



# The Morgan Link

Vol 8 No 1

The Magazine of the Pacific Morgan Owners Group

Spring 2023



## From the Editor's Desk...

Welcome to the first Morgan Link of the year! The last two magazines were Link Lights, a shorter version of the Morgan Link. There are a few changes from past Morgan Links but not too drastic!

Take a look at the PACMOG directors on the next page. We have new directors and all of us have new passwords. It has taken a lot of fiddly work by Tom Morris, Marv Coulthard, and Pat Leask to make this happen. There will be more changes as the year progresses and the new Board initiates changes.

One of the changes is how we meet each month. The format of going for a drive and stopping at a pub does not seem to be as popular as in the past. We are going to try just picking a place to meet for a meal and that will be the drive. We will continue to do some drives as that is preferred on sunny days. We are open to suggestions of activities you would like to do. Please let Jon Moss know your wishes and we will try to accommodate.

We are almost out of car badges. From our initial order of 100, we are down to five remaining. A new order has been placed with the manufacturer and we expect to have 50 new ones on hand for interested parties. Since we ordered our first batch in 2016, there has only been a small increase in price so the badges will now be selling for \$30 plus postage. It is still an excellent buy because we are buying direct from the factory.

Keep your editor happy by submitting photos and articles. These will be spaced out over the year so don't be concerned if you don't see yours in the next edition. It just means we are full and yours will appear in a later edition.

Happy reading and safe driving!

*Respectfully,  
Steve Blake*



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### Cover Photo Credit:

This month's cover photo was created by Jacques Gallien. His wife said she wanted a pet kitten!

### Contributors

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

Susan Blake, Dave Doroghy, Tom Morris, James Gilbert (MMC), Alistair Crooks, Valentin Tanase, Jacques Gallien, Gary Bell, Laurel Gurnsey, Roger Mulloy, Chris Bright, Ted Thorne, Phil Johnson, Robert Horsley, Bill Hayter, Marv Coulthard, Dennis Glavis, Tom Lonergan, Norm Mort, Matthew Bell, Win Sharples, Anthony Alaniz

### New Members

No new members this month.



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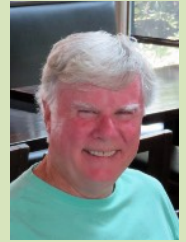
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## On the Road!

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



Ted Thorne's photos of his 1996 Morgan Plus 4 in Alberta



Above: Photo submitted by Robert Horsley in his 2005 Morgan Roadster.  
Below: We showed some photos in the December Morgan Link by Marv Coulthard's step-daughter, Angie, of this Morgan Plus 8 at the Wall Centre Hotel and wondered who it belonged to. Win Muehling has shed light that the car belongs to the hotel owner, Peter Wall.



# Out of Range!

By Dennis Glavis

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

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

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

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

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

**Contact and RSVP:** Dennis@morganwest.net  
Cell: 408 813 2480  
Please RSVP so I can get a nose count for the restaurant...



The Phil Hill, Tony McMahon, Bill Fink Memorial Banzai Run on February 19, 2023.



(Dennis Glavis photos)

## The Ides of March Run/Lunch

*By Steve Blake*

The Ides of March is the midpoint of the month of March. Romans did not count the days as we do today but rather had some numbered and then went to the middle or end. The ides stood for the midpoint. We recognize the Ides of March as the day upon which Julius Caesar was assassinated in the Senate in the year 44 BC. According to Plutarch, a seer had warned that harm would come to Caesar on the Ides of March. On his way to the Theatre of Pompey, where he would be assassinated, Caesar passed the seer and joked, "Well, the Ides of March are come", implying that the prophecy had not been fulfilled, to which the seer replied "Aye, they are come, but they are not gone."

For PACMOG, we decided to acknowledge the day by having lunch at the aptly named "Black Sheep Pub". Bob Wadden organized this event and attended with Derek Thomas and friend Ericka, Maple Ridge locals Bill and Ada Schuil, Bob McDiarmid, Jon Moss and Steve Blake rounded out the group. We had three Morgans in attendance, Bob Wadden with his 1957 Morgan 4/4, Jon Moss with his 1960 Morgan Plus 4 4-seater, and The Schuils with their 1963 Morgan Plus 4. Bob McDiarmid arrived in his Mazda Miata due to forecasted rain and Steve Blake arrived in a Porsche Macan loaner as he dropped his Porsche off for service this morning.

The food at the Black Sheep was great as usual and a number of people tried the special of ham and cheese toasted sandwich and a mystery soup! Thumbs up all around.







