out of Range!

By Dennis Glavis

Coffee and Cars at Galpin Ford. Dennis Glavis photos with a Morgan Super 3!





### THREE WHEELERS

**2023 Morgan SUPER3 THREE WHEELER**  
– Marina Blue/Ivory leather // *IN STOCK!*

**2023 Morgan SUPER3 THREE WHEELER**  
– Safari Yellow/Tan leather // *IN STOCK!*

**2023 Morgan SUPER3 THREE WHEELER**  
– Matt Black/Black leather // *IN STOCK!*

**2023 Morgan SUPER3 THREE WHEELER** – Red  
Soul Crystal Pearl/Tan leather // *IN STOCK!*

**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!*

**2020 Morgan 3.7V6 ROADSTER** –  
Black, Red Leather // *2,100 MILES!!*

**2019 Morgan PLUS FOUR SPECIAL  
WORKS EDITION** – Silver White Metallic/  
Satin Silver White Metallic bonnet Black  
leather // *1 OF 3 IN NORTH AMERICA*

**2018 Morgan 3.7V6 ROADSTER** – Mountain  
Gray Metallic, Mulberry Leather // *2,700 MILES!!*

**2010 Morgan AERO SUPERSPORT**  
– Black exterior, Tan leather; Silver  
Targa top // *ONE OWNER FROM NEW*

**2005 Morgan 3.0V6 ROADSTER** – Royalty  
Purple Metallic, Gray Leather // *3,800 MILES!!*

**2002 Morgan PLUS 8** – BRG, LeMans  
'62, No. 1140. Only one in North  
America // *FOR SALE IN CANADA ONLY*

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

**1972 Morgan PLUS 8** – Black, Black  
Leather // *HUGE PRICE REDUCTION!!*

**1967 Morgan PLUS 4 DROPHEAD COUPE**  
– Ivory body/Irish Green wings, Ivory  
leather // *RECENT GROUND UP RESTORATION!*

**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*

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

**1958 Morgan PLUS 4 DROPHEAD  
COUPE** – Green, Gray Green interior  
// *FACTORY EXPERIMENTAL FOUR SEATER*

**1955 Morgan PLUS 4 DROPHEAD COUPE** –  
Black, Red Leather inter. // *1,991 CC INLINE-FOUR*

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

**1953 Morgan PLUS 4 SKIMPY FLAT  
RAD** – Red, Black interior; Spectacular  
driving car // *BEST IN CLASS WINNER*

**1937 Morgan 4-4** – Ivory, new Red interior;  
cycle fenders // *HISTORIC FACTORY TEAM CAR*

**1936 Morgan 4-4** – Green, Black interior;  
Car #28 // *GEORGE PROUDFOOT RESTORATION*

**1929 Morgan/GN BLACKBURNE AERO** –  
Single seater; racing history // *ONE OF A KIND*

### OTHER MARQUES

**2010 Ferrari CALIFORNIA T 2DR** – Rosso  
Corsa, Tan Leather // *BIG PRICE REDUCTION*

**2001 Audi TT ROADSTER** –  
Convertible, Black Metallic

**1974 BMW 2002** – Burgandy,  
Tan vinyl // *GREAT DRIVING CAR*

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



**Morgan**  
**WEST**  
Authorized Morgan Motor Car Dealer



[WWW.MORGANWEST.NET](http://WWW.MORGANWEST.NET)

DENNIS GLAVIS, MANAGING DIRECTOR • 3003 PICO BOULEVARD, SANTA MONICA, CA 90405

(310) 998-3311 • [dennis@morganwest.net](mailto:dennis@morganwest.net)

# The Unique Morgan 4/4 That Came Out of the Shadows

By Greg MacLeman

(Article submitted by Albert Levesque - Thanks to Classic and Sportscars October 2021)

Like moths to a flame, some of us seem irresistibly drawn to certain marques, destined to rejoin the fold even when unexpected events take us in a different direction.

Tim Harper is one such case, holding a deep affection for Malvern's timeless roadsters that has punctuated the most significant points of his life.

From his first 4/4 to the +4 in which he met his wife, the ash-framed machines have remained a constant throughout years of globetrotting adventure, culminating in the epic restoration of a unique Cosworth-powered 4/4 whose secrets only began to unravel after four decades of ownership.



“My first Morgan was a flat-rad that I bought immediately after I graduated, chosen because it was the biggest-engined sports car I could find in Exchange & Mart,” explains Harper.

“It was only a Vanguard engine – a tractor of a unit, which I didn’t realise at the time. Then came the 1954 +4 that I drove to Sicily and Denmark.”



