



The Morgan Link

Vol 7 No 11

The Magazine of the Pacific Morgan Owners Group

Nov 2022



From the Editor's Desk...

While many of you will be tucking your Morgans away for the winter, some of us continue to drive so we will have Morgan events every month to satisfy our lust for the open road! We just have to figure out a way to control the rain and snow so our events don't get cancelled!

The Morgan Link will undergo some changes in the New Year. It is going to become a quarterly magazine, publishing in March, June, September and December. There will be a Spring, Summer, Autumn, and Winter edition. In the 8 months where no Morgan Link is published there will be a newsletter called the Link Light. This newsletter will keep you up to date on club happenings, events, past and future, some articles, photographs, advertising, and any messages that are time sensitive. There will still be some Morgan and miscellaneous articles, just cut way back. The Morgan Link will continue as an approximately 60 page magazine, assuming we still get article contributions! This should free up some time for me to carry on with everything else in my life and make it easier for the next editor. I will continue as editor next year but would be happy to pass the torch down the line if some interested party comes forward.

Chris Bright has kindly allowed us to re-print his historical articles on automotive parts, companies, and people. He publishes them in conjunction with his website that lists collector automotive parts for sale. Check out his website and you will see some very interesting parts for sale. (<https://home.collectorpartexchange.com/>)

Andrew Collins, a classic automobile dealer in the UK, has kindly visited the Morgan 3-wheeler museum for me and sent photos for us to share. The first part will be in this edition, highlighting the Morgan cars and the second part will be next month, highlighting the automobilia. Laurel Gurnsey has an interesting article with lots of intrigue. Not to be missed!

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

November 2022

Editor – Steve Blake

sblake@telus.net

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

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

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

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

Report from the Executive- November 2022

By Steve Blake, Chair

We had a director's meeting on November 23, 2022. Besides our regular cast, we were joined by Jon Moss, Scott Broughton, and Marv Coulthard.

The first order of business was to confirm our date for the AGM. We ask you to make a note of the date, Wednesday, February 8, 2023, at 7:00pm. Please join us to ensure we have a quorum. AGMs have been very short so this should only take about 15 minutes of your time.

We discussed the need for members to step forward to help with the operations of the club. Marv Coulthard and Pat Leask will be taking on the joint roles of webmasters, in non-director positions. We are in dire need of a secretary and hope that a member volunteers to do this. There is not a huge amount of work but essential for maintaining minutes of our meetings. We still need people to volunteer to be directors. Please consider helping us!

The other issue we discussed was whether we continue as a pay-as-you go club or change our by-laws to reflect a different format. We unanimously decided to keep the club as is and maintain our pay-as-you-go philosophy. The purpose behind this idea is so that dues are not used to support a few members who attend an event. It is not fair for the people on the Island or elsewhere to subsidize a party or BBQ when it is unrealistic for them to attend. For this reason, we are able to keep our dues low to cover operating expenses and when we have an event, the cost is shared by those attending.



New Members

Chris and Pene Sinclair
1968 Morgan Plus 8

PACMOG Directors

Chair, Editor

Steve Blake

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Vice Chair, Webmaster
Tom Morris

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Treasurer
Pat Miles

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Chris Brunt-Tompsett

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Island and Inland
Liaison

Jane Cowan

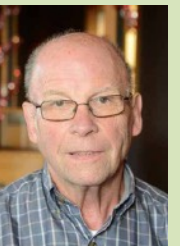
janecowan@shaw.ca



Events

Ken Miles

kengmiles@telus.net



Membership, Regalia
Brian Nixon

nixon.b@outlook.com



Contents

- Page 2 – From the Editor’s Desk
- Page 3 – Executive Report
- Page 5 - Remembering Richard “Dick” Tilden
- Page 6 - On the Road / Dues and AGM Notice
- Page 8 - Out of Range - Las Vegas, Edmonton
- Page 10 - Halloween Events - Wadden’s Party
- Page 12 - Halloween Brunch
- Page 13 - OECC London-Brighton Commemorative Run
- Page 16 - Morgan 3-wheeler Museum Revisited - Pt 1
- Page 20 - Morgan Experience
- Page 22 - Morgan West
- Page 23 - Shop Talk - Riding on Air
- Page 27 - Last Morgan Steel Production Chassis
- Page 30 - Great Escapes and Harrowing Adventures
- Page 33 - Book Review - The Longest Road Out
- Page 34 - 2018 Morgan 3-Wheeler
- Page 38 - Morgan Cars Mid-Atlantic, Old Autos
- Page 39 - Valentin Tanase
- Page 40 - Jacques Gallien
- Page 41 - Famous People with Morgans - Steve Bull
- Page 43 - Lucas L594 Lamp
- Page 44 - Restoring Fenders and Running Boards Pt. 6
- Page 46 - Morgans in the Movies
- Page 47 - Malvern Memories
- Page 48 - Dorg’s Morg
- Page 49 - Morgan Fantasy Photos
- Page 51 - Looking Back
- Page 53 - Events
- Page 54 - Car sold last month
- Page 55 - Morgans sold this Month
- Page 57 - Marketplace
- Page 61 - Membership Application

Non-voting member attending
Board Meetings as Secretary

Susan Blake
susanblake@telus.net



Cover Photo Credit:

This month’s cover photo was taken by Dennis Glavis of his 1960 Plus 4 Drophead Coupe at the Wynn Las Vegas Concours d’Elegance.

Contributors

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

Susan Blake, James Gilbert (MMC), Alistair Crooks, Valentin Tanase, Jacques Gallien, Gary Bell, Laurel Gurnsey, Roger Mulloy, Jane Cowan, Dennis Glavis, Dave Rolls, Howard Jewel, Andrew Collins, Chris Bright, Daniel Berman, Robin Kim

PACMOG is affiliated with:

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The Morgan Sports Car Club of Canada
The Morgan Historic Register
British Car Council Inc.

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PACMOG Constitution:

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

Remembering Richard “Dick” Henry Tilden

March 29, 1940 - November 11, 2023

Dick Tilden was a long-time member of our former club, Morgan Owners Group Northwest. He sadly passed away on Friday, November 11, 2023 at the St. Vincent Hospital in Portland, Oregon.

Dick went to Neah-Kah-Nie High School in Rockaway Beach Oregon, graduating in 1958. He went on to study at Pacific University and the Western States Chiropractic College graduating in 1964.

Dick was self employed at the Cornelius Chiropractic Clinic as a chiropractor for 47 years.

Dick enjoyed vintage automobiles and especially his 1924 Bentley and 1962 Morgan 4/4.

The Pacific Morgan Owners Group sends our condolences to his wife, Ann, and their family.



On the Road!

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



Dennis Glavis in his Morgan 3-wheeler at the Norton Motorcycle Club Hansen Dam Run

Dues!



Don't forget to send in your 2022 dues by December 31, 2022 to
Pat Miles, the PacMOG treasurer
15410 Kildare Drive, Surrey, BC V3S 6B9



You can send an e-transfer to pat_miles@hotmail.com, send a cheque or cash.

Annual General Meeting



Mark your Calendars!

Our AGM is being held by Zoom Meeting on
Wednesday, February 8, 2023 at 7:00 PM

You will get a Zoom invitation prior to the meeting.

Watch your emails for notification of the Meeting and Director Reports.



Join us for an evening of merry and bright



December 11, 2022 at 5:00 p.m.

at the home of Lloyd and Treacy Reddington

860 Lands End Road, North Saanich 250-655-9431

Please RSVP by December 1, 2022 to "janecowan@shaw.ca"

The cost will be \$20.00 per person and please bring your own beverage of choice

Out of Range!

By Dennis Glavis

The Las Vegas Concours d'Elegance this year was held at the Wynn Golf Course on October 28-30, 2022. The cars were placed on the Tom Fazio-designed championship golf course with an amazing backdrop of Las Vegas hotels and casinos.

The line-up of cars was spectacular including McLaren's open-roof Elva, Bugatti Divo, and the four-seater Koenigsegg Gemera. The category of interest to the Morgan enthusiasts is the Post War Sports and Sports Racing Cars, British. There were four Morgans in this class of 10. First went to a 1960 Jaguar XK150S, 2nd to a perennial winner 1963 Triumph Spitfire, and 3rd to a 1998 Morgan Plus 8 (sold to the owner by Morgan West). The cover photo of Dennis Glavis's 1960 Morgan Plus 4 Drophead Coupe was highly modified and not expected to win in this concours class. However, the car did win best in class earlier this summer at the Western National Morgan Meet in the modified and limited production class.