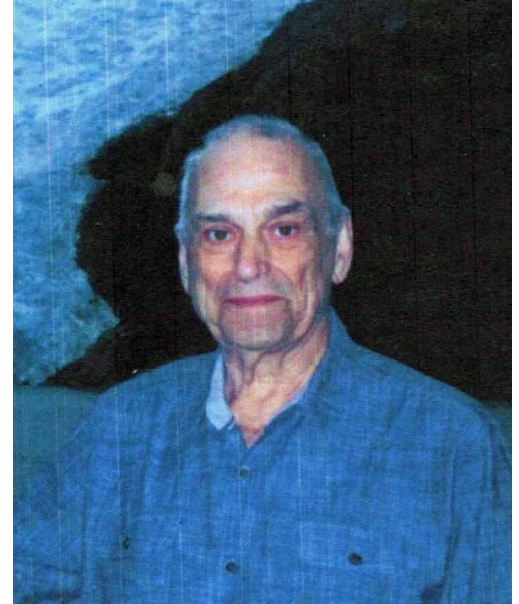
(Steve Blake photos)

# The Story of My Morgan

*By Tom Lonergan*

If I was not born a car guy, I sure became one. In the 50s, if one wanted, for \$50, one could get a 30's type car, and guys like me would hot rod them, but Winnipeg was not the place. People in Winnipeg, 98% of them, had enough to get by on. In Saint Boniface, conditions were worse. You want more cash, move to the States, and many did. We were on the fringe of the Empire, forced to buy the crap built in Quebec and Ontario. Only the 2% could afford what we all wanted. That's what the CPR cost the West in the 50s. Manitoba is 60% rock, and Winnipeg only survives if it can cut a piece out of what passes through Winnipeg. We consume what we make, more or less, and frugality is our only option to get us through the winter, year after year.

My dad and mom seemed to more than survive in this atmosphere. They could have moved to the centre of power, Toronto, or to the centre of the Empire, New York, but they didn't. But all five kids did. We were blinded by the light. The image I have is according to my sister Cecilia. Of being home, birthed, and being dropped on my head. How else could I be so confused. At 20, getting by on \$0.60 per hour salary, neglecting my studies, and searching for a path, whatever that turned out to be.



Tom Lonergan

This preamble leads me to my story. The Morgan. All the cars I had until I bought the Morgan, I bought at Dominion Motors, who also sold \$0.30 a gallon gasoline, and that is where I bought the Morgan. Dominion motors was located in an old icehouse converted to a warehouse, close to where the Red River was. In winter, ice was cut from the Red River, in 80 pound blocks, about one cubic foot, and stored until summer when it was sold in 80 pound blocks to mostly locals who did not own an electric fridge. It was a large storage building, four or five levels, about one acre in size, well insulated and cool in August. Instead of stairs or an elevator, there were low angle ramps between all levels. Horse driven carts would store and retrieve the ice stored in that house. Ice is heavy, and the place was built out of huge 12 by 12 timbers.

By the 50's, with electric fridges, the place was now a storage place for several hundred used and new cars, I knew the sales people and they let me wander around the cars for sale. I had purchased the 1952 Kaiser, with 10,000 miles on it in 1955, bought new for \$2900, I had paid \$200 for it. In those times, if the 2% got caught with a vehicle that was considered out of fashion, they got rid of it. I had also purchased a 1952 TR2 Triumph there, with a bad motor for \$100, rebuilt it, painted it gold, and some drunk, who was part of the 2% ran over me, and the insurance call deemed the car a total wreck. Later, 1964, I removed the rebuilt engine, it is now, 2022, and I put that engine in my Morgan, 65 years after being rebuilt.

I knew the original owner of my Morgan. His name was Van Buren, we called him Van. He had ordered the car, and before it came, he got married and decided to trade it in for a new Ford Thunderbird. I told him I was interested in the Morgan. The Ford salesman at the dealership told me the car, after trade-in, would go to Dominion motors and I could get a deal there.

Walking through the old Dominion Motors ice warehouse one day, I noticed Van's 58 Morgan, it is now a 61 Morgan, the salesman said he wanted \$2000 for it. The car was new, the mileage was 60 miles. The owner had paid \$3000 for it, plus shipping, and got married and had a baby and had no place for the baby in the Morgan. I told the salesman I had \$700 and was waiting for another 700 in the settlement for the TR2, so \$1400 cash, that's what I offered. The salesman said OK, but I needed 700 now, so I asked my dad for a loan, maybe one month till the insurance settlement came through. He said he wanted to see the car. When he saw it, he asked "What do you want with that pile of British scrap?"