After returning from a stint in the Middle East, carrying out seismic exploration for the oil industry, Harper’s boss sent him to Denmark.

“I didn’t even know where Denmark was,” Harper admits, “but he explained that I needed to get the ferry and drive across the country. So I took the Morgan.”

“The hotel was teetotal so the second night I got in the car and drove, randomly weaving through the countryside. I saw Maggie walking and stopped to ask for directions – we’ve now been married for 50 years.”



Harper's love for his classic could sometimes drive him to distraction, and a return to academia back in the UK led the [Morgan](#) man to face a hard choice.

"I really liked the car and so did Maggie, so it was a difficult decision to sell it. But after working on the rigs in the North Sea – two weeks on, one week off, and plenty of time to get underneath it – I went back to being a student. I had to focus on my degree so I sold the Morgan and spent my time driving a [Morris Minor](#)."

After completing his PhD, Harper took a teaching position at the University of Aberdeen in Marischal College, the towering colossus that dominates the northern skyline.

It was on his first drive into the granite city, thesis kept safe in a tin box on his lap, that he spotted a beautiful white +4 from the 1950s, and the urge to once again own a Morgan came over him.

"Not long after, I was driving around town and on the front drive of a house was another Morgan, looking rather bent," he recalls.

"I knocked and the chap explained that it had been rolled into a cabbage field – fortunately without the hardtop, which would have smashed into 10,000 pieces.



"He was quite happy to sell because he was trying to restore a 1930 [Alfa Romeo 6C-1750](#), so I bought it for what now seems a ludicrously small amount."

There was one condition: the car must be painted in the same colour of dark blue over silver-blue in deference to its racing past.

Harper dismissed the allusions to the car's sporting history as little more than sales patter, but nonetheless had the bodywork finished in the same colour scheme after having it repaired locally by J&W Georgeson, which straightened and painted the body, stripped the gearbox, and sorted the suspension and alignment.

The 4/4 was soon pressed into service as a runabout, used everywhere from trips to the shops to epic runs from Aberdeenshire to the south-east of England.

"I used to go to work in it, which meant hardtop on for winter and off for the summer because it was a hell of a palaver to change," he says.

“It just had a simple Cortina 1500GT engine, so performance wasn’t great, and when it failed I could easily get another one from Exchange & Mart. We had a couple of friends who worked as engineers for McLaren and they would always help to get me going again.

“I later met someone who worked on the Deep Sanderson project and had an old LawrenceTune pre-crossflow 1600 block.

“We put it in the car and it went really well, with a lot of torque: it would pull all the way to 90mph on the motorway. It eventually gave out after just 7000 miles, on the way home from a fly-fishing trip with my son, Roy, who had just caught his first trout.

“Something came out through the side of the block and it was quite traumatic for us, scrambling up the motorway banking in lousy weather. We had it towed to a local garage and it came back after three weeks – there was a very strong smell as you approached the car!”

Despite the setback, the 4/4 lived on with another heart scavenged from a scrapped Cortina before life once again interrupted the Morgan experience when Harper and his family moved abroad, first to Colombia and then to Norway.

Throughout his exile the car stayed in the UK, stored in a friend’s barn alongside three vintage [Bentleys](#) and a brace of [Ferraris](#).

“He would play tricks on me, such as putting a chicken coop in the passenger seat,” Harper says. “We were away for a few years and he had it for quite along time.

“We eventually got it going again and ran it for fun at the weekends, but it got to the point where our local garage owner said it looked like a battered Spitfire returning from a sortie and something had to be done.”



The Morgan was resprayed red at Roy’s request. Increasingly interested in the car’s history, Harper began researching using the original buff logbook, which was scrawled with the spidery, barely legible signatures and addresses of its earliest owners.

The first entry was attributed to Cedar Motor House in Cheltenham but, despite concerted sleuthing, little information was forthcoming about the original owner other than a vaguely Scottish-sounding name and an idea that he had gone on to work at a vineyard.

“I rang the vineyard and they said that, yes, he had been thereabout 30 years ago, but that was it,” Harper says. “He’d gone and the bloke wasn’t particularly helpful, so I got stuck in that cul-de-sac and had to give up.”

The trail remained cold until the chance purchase of a 1997 book, *Morgan Sports Cars – The LawrenceTune Years 1961-1964*, which Harper ordered as a Christmas present to himself.

Turning the pages, he was met with the thrill of seeing his car cutting a dash in period races with none other than first owner John McKechnie behind the wheel.

The signature could now be deciphered in that initial logbook entry.

The silver Morgan had a storied competition history, and had been ordered with the express intention of racing.