(Dennis Glavis photos)

Out of Range 2! *By Dave Rolls*

(These photos were taken by Dave Rolls and published in the Open Road, the magazine of the Edmonton Classic Sports Car Club)

These photos were taken at the 37th Annual British Car Day on September 18, 2022 at Bronte Creek Provincial Park in Oakville, Ontario. This show boasted 1,062 cars plus vendors. Most of the cars were sports cars, mixed with a few sedans.

(Dave was lucky to have his grandson, Fraser James, along in the capacity of Chief Polisher!)



PACMOG Halloween Events

Text and Photos By Steve Blake

The Wadden's Halloween Party

Bob and Alexis Wadden kindly invited the Pacific Morgan Owners Group and the Rolls Royce Enthusiasts Club to a Halloween party at their house in Ocean Park, Surrey. This is something they have been doing for a number of years and it gets better every year. Bob is always right into the spirit (no pun intended) and buys new displays to add to his collection every year. I believe he has 30 inflatables so the house is decorated inside and out. Last month you saw a photo on the cover of their front garden.

The party was a hit with those who attended and many of the people know each other from belonging to one or other of the clubs as well as other British car clubs. Most of us have several cars of different makes and the one club that seems to join us all is the Old English Car Club. Another all marque club that we share is the Tea and Crumpet Group that is a group who own pre-war cars.

There was a gourmet selection of food and beverages and no excuse for anyone to go hungry. A bowl of candy was filled with each person making a guess as to how many packets were inside. The winning guess of 73 was exactly correct and a bottle of wine plus the candy were taken home by Peter McGough. His wife, Verna, won the best costume and took home the other bottle of wine. Of course a lot of good-natured ribbing and grousing went on after that. We all thank Bob and Alexis for hosting an incredible party!



The Morgan Link



Halloween Brunch

The morning following the Halloween party, several of us went to the Skyhawk Restaurant at the Boundary Bay Airport for brunch. Chris and Alayne Brunt-Tompsett organized the outing which was basically a drive to the airport. It was one of those Autumn days where the clouds were pushed by gale force winds and the day started off with pouring rain. Everyone decided that it was not a day for Morgans so plans were to drive our daily drivers to brunch.

Fifteen minutes before leaving home, the rain stopped and some clear patches appeared in the sky. Steve whipped out to the garage and dug out the top that had not been used for the last three months do to consistent blue skies and summer weather! With top installed, the Blakes zoomed off to the Skyhawk. The winds picked up along the way, however, not too bad. Our group of 7 enjoyed our breakfasts and lunches and each other's company. Time to head home and the rain was back upon us. Score - one Morgan to three daily drivers!



OECC London Brighton Commemorative Run 2022

By Steve Blake

Remember the three months of solid sunshine we had? Today's event followed on the back of 100 kph winds and another Atmospheric River of rain. Who comes up with these names? Atmospheric River?!! Yes, it did rain and it did have snow mixed in. We drove through areas where the snow actually settled on the ground. The top was up today and the wind was whistling around the side screens as we motored through the Fraser Valley.

Today was the Annual London to Brighton Commemorative Run put on each year by the OECC. We used to do a Ladner to Bellingham run but since 9/11, it has been more problematic going through the Canada-USA border with cars overheating waiting in line. There would not have been any overheating today! Now our run starts at the Delta Heritage Air Park, a nice grass strip where private planes use the facilities. Obviously, no action today on the air strip. The end of the run was at Adrian's Restaurant at the Langley Airport.

Forty-five cars braved the weather today with five of the cars from PACMOG. There were three Morgans out, all Plus 8s. Bob McDiarmid, Tom Morris and Elaine Davie, and Steve and Susan Blake kept up the spirit and drove their Morgans while Chris Brunt-Tompsett and Ken and Pat Miles chose heated seats and roll up windows in their daily drivers.



The drive covered a large portion of the lower Fraser Valley and it was lucky we had been on this route before. The route instructions were wrong three years ago and have not been updated. Fortunately, our memories are not lagging so we were able to adjust and take the correct roads to keep on course. One other issue came up when we reached a section where the road was blocked off due to the road being flooded out. A simple adjustment and my navigator got us around the problem area.

We finished the run with another hiccup as we were told to turn left at one street with a traffic light but there was no traffic light. Again we made an adjustment and all was well. A good drive and the interesting instructions kept us awake and on our toes!

All was not lost weather-wise for when we arrived back in Tsawwassen it was blue sky and sunshine. Let's hope the next one is only an atmospheric creek instead of a river!





(Steve Blake photos)

Morgan 3-Wheeler Museum Re-Visited - Part 1

By Andrew Collins

It is half term here so I took my youngest to Chris Booth's Morgan 3-Wheeler Museum in Rolvenden. You feel like a kid in a sweet shop when you go in there and want everything! He is still building cars now, I think he must be well into his 80s. Certainly the way forward for longevity in this life, I think, if you have a passion for something. Enjoy these photos of the great cars in this collection and, please, share them with your club members.

In this month's edition, the focus will be on the Morgan 3-Wheelers. Next month, we will look at Booth's collection of Automobilia.





1927 MORGAN AERO. 1078 c.c.
British Anzani engine, overhead valve, water cooled. 2 speed gear. price new £127.

The famous "Aero" model, was available with a choice of engines, the Anzani costing the same as the side valve J.A.P. it is a very smooth running engine with good low speed pulling power. This car has the optional front wheel brakes and direct non geared steering.

Has been to rally events in the Isle of Man. Ireland. and Belgium.



1930 MORGAN SUPER SPORTS AERO. 1096 cc.
J.A.P. engine, overhead valve, water cooled. 2 speed gear. 'M' chassis. Price new £145.

This was possibly the most sporting model produced. the J.A.P. engine developed 42 b.h.p. and was capable of 80 m.p.h. in standard form. The front track is 3 inches wider than other models.

- Used at several speed events in 1964/5 at Silverstone and Oulton Park.

- Named "JEHU" by the original owner. (Bible story. Jehu, who was said to have driven his chariot furiously).



1934 MORGAN SUPER SPORTS. 990 cc.
Matchless engine, overhead valve, water cooled. (the MX4). 3 speed & reverse gearbox. price when new £137-50p.

This is the Super Sports model in its final form, being produced until 1939. Top speed being around 75m.p.h. was also available in air cooled form (the MX 2).

Note the detachable and interchangeable Dunlop 'Magna' wheels.

Owned since 1960. first car of the collection.



1927 MORGAN 'STANDARD'
980 cc. J.A.P. engine side valve, air cooled. 2 speed. price new £89.

This was the cheapest model in the Morgan range. having a simpler body. shorter chassis and no front wheel brakes. for 1928 the price was reduced to £85.



XR 8130 MORGAN

1924 Grand Prix model, fitted with British Anzani overhead valve, water cooled engine of 1078 c.c.

Various period accessories are fitted, Electric starting, Wheel discs, Front wheel brakes (which were said to be "small and unobtrusive") Hooley steering damper, B & D rear wheel stabilizer, Windscreen wiper, Petrol can carrier, Klaxon horn (in addition to the bulb horn) Speedometer, Clock, Dashboard lamp, Ship style ventilators, Mirror, side panels to bonnet, and a centre head lamp. The price when new £138 without the above extra items.

Purchased for £7 from a Sussex farm in about 1964, restoration not commenced until 1992, first run in 1995.

The Grand Prix model was so called after W.G.McMinnies won the French Cyclecar Grand Prix in 1913 in a similar style Morgan.



1933 MORGAN 'Sports Family'
990 cc Matchless engine, (the MX) first available in this year. 3 speed and reverse gearbox. Although built in 1933, the rear body style dates from 1932.



The Morgan prototype was built in 1909. This re-creation has been built by Chris Booth, with the help of Peter Morgan and several members of the Morgan Three Wheeler Club.



MORGAN QUAD was built during 1913 as an experiment, the usual Morgan 2 speed gear is used, but the Bevel box and rear spring mounts were special. The front track is 3" narrower than the 3 wheelers, and the back is narrower still. The remains of the original chassis which had been cut in two were rescued by a Morgan factory employee C. 1932 who kept them for nearly 50 years before giving them to me about 1980. Collecting original Morgan parts to complete has taken quite a few years, and 2015 it is now back in working order.



KT 2395 MORGAN

1913 Standard Runabout. This early Morgan is what H.F.S. Morgan really intended, light, reasonable power to weight, and not too many unnecessary parts. The side valve J.A.P. engine gives a good performance, good hill climbing in top gear, is air cooled for simplicity, and is of 964 cc. 2 speed gear, no reverse.