I didn't want to miss out. I did not know what to do. I had just missed out on a 1934 Packard limousine now worth in the hundreds of thousands. The milkman, who owned it, lived down the lane, and wanted \$100 for it, to make space in his garage, which the Packard filled. I checked the engine out, a straight eight, it was perfect, the headlights were nickel plated, and not chrome and polished up like new. The only flaw I could find was in the back seat, it had a 3 inch hole from a rotting apple in the seat. The back seat had so much room, that you could pull a pair of seats facing the back for a talk with the people sitting in the back. It also had a lever for the driver to raise and lower the car to drive off the road. The car had been used to run booze to the US during prohibition. There were seven spare tires with the car, two on the fenders and five more in the garage. I asked a friend of mine who was in the tire business to check them out for me. I didn't want to buy new tires. He did and paid the milkman \$150 for the car, some friend. The engine had a valve that you opened and closed to test the oil pump, that opened the oil circuit, and closed the circuit. The Packard people realized that the car would often go months unused, when the 1% used one of their other cars, or spent the winter in Florida. I had opened the valve to check the engine oil pressure and had not closed it, so no oil to the crankshaft. Months later I met the tire guy and asked how things were. He told me that the Packard had a bad engine and that it was going to cost over \$800 to partially repair it. So he sold it!



Novel way to make a 4-seater!!

Dad and I were at level two or three in the ice warehouse. His 56 Olds was driven up the ramps to where the Morgan was parked. Dad said no money. What to do. Next to the Morgan, was a 1959 black Cadillac Batmobile 4 door hardtop. I went to the Olds for some unknown reason, took out the keys, and tried them on the caddy. It started. I told my Irish dad, this is a sign, this is your car. The salesman said both for \$2800 \$1400 for mine and \$1400 for the Cadillac, also only six months old. We drove the car around to the car wash, it had 1600 miles on it, and not a scratch. Dad was sold. I said the keys fitted both cars and that was fate, so, in 30 minutes we had a deal. I later found out from the salesman that the car belonged to the owner of the Cadillac dealership and he thought the engine needed work, so he got rid of it. The car ran for as long as I know with no trouble. I turned over my \$700 and in six weeks, another \$700 to dad, and that's a long story, but for me, it was my first time in the 2%. Asked what the car meant to me? It removed my curtain of confusion, and I saw forward for the first time, that was 60 years ago, and I've been working for my share of the 2% ever since. What if the 56 Olds keys had not started the Cadillac? I don't know, but I still have the car and it's been with me on my journey into the 2% and I truly have made no mistakes since then. It's my lucky star.

**Editor's note:** New member, Tom Lonergan has owned his Morgan since 1961 and lives with it now in Calgary. After wearing out the original engine, he replaced it with his rebuilt TR2 1991 cc engine. Tom is currently rebuilding his rear suspension and hopes to be back on the road by May.



True versatility using a Morgan to move a canoe!  
(Tom Lonergan photos)



## MEET AT MORGAN

DATES ANNOUNCED FOR 2023



# MEET AT MORGAN

MORGAN EXPERIENCE CENTRE, MALVERN

SAT 29 APRIL, SAT 17 JUNE, SAT 16 SEPT, SAT 9 DEC



**BOOK MEET AT MORGAN**

**Morgan's ever-popular Meet at Morgan events are returning in 2023 with four dates at the Morgan Experience Centre.**

Meet at Morgan is Morgan's very own cars and coffee event, held on select Saturdays throughout the year. Each event is open to all cars, not just Morgan, and provides the perfect opportunity for enthusiasts to meet up for quality coffee and a proper breakfast in the company of an eclectic mix of cars and motorbikes.



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Since its inception in 2021, Meet at Morgan has welcome over 1,500 vehicles to the Morgan Experience Centre, with this year's events expected to be as popular as ever. The Morgan Experience Centre will be open throughout the morning on each date, with attendees able to explore the showroom, café, shop and interactive museum, The Archive Room.

Tickets for each event can be pre-booked, with all proceeds donated to Morgan's charity partner, The Midlands Air Ambulance Charity.



### BOOK MORGAN EXPERIENCE

Now is the perfect time to pair your attendance at Meet at Morgan with a factory tour, sports car hire or experience drive while there is still availability. Once you've purchased a ticket for Meet at Morgan, look out for an **exclusive 15% discount** code in the confirmation email that can be used to book a Morgan Experience on the weekend of your chosen Meet at Morgan event.

Redeemable on any weekend hire, factory tour or experience drive bookings between Friday and Monday either side of your Meet at Morgan booking.

To book:

<https://www.morgan-motor.com/dates-announced-for-2023-meet-at-morgan-events/>



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## English on all Accounts! *By Norm Mort (Thanks to Old Autos)*

Bob English is an automotive journalist and vintage British motorist. I've known Bob for many, many years in both capacities as a fellow journalist and as a professional appraiser. Here is a case of English by name, English by nature as Bob owns a 1968 Morgan 4/4.