The detailed specification called for a lightweight aluminium body with wire wheels, bucket seats and a louvred bonnet, as well as Armstrong Selectaride shock absorbers and the removal of both front and rear bumpers.

It was one of just six machines to leave the factory with a lightweight, streamlined LawrenceTune glassfibre roof; the engine, it was noted, was to be supplied by the customer.

And what an engine. The book turned up not only more racing photographs, but stills taken at the factory for the purposes of homologation.

Rather than a mundane standard Ford lump, McKechnie had commissioned a devilish dry-sumped, highly tuned 1498cc Cosworth MkIX in-line 'four' capable of 120bhp. Enough in the light 4/4 to trouble the +4s and, reckoned McKechnie, to challenge for race wins.

McKechnie's 4/4 proved more than a match for its Malvern rivals, but the 1151-1600cc class was littered with lightweight and powerful Lotus Elans and Elites – not to mention a roster of all-time-great drivers.

At Oulton Park on 11 April 1964, McKechnie put in a strong performance behind polesitter Jim Clark and teammate Sir John Whitmore, finishing 13th overall and sixth in class.

He did better at Silverstone later that month, coming second, before finishing third in the 10-lap race – again behind Elans.



By May the jig was well and truly up, and at the BRSCC national open meeting at Mallory Park McKechnie's Morgan – the only non-Hethel entrant in a field of 12 Lotus Elans – was humbled by the likes of Peter Arundell, Mike Spence, Mike Beckwith and Jackie Stewart.

Though McKechnie gave up on the Morgan in favour of a Lotus-engined example after a year, the 4/4 lived on first with Robin Brown and then Harvey Postlethwaite, Formula One aerodynamicist, engineer and technical director of Hesketh, before being bought by John Berry at the end of the '60s.

"I went to see John to talk about it and he told me all sorts of stories," says Harper. "He tried to degrease the chassis and passed out one night in his single garage, only to wake up again at 2am. He said it was amazing how much of the car seemed to be held together with Araldite.

"Berry campaigned it primarily in sprints and hillclimbs before removing the Cosworth engine and fitting it to a single-seater Brabham, later selling the lump to Martin Wyatt."

It was during a chance encounter at the 2004 Le Mans Classic that Harper bumped into Wyatt who, against the odds, had held on to the engine for a number of years.

"He had intended to come in his +8 but there was something wrong with it so he brought his 4/4 instead.

"I looked under the bonnet and there it was – he'd been using it the whole time. Despite what must have been my obvious enthusiasm, Martin insisted he had no intention of selling the engine."

Harper's 4/4 soldiered on for a further eight years before he decided that the time was right for a proper restoration.



“It had been in the family for 40 years and got to the point where if it wasn’t restored it would probably go to the dogs, so I bit the bullet and took it to a Morgan specialist up north in January 2012.

“When I got it back you wouldn’t believe how bad it was – it would define unbelievable. I brought it to Dave Baskerville in Barnstaple, who discovered that the gearbox needed taking out and redoing, even though it had been done twice already. Even the propshaft was the wrong length so it was vibrating badly.”

The project was then graced with two strokes of luck: the first, that the Cortina 1500 hadn’t been rebuilt by the first specialist; the second, that then club competition secretary Wyatt had agreed to reunite the original 1498cc Cosworth, which had since been run in everything from a [Ginetta G4](#) to a [Marcos](#), with chassis 996.

There was just enough time to rebuild the engine to coincide with the completion of the restoration, and after going on the rollers a healthy 118bhp and 106lb ft torque was registered – comparable with the motor’s performance in period.

It’s easy to believe the power figures as the engine barks into life, the noise reverberating around the barn after you slip into the leather-trimmed bucket seat and twist the key.

The twin 40DCOE Webers need a tickle to keep the revs up and the dry-sump lump takes about 10 mins to warm; when it’s ready, you’d best be sure you are, too.

The slick four-speed ’box is a revelation and there’s no vagueness or recalcitrance to detract from the experience.

With a 4.56:1 rear axle ratio you work through the gears quickly, which could be a disappointment with the old Cortina engine – until, that is, you realise that the ceiling of the Cosworth is so much higher.

Bury the throttle in third instead of changing up at 4000rpm and the engine comes to life, screaming around the dial to a scintillating 7000 and filling the tight cabin with a mechanical roar.

“It feels like we’re back in 1964,” shouts Harper from the passenger seat, as the hedgerows blur in your periphery and your vision narrows on the road ahead.

Such is the faithful accuracy of the restoration that you don’t need sepia-tinged specs to imagine threading the little Morgan through Druids and Cascades rather than the sweeping lanes of Devon, chasing the tail of the great Jim Clark and its own place in history.