Has taken part in most Epsom to Brighton Pioneer Runs since restoration in 1971/2, Coventry to Epsom run, Isle of Man, and many other events.



1935 MORGAN, "F 4" 1172 cc.

Ford 10 h.p. engine, side valve, water cooled. 3 speed & reverse gearbox. Price new £120.

The four cylinder model was first introduced for 1934, and although the suspension and transmission were the same as the twin cylinder cars, the chassis is of pressed steel 'z' section, a design used later for the 4 wheel MORGANS.

The Ford engine gives a good performance, production continued until 1952. Two seater versions were made, the 'F2' and (from 1938) the 'F super'. 8 h.p. engines were also available.



This Morgan was built by G.C. Harris in about 1928 for competition use. Numerous special components were used, including larger brakes, stronger steering connections, floor level pressure fed fuel tank and the Blackburne engine is one of very few KMB types produced. Very little is known about the car, but it did take part in a M.C.C. Event at Brooklands on 14th September 1929, gaining a gold medal.

Geoff Harris is better known for his many trials achievements with Morgans. ML 1142 is the registration number used on most Morgans driven by him.

Acquired in a poor state in 1979, having been dismantled some years before when further modifications were planned but never completed.

(Andrew Collins photos)

The C.M. Booth Collection
63 - 67 High Street, Rolvenden, Cranbrook, Kent, TN17 4LP
(Behind the Falstaff Antique Shop)



MORGAN EXPERIENCE

MORGAN CAR HIRE

NOW AVAILABLE TO BOOK ONLINE



[BOOK MORGAN CAR HIRE](#)

Getting behind the wheel of a Morgan sports car is an exhilarating feeling, each journey is an adventure and an unforgettable experience that can be shared or enjoyed on your own. A self-drive Morgan hire presents a unique opportunity to experience the delights of a Morgan sports car, now available to book online.

To celebrate the launch of online booking for our Morgan Car Hire service, use code **WINTER15** for a **15% discount** on any new hire or experience drive bookings that will take place between November 2022 and the end of February 2023.

SUPER 3 EXPERIENCES COMING SOON



The all-new Morgan Super 3 will join the Morgan Experience fleet from April 2023! Bookable now via the link below, Super 3 will be available for hire, driving experiences and passenger rides. Book your experience today or purchase a voucher as the perfect gift for a friend or loved one.

[BOOK SUPER 3 EXPERIENCE](#)





MORGAN THREE WHEELER



THREE WHEELERS

NEW 2023 Morgan SUPER3 THREE WHEELER – Order yours today as US vehicles soon to begin production

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

2017 Morgan THREE WHEELER – Jet Green, Tan Leather // **LOW MILES - LIKE NEW**

2013 Morgan THREE WHEELER – Grabber Blue, Scarlet Red Leather // **SOLD NEW BY OURSELVES**

1933 Morgan MX4 SUPER SPORT – Silver, Matchless water-cooled engine // **GROUND UP RESTORATION**

1930 Morgan AERO VAN – MX4 Vee twin engine, Pozzi Blue, Scarlet red leather // **FULLY RESTORED**



ROADSTERS

NEW 2023 Morgan Plus Six – the new era of performance and refinement // **ORDER YOUR EXAMPLE**

NEW 2023 Morgan Plus Four – automatic, eight speed paddle shifter or six speed manual transmission

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

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

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

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

ANNIVERSARY EDITIONS

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



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

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

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

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

1967 Morgan Plus 4 SUPER SPORT – BRG, Dark Red leather/White hardtop // **STUNNING RESTORATION!**

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

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

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

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

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

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

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



OTHER MARQUES

NEW 2022 Allard J2X MkIII – Coming soon!

1965 Sunbeam TIGER MK1A – Race Rally Prepped!

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

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



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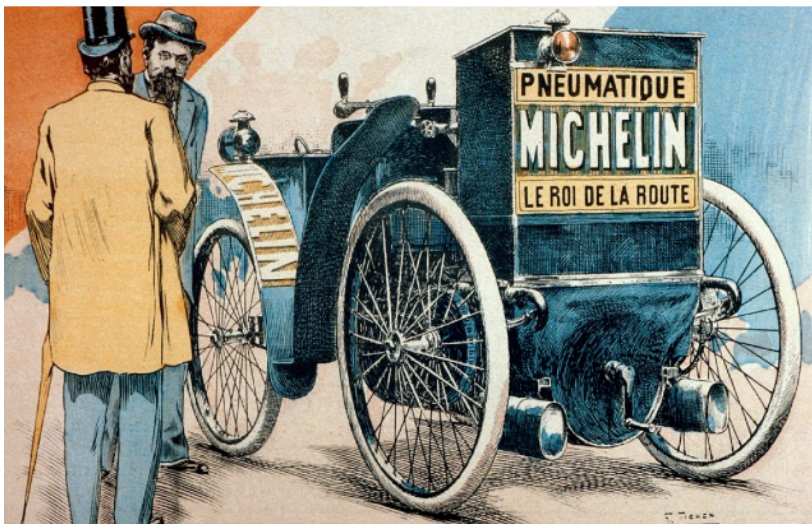
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SHOP TALK

Riding On Air — How Cars Started Using Pneumatic Tires

By Chris Bright (Thanks to Collector Part Exchange)



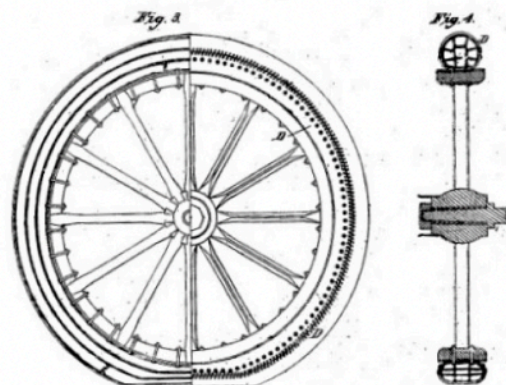
Cars, trucks, motorcycles, and even airplanes all have one thing in common: the pneumatic tire (or tyre for our British friends). For automobiles, we will consume an astounding 2.25 billion of them worldwide in 2022 making them second only to fuel in terms of consumables for our cars.

There's a reason that automobiles started with them and continue to use these cushions of air. They have a conforming contact patch for great road holding which also serves as a critical component in the car's suspension for added shock absorption. Meanwhile, they are also durable, lightweight, and inexpensive to manufacture. All of that adds up to a winning combination that has only one downside which is that they can go flat.

Pirelli has been promoting its 150th anniversary heavily this year, but the pneumatic tire itself goes all the way back to 1845 when it was first patented -- 34 years before Edison's light bulb. Tire technology has come a long way, yet it is still the same simple idea that it started with that endures today. No one seems to have come up with a better way to keep our cars on the road yet!

We'll go back to the beginning and explore the fascinating history of this clever idea that has kept automobiles running smoothly and safely since 1895.

2 Sheets—Sheet 2.
R. W. THOMSON.
 CARRIAGE WHEEL, &c.
 No. 5,104. Patented May 8, 1847.



Thomson's U.S. Patent No. 5,104

The Time Before Cars

We know the names of many of the early entrepreneurs who built tire companies, but I bet no one knows the name of the fellow who actually invented them. It was a forgotten Scottish inventor named Robert Thomson. As a boy, he was curious and always tinkering about. At only 23 years old, he imagined a rubberized canvas belt inflated with air and encased in leather that was bolted to a wheel.

Thomson earned a patent in Britain in 1845 for his idea. In that same year he even demonstrated them on horse-drawn carriages in London where they were noted for a comfortable and quiet ride. Thomson never commercialized them, but he planted the seed. (He was a prolific inventor, with the fountain pen being among his creations.)



Robert Thomson

The name many associate with the first tire is Dunlop, and rightfully so as he was the first person to commercialize the pneumatic tire. John Boyd Dunlop was also a Scot like Thomson but he resided in Belfast. The inspiration for his “invention” was that he had an ill son named Johnnie. The boy’s doctor suggested that he ride a tricycle for exercise. However, the clattering ride gave Dunlop’s child bad headaches, so he cushioned his wheels with an inflated tube in a case, similar to Thomson’s.

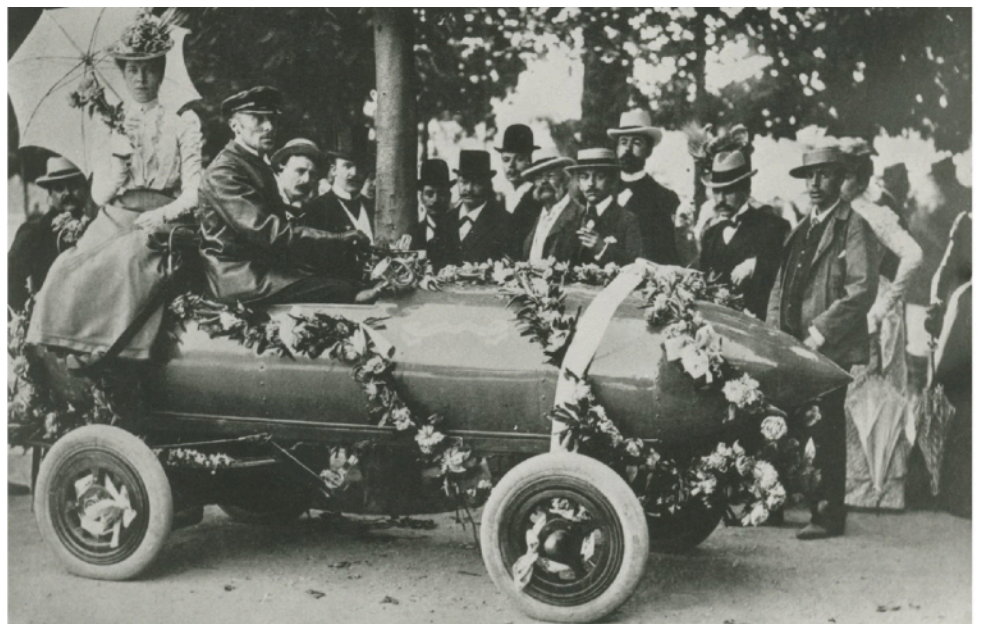
Dunlop first developed his tire in October 1887. Thinking that this was a fine invention, he tried to patent it in 1888, but was soon rejected due to Thomson’s pre-existing patent four decades earlier. Dunlop was undeterred and kept experimenting -- with his next application on a



Johnnie Dunlop's trike

bicycle wheel. Cyclists started using them and dominated racing with their better contact patch that offered more traction and comfort for the athlete.

Dunlop and his financial partner Harvey Du Cros founded Pneumatic Tire, the original name of the company we now know as Dunlop. The business pioneered much of the early techniques for tire construction, including using vulcanized rubber and the “clincher” wire bead which secured the tire to the wheel to better handle the lateral forces of cornering.



Jenatzy in *Le Jamais Contente* after breaking 100 km/hr in 1899

Michelin: Riding on Air

Carriage tires made of solid rubber were already in use as a way to add a modicum of comfort and quiet. When Benz invented the car in 1886, the Benz Patent Motorcar also used solid rubber tires (of Benz's own design, nonetheless).

It was the French Michelin brothers, Andre and Edouard, who first made an inflatable tire for use on an automobile. They started making pneumatics for bicycles and carriages, including a patent for the detachable tire in 1891 (similar to the "clincher" that Dunlop had developed).

The crossover to the nascent automobile happened in 1895. Seeing the opportunity, the Michelin brothers took an interest in cars. They developed a tire for an Eclair motorcar as a way to promote their innovation. The Michelins entered their car in the 1895 Paris-Bordeaux-Paris race. While it didn't win, they did prove that inflatable tires were reliable, safe, and comfortable. The age of riding on air had begun!

Up to this point wheels and tires mimicked bicycle tires which had large diameters and were very narrow. The forebear of the modern tire appeared in 1899 when the Michelin brothers agreed to assist Camille Jenatton in his attempt to set a land speed record. They designed a more stable tire with a smaller diameter and wider profile to fit Jenatton's torpedo-shaped speedster called *Le Jamais Contente* ("never contented"). The effort was a success when his car was the first to crack the 100 km/hr barrier -- a significant milestone in automotive history! (By the way, it was an electric car. An early version of Ludicrous Mode, perhaps?)



Vintage Continental advertisement

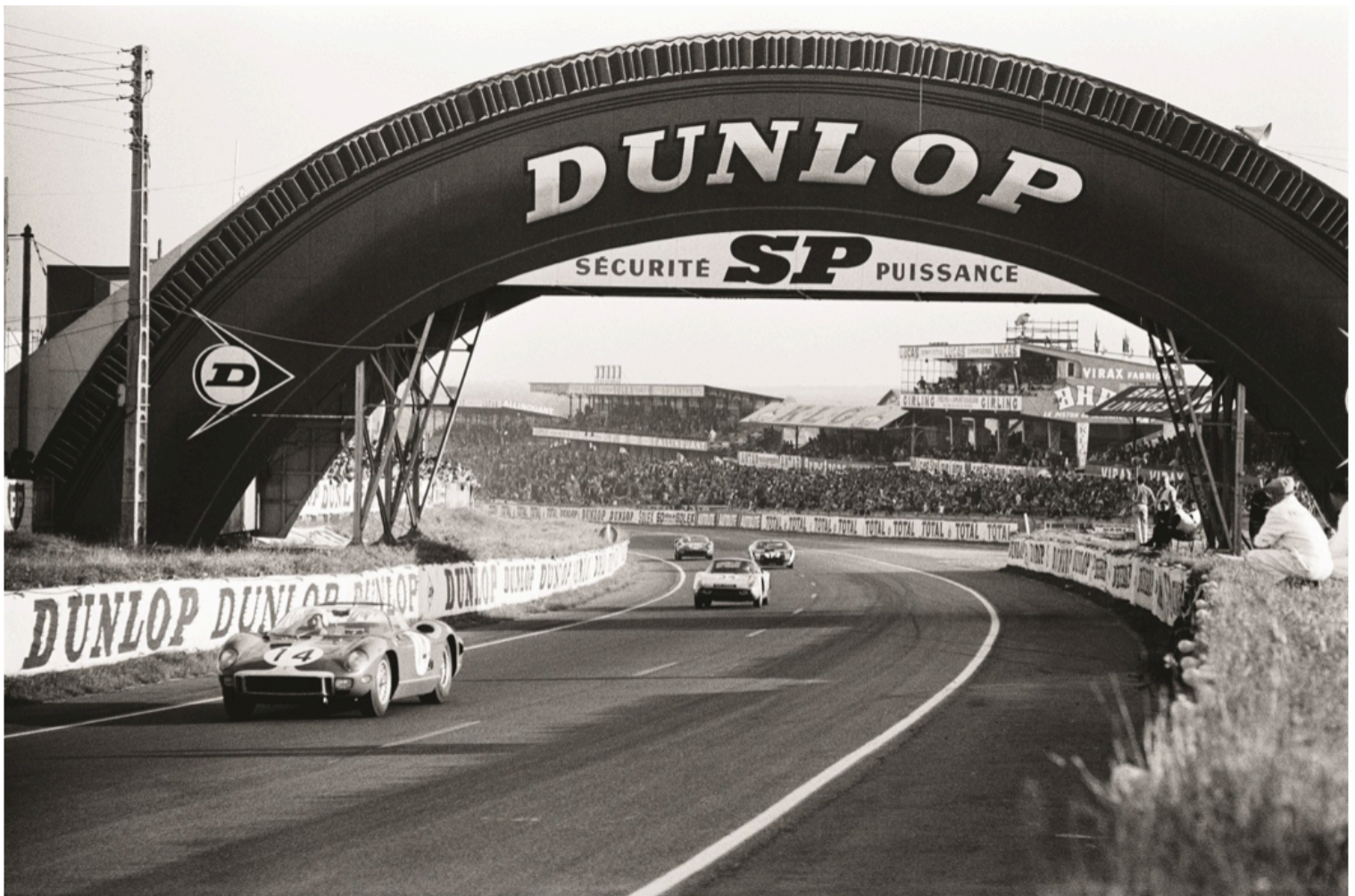
First Wave Tire Companies

By the turn of the 20th century, automobiles were still rare but growing rapidly in popularity. Commensurate with that rise was the increasing demand for pneumatic tires which were already inextricably tied together. The early suppliers were rubber manufacturers that made products for other applications, like hoses, fittings, textiles, belts, and even rubber horseshoes.

The early tire producers had already been in the business for decades. Belgium's Engelbert (1868), Germany's Continental (1871), Italy's Pirelli (1872), and the aforementioned Michelin had been rubber manufacturers that opportunistically entered the pneumatic tire business.

These pioneers were followed by the firms that were seizing the moment of the car. These included Dunlop (1889), America's Goodyear (1898), Britain's Avon (1904), and Japan's Sumitomo (1909).