Today, as in ’64, the unique Cosworth-engined 4/4 punches well above its weight, despite being forced to play a supporting role in period for the sake of 20bhp.

But while many of its competitors have fallen by the wayside, this special and much-loved Morgan has gone from strength to strength – a welcome reminder that sometimes the race is a marathon, not a sprint.



(Will Williams photos)

**SALES**

**SERVICE**

**RESTORATION**

**ASSEMBLY**



MORGAN CARS MID-ATLANTIC

*Over 35 Years of Experience with European Classic Cars,  
And 10 Years of Experience with Morgan*



501 Industrial Drive  
Lewisberry, PA 17339



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



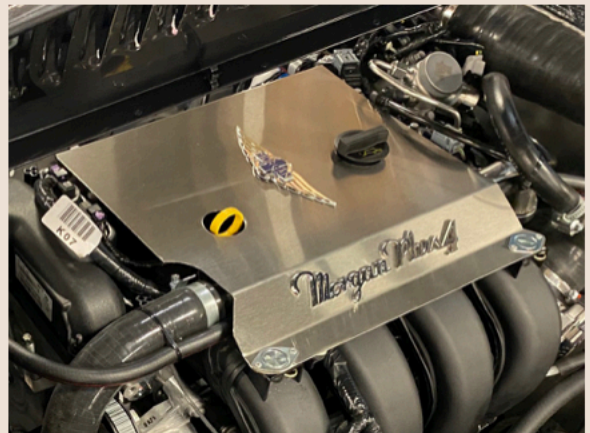
Contact Dennis or Lori Frick  
717.932.6600



[www.morgancarsmidatlantic.com](http://www.morgancarsmidatlantic.com)



(Thanks to Roger Mulloy)



Does your Morgan have a 2.0 L Duratec  
Ford Engine?

It needs an engine cover to help keep it dry!

Brushed stainless steel, complete with all Morgan badges

Easy for owner to install.

Available for \$395 plus shipping from:

Morgan Cars Mid-Atlantic

Phone - 717-932-6600 or email

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

## 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.





## Morgan Fantasy Photos

Photos that capture the art of the Morgan. These two are from the Morgan Motor Company's collection of Timeline Photos.





## 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 Port Moody Run)

### Save the Dates!

December 10, 2023 - Christmas Party at the Reddington's - Details on Page 4

January TBD 2023 - Robbie Burns Run  
February 11, 2023 - Hearts and Tarts Run

# Morgan Supersport Junior Pedal Car Sold Last Month

By Steve Blake

Sold for US\$4000  
on Oct 13, 2023

This Supersport Junior pedal car was constructed by Morgan of Worcestershire, England, to resemble its 3-Wheeler roadster. The car features aluminum bodywork finished in red over a tubular steel chassis, and equipment includes foot pedals, a three-speed gearbox, a handbrake, electric headlights, a coil-sprung front suspension, wire wheels, a faux V-Twin engine and exhaust pipes, a Brooklands-style windscreen, a tan vinyl seat, a wood dash panel, and a leather-wrapped three-spoke steering wheel. This Supersport Junior was purchased by the seller out of Australia in 2023, and it is now offered at no reserve in North Salem, New York, on a bill of sale

The Supersport Junior was launched in 2009 to commemorate the 100th anniversary of HFS Morgan's first three-wheeled design. The aluminum bodywork on this example is finished in red and features a faux V-Twin engine and exhaust pipes, electric headlights, a black wire-mesh grille with a gold-painted surround, a Morgan nose badge, a Brooklands-style windscreen, and rear louvers.

## BaT Essentials

Seller: [1600veloce](#) 

Location: [North Salem, New York 10560](#)

### Listing Details

- Chassis: [223](#)
- Twin-Pedal Drive
- Three Speeds
- Red Paint
- Tan Vinyl Seat
- Handbrake
- Electric Headlights
- Coil-Sprung Front Suspension
- Wire Wheels
- Faux V-Twin Engine & Exhaust Pipes
- Brooklands-Style Windscreen
- Wood Dash Panel
- Leather-Wrapped Three-Spoke Steering Wheel

Private Party or Dealer: Private Party





## Auctions and Sales of Morgans in the Last Month



This 2016 Morgan 3-wheeler sold on BaT for US\$41,777 on October 28, 2023.



This 1967 Morgan 4/4 sold on BaT for US\$29,553 on October 23, 2023. Originally sold by GB Sterne.



This 2023 Morgan Super 3 was bid to US\$49,000 on BaT on November 6, 2023 but the reserve was not met.



This 1966 Morgan 4/4 was bid to US\$21,000 on Bat on November 5, 2023 but the reserve was not met.