Tire technology evolved quickly alongside the increase in power and performance of the automobile. Goodyear provided Henry Ford with his first race tire in 1901. Two years later, the company developed and patented the tubeless tire. Similarly, Continental patented the first grooved tire in 1904, while the radial-ply tire which was safer and more efficient was invented in 1914 in Britain.



Dunlop Bridge at Le Mans

Still Rolling

Tire technology has come a long way. Now tires are made of synthetic materials rather than rubber. They have complex tread patterns for grip and noise reduction, use tubeless technology, and have sophisticated internal construction with radial-ply designs that utilize metal and carbon fibre materials. The most recent commercial advancement has been run-flat tires.

Looking ahead, many experiments have been conducted on “airless” or non-inflatable tires, but to date, none have been used commercially for automobiles. (Moon rovers, yes, but not on Earth!) Pneumatic tires have endured and their demise is far from imminent. It just goes to show that simple, great inventions will endure the test of time.

Sources:

- Bellis, Mary, [John Dunlop, Charles Goodyear, and the History of Tires](#), ThoughtCo, January 23, 2021.
- [Global Industry Tire Volume to Reach 2.7 Billion Units by 2022](#), Smithers.com
- [History of Tires](#), Burt Brothers, November 21, 2017
- [Michelin Heritage](#), Michelin Corporate Site.
- [Top 10 Oldest Tire Manufacturers](#), HotVehs.com, September 13, 2022.
- Wikipedia articles on [Robert William Thomson](#), [Tire](#), [Dunlop Rubber](#), [Carl Benz](#), [Benz Patent Motorwagen](#), [Continental AG](#), and [Engelbert](#).

The Last Steel Production Morgan Chassis

Morgan Motor Company shares photos of their last steel chassis car on Facebook



Above - The last steel chassis in the Chassis Shop at Pickersleigh Road.
Below - New meets old. CX-Generation aluminum platform and the steel chassis.





Above - The last steel chassis Morgan, rolling between workshops, for the last time at Pickersleigh Road
Below - The last steel chassis Morgan in the Assembly Shop at Pickersleigh Road





Above - The last steel chassis Morgan in the PDI at Pickersleigh Road

Below - The first production Plus Four meets the last steel chassis production Morgan at the foot of the Malvern Hills. The Plus Four may be all-new, but the spirit, appeal and essence of Morgan continues into the next generation.

(Morgan Motor Company text and photos)



Great Escapes and Harrowing Adventures

By Laurel Gurnsey

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



Marie Antoinette by Martin van Meux



en.Versailles-tourisme.com

On the night of June 20th, 1791, French Queen Marie Antoinette and husband Louis XVI and children made a dash away from the terrors in revolutionary Paris to the French border in the northeast, where they hoped to join up with loyal troops waiting for them.

They didn't make it. They were caught in the town of Varennes, brought back to Paris and eventually Marie and Louis went to the guillotine.

Imagine the darkness and fear inside the classic, coach-built...well...coach... they took on that aborted escape attempt. They made a number of mistakes but a big one was choosing a slow, heavy coach called a Berlin. It wasn't nearly as quick on the road and far more visible. And they were hampered by broken traces...today's equivalent of a flat tire. Apparently, the coach was so big the Duke of Orleans said 'Why is it so large then? Would you run away with a whole opera-chorus in it?' (From a fascinating article in the 'Eclectic Magazine of Foreign Literature, Science, and Art' on Count Fersen, who helped the royals escape. Google Books.)

Other escapes have been more successful.

The British newspaper, 'The Independent' tells a story about another Berlin. Aline Berlin was a champion golfer and shareholder of the Paris Ritz hotel. She grew up with valets, maids and wealth but her family dodged first WW1 and then WW2. The Germans invaded Vichy in 1940 and Aline...Jewish and widowed with a young son, fled, driving her Bentley coupé from Paris to Biarritz in a single day... a harried, likely frightening trip of 486.9 miles by today's roads. She later managed to make it to New York.

Friends David & Adele Cohen have a '39 Bentley coupé (below) much like Aline's.



Aline Berlin (The Independent)



'39 Bentley Coupe courtesy of David and Adele Cohen

A 1930s Opel Admiral, coach-built car, is the star of another harrowing WW2 adventure. Our friend, Miles Fenton is the nephew of Sir Patrick Leigh Fermor, DSO OBE. 'Paddy' led a team of British Special Operations officers sent to Crete to help locals form a resistance to German occupation. In 1944, their team captured Nazi General Heinrich Kreipe under cover of darkness and drove away with him in his own car! The 1957 Dirk Bogarde movie 'Ill Met by Moonlight' is based on this adventure. When Paddy died, aged 96, members of the Intelligence Corps attended his funeral. Ian Fleming was his friend (Paddy was a possible prototype for 007). Thanks to Miles & Tom Sawford, Chris White & Rory Cooper for helping with this story and for pictures of the general's Opel. Check out (www.patrickleighfermor.org) and also look up the Opel company history.



Sir Patrick Leigh Fermor



1930s Opel Admiral coach-built staff car

The 'Irish Times' (Sept. 2019) wrote about another wartime escape. A 3.5 litre Derby Bentley with chassis number B38EF known as the 'Bullion Bentley', was 'the personal car of a director of the Banque de France. When Germany invaded France in 1940, bank directors strapped platinum ingots onto the chassis rails of the Bentley and headed for Spain, 'attacked by Stuka dive-bombers, driving mountain passes at night without headlights and dodging a bridge that collapsed behind them.' They made it to Spain and then Britain via RAF flying boat. The car was left behind and ripped apart by the Germans trying to find the ingots. Legend? Maybe. The Bentley is now owned by Ralph Lauren and in a collection in England.

Our friend Dr. Robert Follows owns a 1930 Bugatti 2 door cabriolet from Czechoslovakia. It was hidden from the Nazis in WW2 until its owners had to flee. The next owner hid it from the Communist regime. The next owner, Miro Harcuba, had it in pieces for restoration when the Russians invaded in '68. Together again, it helped Miro's family escape to England, where it was used for collateral to obtain passage to Canada. Rob bought it from Miro and has restored it. Other Bugatti owners: David & Adele Cohen.



Above - Rob Follows' Bugatti in early times and below as it is today



Book Review: The Longest Road Out

By Steve Blake

A 100-Day Motoring Adventure Around Britain and Ireland

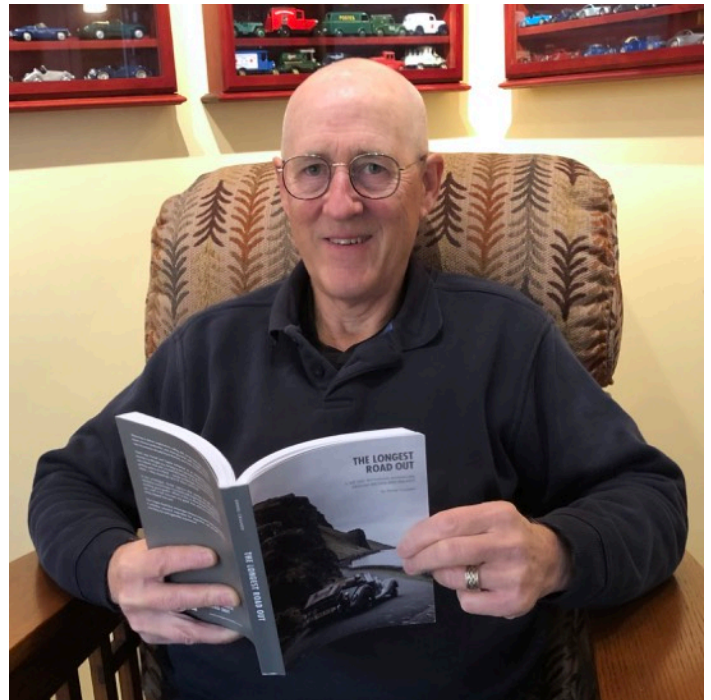
Author - Daniel Craanen

This book details the adventures Daniel and his partner, Sophie, had driving a Morgan 4/4, for 9,527 miles around Great Britain. It is a well-written book and has some interesting stories about people they met on the trip. That is the good part. Unfortunately, the author does not seem to appreciate that the intended audience are those who enjoy Morgan automobiles. We gain very few insights of their appreciation for the car they have graciously been loaned from Morgan Motor Company. The book I looked forward to reading became more of a disappointment the further I got into it.

Living in Canada, travelling to the UK is a luxury and when we make the trip, we always have a bucket list of things we choose to see, visit, or experience. Naturally, many of these focus on the vintage or sporting automobile world. England is a gold mine of museums, factories, race tracks, and historical sites where the automobile industry began. Other than describing their tour of the Morgan factory and receiving their car, the rest of the book has ignored the automotive delights that England has to offer. The Morgan Sports Car Club has many "Centres" all over the country. Why didn't this couple contact some of them to meet other Morgan people to hear their stories and take part in their events? So many missed opportunities.

We do hear about the motorhome that ran into them and basically did a "hit and run". This is a criminal offence but it was excused away by saying the motorhome driver maybe didn't know they hit the Morgan. Highly doubtful! Use that camera of yours to capture a photo of the registration of the motorhome or at least follow them to get their information. How about using your cell phone to notify the police?

It appears that the author, Daniel, does not drive. We only hear about Sophie driving on all the challenging mountain passes and crowded routes. There is never a mention of Daniel driving. This may explain the author's lack of Morgan-focussed text and the couples lack of passion for automotive experiences other than the drive. We never hear what it is like to drive the car, how it handles, the sounds it makes, only snippets of putting the top up and down. It was interesting to hear about loading the Morgan on the Good Shepherd IV for its journey to Fair Isle. That and the accident were the treasures for those of us looking for a Morgan-centred journey.



This book does have a few interesting stories about half a dozen people but I would have expected a lot more from 100 days touring around Great Britain. The word count in this book is low so it can be finished in 3 to 4 hours. Of the 216 pages, many are photos. The poor quality of reproduction leaves them lacking. Many are dark and colour is barely discernible. That said, the originals of some of these photos would be stunning and it is too bad that the book appears to be an inferior quality or inexpensive printing.

For the price, expensive cost of mailing, and lack of Morgan detail, I would not recommend this book.



2018 Morgan Three Wheeler; Sometimes The Old Ways Are Best.

By Daniel Berman

Photography by Robin Kim

(Originally published on design-drivel.com)

There's a scene from "Gone in 60 Seconds" in which Nicholas Cage complains to his Ferrari dealer that "There are too many self-indulgent wieners in this city [L.A.]" Continuing, "Now, if I was driving a 1967 275 GTB four-cam..."

Roger the Car Salesman:

"You would not be a self-indulgent wiener, sir... You'd be a connoisseur."

This line echoed across my head as I stood before the Morgan Three Wheeler. Cage was right; L.A. is filled to the brim with "self-indulgent wieners."

In his mind, a 1967 Ferrari was a ticket out of that club. Clearly, though, he had never seen a Morgan before; if he had, this would certainly have been his answer.

The car you see before you is a 2018 Morgan Three Wheeler, that's right, 2018, not 1918 - it's made partially of wood and has no interest in what you think a car should be. For these reasons, I love it. And I'm not alone; other people love it. I've been in many cars, cheap cars, fast cars, slow cars, expensive cars, vintage cars, none get the level of positive attention this thing does.



At 3 miles an hour driving through sweltering traffic, with the Three Wheeler's engine obnoxiously thumping away, everyone smiles. Guys, girls, kids, grandparents, and the drug dealer across the street all love it. The number one question everyone asks is, "what year?" Most women just ask, but guys, for some reason, feel obliged to shout out a number; rarely did I hear any newer than 1965 - it was always with some degree of glee that I shouted back, "2018!" The shocked looks on their faces were always apparent as the Morgan's single rear wheel screeched away from a light.

But the Three Wheeler is no retro throwback.

Morgans have been built in the same way, in the same place, since the very beginning. Most car companies will do a complete clean-sheet redesign of their model line at least once a decade, but not Morgan. The general rarity of many ground-up redesigns results in styling that places Morgan firmly in the mid-20th Century but with powertrains and customers that have kept up with modern times.

Most new Morgans built today come with either Ford or BMW motors, so rarely does one feel that they are lacking for horsepower. Even on paper, the outgoing Three-Wheeler I drove can match most modern cars in acceleration - and while a 0-60 time of 6.0 seconds hardly seems overly impressive, you'd be forgiven for mistaking that number for 0.6 seconds.

Most modern sports cars deliver power with such competence and efficiency that automakers often feel the need to pump sensation back into the cabin through speakers and carefully tuned exhausts. It's a sad fact, but in just about any modern sports car I've driven, the speed becomes very dull very fast, so all you're left to do is ponder which one you'll buy next.

In the Morgan though, this is hardly a problem. Put your foot down and suddenly the whole world erupts into a firestorm of noise, vibration, and acceleration. First gear, second gear, third gear, surely one must be doing at least 150 mph by now, but no... I haven't even broken the speed limit. The Three Wheeler is an attack on all the senses, add microscopic windshields, thundering exhausts, an aircraft-like driving position, and the Morgan makes for a truly hilarious driving experience.





And that's all before you remember that the car you're in has all the safety and structural properties of a road-going canoe. And while that is something of an overstatement, it's a common trope to claim that Morgan cars are made of wood. In the Three Wheeler's case, though, ash wood is used to secure hand-beat aluminum panels to a steel chassis - but don't get me wrong, this car is hardly cutting-edge.

When driving the Three Wheeler, there exist fleeting moments of clarity in which one understands the sheer absurdity of the activity they're engaging in. Morgans do not have most of the safety and technological features we've become accustomed to in modern cars. Crumple zones? Roofs? Radar Cruise Control? Airbags? Functional Windshields? Nah, the Morgan doesn't bother with any of that - but what would ordinarily send buyers fleeing gives the Three Wheeler its competitive edge.



We're so used to fake fear, fake speed, fake noise, fake danger, that it's incredibly refreshing to drive something that ignores all of that in favor of real fear and real danger. That's right, the Morgan is an honest car. Sure, there are quite a number of vehicles on the market today that can scare the absolute crap out of you, but in most, there's a feeling that the roughly 10,000 computers on board will be there to catch you.

Not so in the Morgan. The sheer unbridled danger of it all only serves to enhance the experience; this is a driver's car in the truest sense of the word. To get the most out of it, one needs the perfect blend of skill, experience, and self-delusion to push the limits. I'm not that person, which means that every time I drove the Three Wheeler, I was forever finding new boundaries to probe. And for that, I love it.

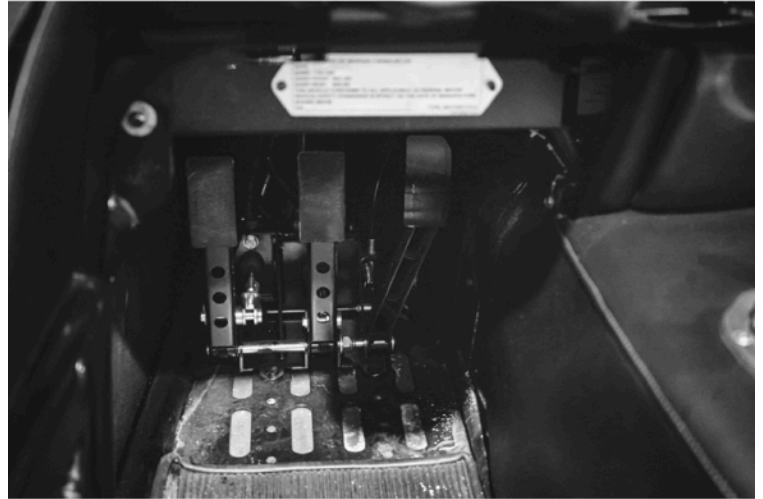
Last of its kind.

It's important to note, I think, that Morgan exists today for seemingly no practical reason other than fun. They make products the likes of which we haven't seen for decades, things you can't get anywhere else, a sound business model if you ask me. But crucially, Morgans are incredibly magnetic products and possess the most important of qualities - soul.

They do this through incredible purity of purpose, something most cars struggle with. Purity of purpose can be anything. If your goal is to make the world's fastest car, and you succeed at it, that car has an inherent honesty and is something you can bond with. The same is true for all Morgans, though perhaps slightly harder to pin down; few come away from driving a Three Wheeler without at least once exclaiming, "This is the best car in the world!"

Morgans are cars you drive just for the sheer unbelievable fun of it all, and to hell with what everyone else is doing.

That's the spirit of a Morgan, and because it is so literally handmade you get a sense of the people who made it. Whether it be the hand-sewn upholstery or perhaps the Eurofighter bomb-release switch that acts as the car's starter. At no point while driving one of these cars, does one lose a sense of the people who made it come to life and, most importantly, their values.