This 2021 Morgan 3-wheeler sold on BaT for US\$57,500 on November 13, 2023.



This 2003 Morgan Plus 8 sold on BaT for US\$77,500 on November 14, 2023.



This 1979 Morgan Plus 8 turbo sold on BaT for US\$38,250 on November 21, 2023.



This 1966 Morgan 4/4 was bid to 29,550 Euros on the Car and Classic website on November 22, 2023, but the reserve was not met.

**Panel Craft**  
Automobile Restoration

Steve Sillett  
Unit 2, 6455 64<sup>th</sup> Street  
Delta, BC V4K 4E2  
604-530-1433      www.panelcraft.ca

**AR Auto Resurrection**  
Andrew Smith  
Auto Restoration

250-516-1684  
arautoresurrection@gmail.com

## Editor Position

We need a new editor for the club newsletter. We have had several different formats of newsletters over the years. There are no expectations on the number or type going forward. We simply need somebody who is willing to do the written communication to the club. In the last six years the Morgan Link grew to be a 60 page monthly magazine. That is not the expectation for the new editor going forward. We do have other forms of communication and a newsletter style of a page or two would be welcome and acceptable. If the new editor wants to make it into something bigger, you would have the club's support to go in that direction. It is all open to discussion. So, if you would like to help out the club in this role, have a discussion with the current editor, Steve Blake, and let us see what will work for you. [sblake@telus.net](mailto:sblake@telus.net)



# INTRODUCING THE NEW MORGAN BOOK: 'NO ORDINARY CAR FACTORY'



'No Ordinary Car Factory' takes readers to the heart of Morgan's Pickersleigh Road production facility. Providing a unique insight through hundreds of incredible photographs and comprehensive descriptions, the 200-page coffee table book delves into every stage of the build process.

**PRE-ORDER NOW**

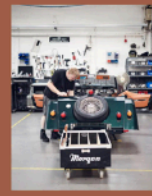
Pre-Order at:

<https://shop.morgan-motor.com/product/no-ordinary-car-factory-coffee-table-book/>



Award-winning photographer, Nick Dimbleby, has spent countless hours on the production line, studying the 21st Century Coachbuilding techniques of the craftsmen and women building every Morgan sports car. The book is currently in print and will be shipped before Christmas.

**PRE-ORDER NOW**



CLOTHING

CAR  
ACCESSORIES

GIFTS &  
LIFESTYLE

  
**MORGAN**  
MOTOR COMPANY

Morgan Motor Company  
Pickersleigh Road  
Malvern Link  
Worcestershire  
WR14 2LL  
Tel: +44 (0) 1684 573104



## Morgan to celebrate coachbuilding with Pininfarina on a future vehicle collaboration

To celebrate more than two centuries of combined coachbuilding expertise, Morgan Motor Company has announced it is working with renowned design house Pininfarina on a future yet-to-be disclosed collaborative vehicle project. The limited run of individual commissions will combine Morgan's 21st Century coachbuilding philosophy with Pininfarina's legacy of purity and elegance in design. Further details will be released in 2024, during Morgan's 115th year.

"Coachbuilding goes to the very essence of creating a car and is something that we have nurtured and protected at Morgan. We have found that to craft by hand and not through automation, and to let the heart of the creator shape a line or an object, is what allows the spirit of our company to shine through. For us, coachbuilding has an ethical meaning too. By doing something with your hands, it allows you to fully understand and appreciate the raw materials, and in turn respect the environment in which they were created. Coachbuilding is not constrained by trends and borders, as we are discovering through this collaboration. The shared passion between Morgan and Pininfarina is clear, and we look forward to sharing much more with our community in due course."

Massimo Fumarola, Chief Executive Officer, Morgan Motor Company

## PACMOG Regalia

Contact Tom Morris for any regalia requests [pacmogregalia@gmail.com](mailto: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

[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



*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](http://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](mailto: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](http://www.pacmog.com)

## The Morgan Link and The Morgan Link Light

Editor – Steve Blake

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

The **Morgan Link** and **The Morgan Link Light** are magazines published by the PACIFIC MORGAN OWNERS GROUP, a non-profit organization serving Morgan automobile enthusiasts and friends across the globe.

**Copyright © 2023 by PACIFIC MORGAN OWNERS GROUP.**

Permission must be requested to reproduce any portions of this magazine. If granted, give PACMOG credit, acknowledging the issue, author, source, or photographer stated. Email the editor for permission.

**Submitting Material for Publication:** Email content to the above address. Deadline: 10th of the month of publication or by special arrangement from the editor. Ask for an extension, you will most likely get it!

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 our magazines.

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

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