Special thanks to Dennis Glavis, Owner of Morgan West. Next month - interview with Jonathan Wells, MMC

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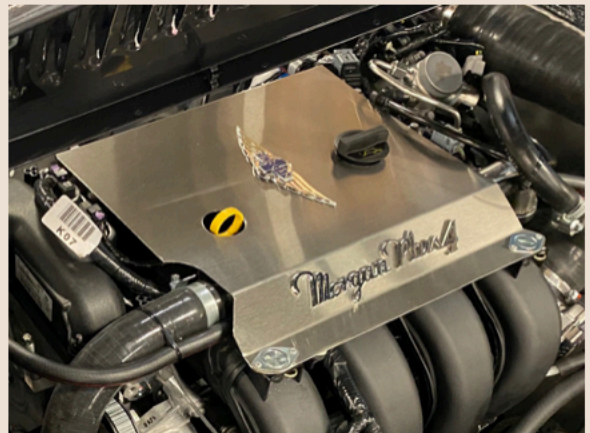


www.morgancarsmidatlantic.com

**Guy Stealing The Moon(Awesome
Photography)**



(Thanks to Roger Mulloy)



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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.



Famous People with Morgans

By Steve Blake

Steve Bull - footballer (Soccer player)

This month we highlight another footballer who helped raise charitable donations for the Birmingham Children's Hospital. Bull took part in the Morgan Celebrity Charity Race to help the charity raise 4 million pounds for their children's cancer centre appeal. Bull is best remembered by his 13-year stint with the Wolverhampton Wanderers and holds the record for goals scored at 306, including 18 hat tricks.



Steve Bull being presented his MBE for his work as a footballer and for raising money for charity.



Steve Bull presented with his MBE



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From the Morgan Oasis Garage

By Cuthbert J. Twillie, Proprietor

Box 1010 - North 51, Terrace

Hoodsport, WA 98548

(360) 877-5160



Lucas L594 Lamp

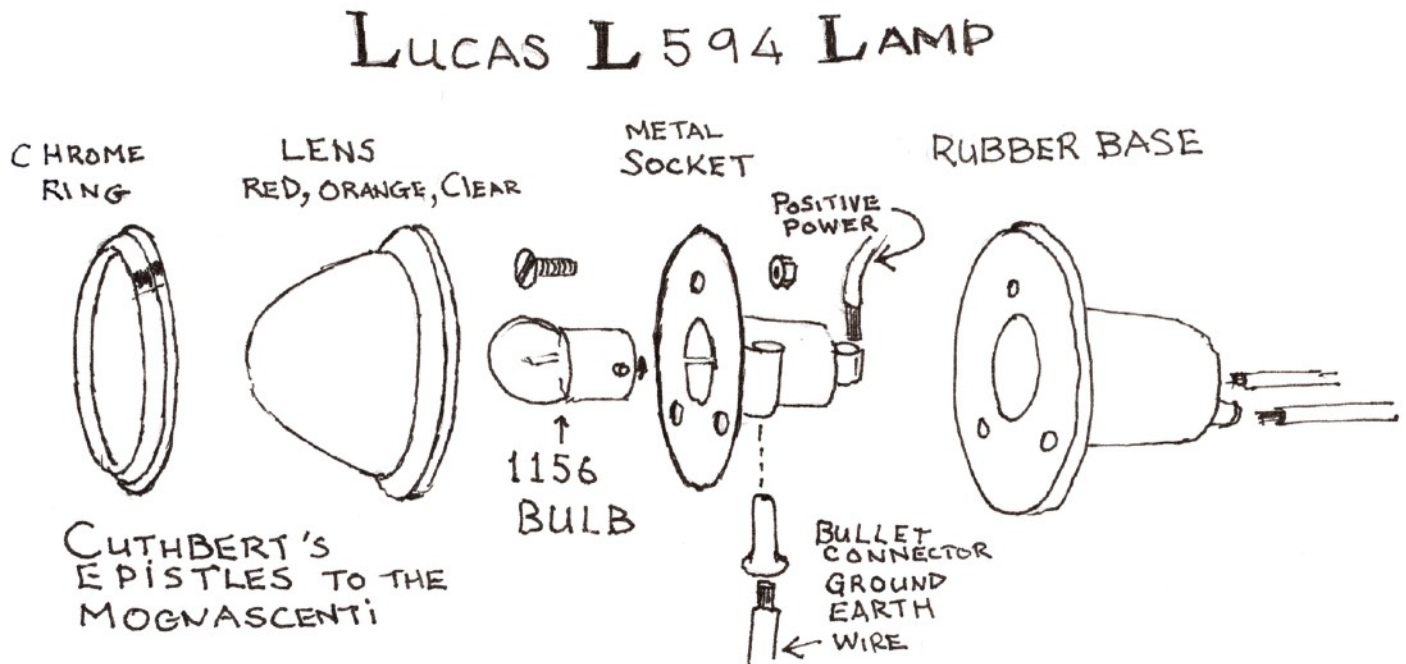
By Cuthbert J. Twillie

Friends,

This is about the beehive lamps that sit under the headlights on a Morgan. Recently, the right front lamp was not lit. My first notion is to see if there is a working ground or earth wire. I simply add a ground wire and it now lights. But, now the left lamp is not lighting!

Another ground does not do the trick Online, I find an eBay shop called "Classic Bits" and they have a new one, ten bucks less than Moss Motors at \$28.89, post free. It will take three weeks to get here.

So, then the dark light is removed and examined. Pulling the outer rubber back from the lamp base, there is a bad ground at the lamp's base. Clean all that and the lamp works! When the new lamp arrives, finally, it is installed, and the old one goes to my drawing table so I can send all these tricks to the Morgan world. Check the following drawing!

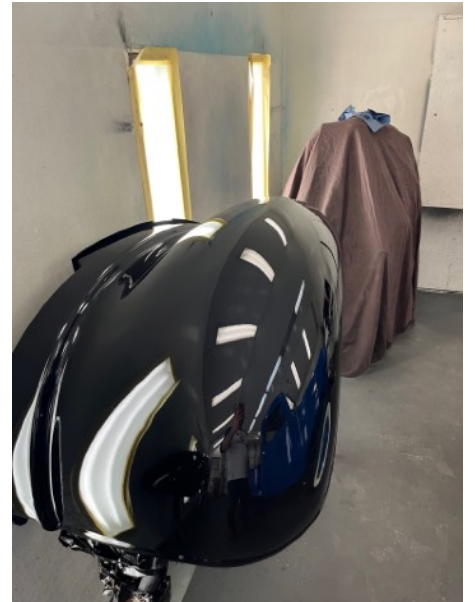


Restoring Fenders and Running Boards - Part 6

By Steve Blake

The hard part was completed. Andrew finished patching rust holes and poor patches from the past. It goes to show that even if you have a car that looks good on top, you may not know what lurks below the paint. The problem with poor patches is that they can leak water, causing rust or they might just crack the filler when the body flexes. Most old cars were poorly undercoated, if at all. Any bare metal from scratches, or poor application of paint, are prone to rust. The rust usually starts from the underside. The first you notice is when you see bubbles in the paint on the topside. Andrew addressed those issues for me and now I have great fenders and running boards.

The next step was to pass the car to the body men who filled and sanded to address small imperfections in the surfaces. Once the surfaces were "correct", Rick sprayed on a nice black finish. To protect the underside, the surfaces were sprayed with bedliner which gave them a tough finish to stand up to rock and debris thrown up by the tires. It was finally time to take my truck home.



The Morgan Link



AR Auto Resurrection

Andrew Smith
Auto Restoration



250-516-1684
arautoresurrection@gmail.com

Morgans in the Movies

By Steve Blake

Le tue mani sul mio corpo (Your hands on my body)

Starring Lino Capolicchio, Erna Schurer, Colette Descombes

This 1970 Italian movie directed by Brunello Rondi only rated a score of 5/10. However, we are here for the Morgans, not the movie! The star for us is a 1966 Morgan Plus 4, 4-seater with Swiss licence plates.

One reviewer said, *"A handsome young man (Lino Cappolichino) is traumatized by the death of his mother when he was young boy. His successful magazine publisher father has re-married to a much younger woman (Erna Schurer). He fools around with his attractive new step-mother, but is much more interested in her equally attractive friend "Carol", who he follows around filming (what we today would call "stalking"). Although she already has a lover, "Carol" is unaccountably attracted to him too, even though he does such bizarre things as try to involve her in a three-way with an African-American woman, whom he dresses up in a Ku Klux Klan outfit, drips molten wax on her breasts, and orders Carol to whip!?!(Obviously, this movie isn't suffering much from starchy political correctness). It all ends very bizarrely."*

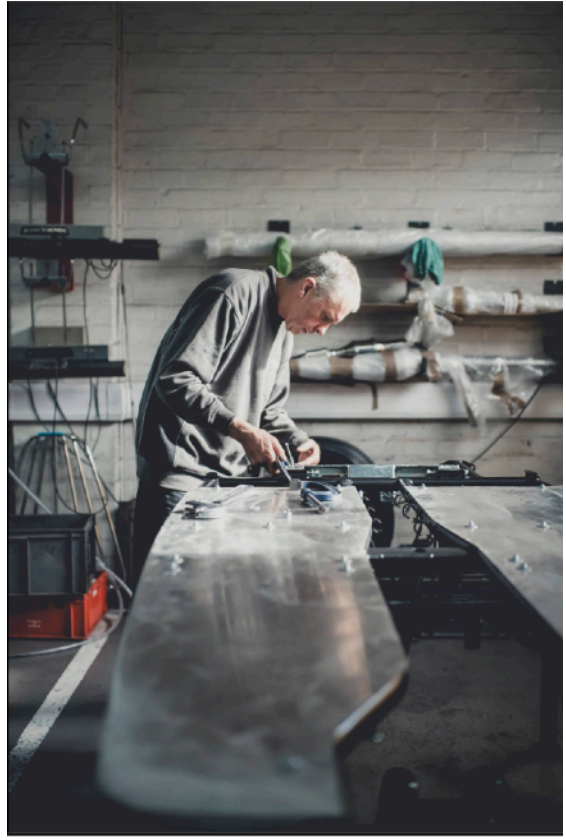


(Screenshots from the movie)

This movie is available on Youtube

Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Morgan Motor Company photos





Dave was in India working and now is working in Austria.
He will, hopefully, be back next month.



Comics: Tundra by Chad Carpenter



An Arctic Morgan Plus 4?

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.





“Looking Back”



The poster features a collage of vintage racing scenes. At the top, a long line of vintage cars is lined up on a track, with a large crowd of spectators on either side. Below this, the text 'September 11-13' is written in a cursive font. The main title 'U.S. VINTAGE GRAND PRIX' is in large, bold, red letters with a black outline. Below the title, 'OF WATKINS GLEN' is written in a smaller, black, sans-serif font. To the right of the title, there is a small logo for 'MORGAN' with the text 'ESTABLISHED 1954' above it. The central image shows three vintage cars in motion: a red Morgan sports car on the left, a dark-colored Morgan with the number 48 in the middle, and a yellow open-wheel race car with the number 27 on the right. In the bottom left corner, there is a red starburst graphic with the text 'KIDS FREE 12 AND UNDER'. In the bottom right corner, there is the Watkins Glen International logo, which includes a checkered flag icon and the text 'Watkins Glen INTERNATIONAL' and 'THE South OF AMERICAN ROAD RACING'.

September 11-13

U.S. VINTAGE GRAND PRIX


OF WATKINS GLEN

ESTABLISHED 1954
MORGAN

KIDS FREE
12 AND UNDER

Celebrate the men and machines that, for over 60 years, set the standard in American road racing. Visit the State Line Vintage Auto Auction, the Chemung Canal Trust Co. Antique Auto Show and tour the garage and paddock areas. Weekend tickets are only \$45 and children 12 and under are free!

Visit the Watkins Glen International display on the Courthouse lawn (in front of the old start/finish line) or call 866-461-RACE.


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Produced by Robert Gillespie

Upcoming PACMOG Events



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!

December 11, 2022 - Island Christmas Party - RSVP by December 1st to Jane Cowan
janecowan@shaw.ca

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

January 22, 2023 - Robbie Burns Run - Ken and Pat Miles kengmiles@telus.net

February 12, 2023 - Hearts and Tarts Run - Steve and Susan Blake sblake@telus.net

1962 Morgan Plus 4 DHC Sold Last Month

By Steve Blake

Sold on September 30, 2022 for
US\$51,000



BaT Essentials

Seller: [rodgerramjet](#)



Location: [Portland, Oregon 97222](#)

Listing Details

- Chassis: [4782](#)
- 77k Miles Shown
- 2.2-Liter Inline-Four
- Four-Speed Manual Transmission
- Blue Paint
- Gray Leather Upholstery
- Three-Position Soft Top
- 15" Wire Wheels
- Front Disc Brakes
- Electronic Ignition
- Dual Carburetors
- Sales Invoice
- Workshop Manuals
- Service Records
- Spare Parts

Private Party or Dealer: Private Party

This 1962 Morgan Plus 4 Drophead Coupe was initially delivered to Crane Sports and Imports of San Bruno, California, in 1961, and sold new to a dealer in Oregon. It was acquired by the current owner in 1976 and subsequently refurbished. The car is finished in blue over gray and powered by a 2.2-liter inline-four paired with a four-speed manual transmission. Equipment includes a three-position soft top, 15" knock-off wheels, front disc brakes, Spax adjustable shocks, dual carburetors, and electronic ignition. The seller states that work in 2022 included fluid changes, replacing the throwout bearing, and resealing the engine. This Drophead Coupe is now offered with an original sales invoice, service records, manufacturer's literature, spare parts, and a clean Oregon title in the seller's name.



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

This section will report sales, auction results, barn finds, interesting cars offered for sale, and any pertinent information regarding purchase and sales of Morgans.

Recent Sales and Auctions



This 1965 Morgan Plus 4 sold on BaT for US\$24,500 on October 30, 2022.



This 1958 Morgan 4/4 (ex-Hugh Dickson) sold for US\$11,750 on BaT on November 14, 2022.



This 1966 Morgan 4/4 was bid to US\$15,000 on BaT but the reserve was not met.



This 1967 Morgan Plus 4 Super Sport was bid to US\$70,000 on BaT but the reserve was not met.



This 1956 Morgan Supercharged Plus 4 was bid to US\$30,000 at Broad Arrows Palm Beach Auction on November 19, 2022 but the reserve was not met.



This 2002 Morgan Plus 8 was bid to US\$56,000 on BaT on November 25, 2022 but the reserve was not met.



This 1965 Morgan Plus 4, 4-seater sold on BaT for US\$35,000 on November 25, 2022.



This 1952 Morgan Plus 4 sold for US\$51,199 at RM Sotheby's London Auction on November 5, 2022.



This 2005 Morgan Aero 8 sold for US\$59,060 at Silverstone's NEC Auction on November 12, 2022.



This 1990 Morgan Plus 8 sold for US\$34,255 at Silverstone's NEC Auction on November 12, 2022.



This 1950 Morgan F-Super sold for US\$32,000 at Broad Arrow's Palm Beach Auction on November 18, 2022.

Members' Morgans For Sale

Morgan Trailer For Sale

After many memorable holidays camping ,including 2 to Nova Scotia, 3 down the Oregon Coast, Banff National Park and visiting Morgan friends in Idaho, we are selling our trailer for garage space.

Constructed from a Morgan 4/4 chassis and frame.

Gas tank space is the wine cellar.

Ron Theroux (604 590 1770) \$6500 CDN



Do you have one of these?

If you have a Morgan hiding under a pile of boxes, dust, old lawn chairs, etc., you might want to consider selling it!

Contact the editor to place an ad.
sblake@telus.net



1978 Morgan Plus 8

European spec. 38294 kilometres (approximately 23,800 miles) All original, all stock. Original paint (sun beige with nut brown wings). Factory undercoating. No accidents or fender benders. I am the original (and only) owner. Picked up at Morgan factory June 1978 after 3 years on waiting list. It's been 44 years of fun.

Asking \$62,500. USD

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MORGAN

INTRODUCING THE NEW RANGE OF MORGAN T-SHIRTS

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

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



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

\$25 CDN* (plus shipping)

Badge measures 3.5 by 4.25 inches overall

*Club members only, all others please inquire



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

\$2 CDN* (plus postage)

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www.regbeercoachbuilder.ca

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

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Pacific Morgan Owners Group

2022 Membership Application

(Please print in block letters)

2022 Membership

Membership is only \$10
Make out cheques to "PACMOG"
Send dues and completed form to:
Pat Miles, Treasurer
15410 Kildare Drive
Surrey, BC V3S 6B9
Or E-transfer to pat_miles@hotmail.com

Date _____ New _____ Renewal _____

Last Name _____ First Name _____

Spouse/Partner Last Name _____ First Name _____

Address _____

City _____ Province/State _____ Postal/Zip Code _____

Phone _____ Cell _____ Work _____

Email address _____

Spouse email address _____

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

1. Year _____ Model _____ 2-seater _____ 4-seater _____ Colour _____

Engine type _____ VIN or Chassis number _____

Comments? _____

2. Year _____ Model _____ 2-seater _____ 4-seater _____ Colour _____

Engine type _____ VIN or Chassis number _____

Comments? _____

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