Bob's Series V Morgan 1600 was originally sold via GB Sterne's, Morgan's sole west coast dealer in British Columbia in 1968, but was soon shipped to Halifax. Driven by its next east coast owner from 1970 to 1972, it was subsequently stored from 1972 to 1980. In 1980, that owner donated the then aging Morgan to the Halifax Symphony, who in 1981, auctioned the 4/4. Ultimately, the Morgan was purchased by Bob in 1989.



This 1968 Morgan was originally delivered in a burgundy colour, but then professionally resprayed circa 1980 in the classic British Racing green. Bob approved of the colour change and one of the first things he did in 1989 was a fresh respray.

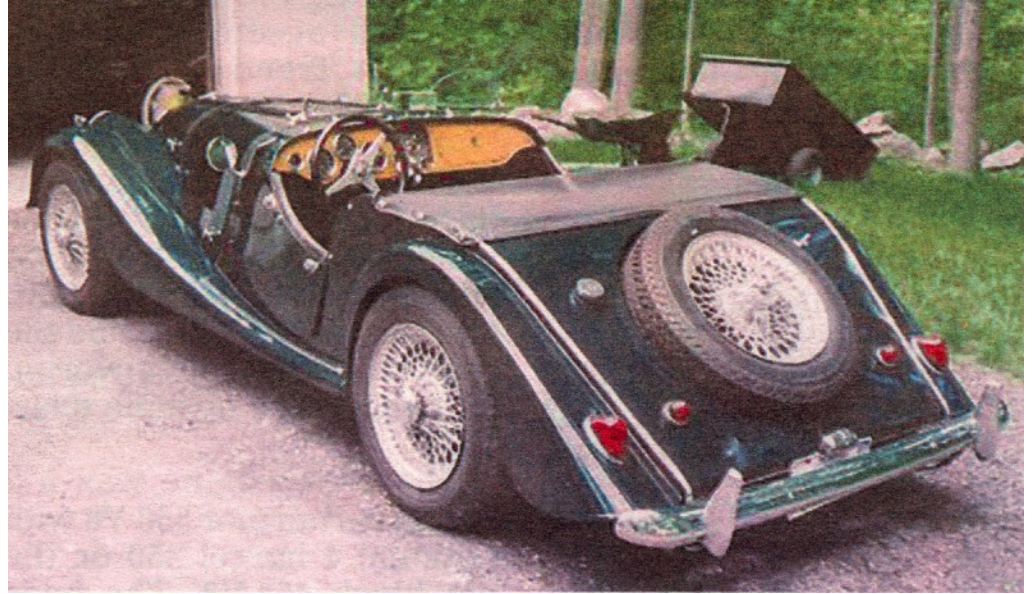
Over the past 30-plus years of ownership Bob has consistently maintained his Morgan two-seater roadster. Minor stone chips are continually touched-up and the floors and inner panels undercoated in black Tremclad. Likewise, the engine and engine compartment's basic detailing is spruced-up annually.

While the body is very original, the rear fenders and cowl were removed in 1990 and all rust removed and the Morgan's wooden frame treated. At the same time, new Marine-ply floors and trunk boards were installed and metal repairs made to the B-pillar area. New fender welting and running board strips were then fitted. Bob really hasn't had to worry about the Morgan's original steel frame which has remained solid over the decades. Morgan chrome appears to have been equally resilient, shows minimal wear and still holds a very presentable shine.

While Bob has the original, excellent condition, windscreen, he prefers to drive his Morgan with only the aftermarket racing screens he fitted.

Powering this 1968 Morgan 4/4 is its original four-cylinder, 1600 cc Ford Cortina engine. In the first decade of the new millennium Bob had the engine and tranny completely rebuilt. This included new pistons, valves, a re-ground crank, a replacement cylinder head, camshaft, along with a new Weber carb and a factory optional manifold and a new clutch. When purchased, Bob had the front suspension fully rebuilt including the kingpins, fresh brake lines and brakes on all corners and other basic mechanicals. Vredestein Sprint Classic 165 H15 86H tires were mounted on aftermarket 72-spoke, knock-off chrome wire wheels Bob acquired in 2006.

Inside, Bob's Morgan still sports its original wooden dash and instruments, both with a lovely patina, and a worn from driving, non-original Morgan back leather-wrapped steering wheel. More recently, Bob refurbished the black leather interior, but kept the believed original black rubber floor mats. The black vinyl top and black tonneau cover are original, as are the side curtains. Although these all show wear, Bob always drives an average of nearly 1,000 miles annually topless. He has arrived at British car shows in the pouring rain with nothing, but the Brooklands racing screens for



protection - along with his equally soaked wife, Helen. (She fortunately shares his enthusiasm rain or shine.) In the past years, Bob has also added seatbelts, a chrome badge bar with CASC, Mosport, Brampton Motor Sport Club and Morgan club badges, air horns and a side mirror.

Since Bob English's 1968 Morgan 4/4 has been so well maintained and almost fully refurbished over the years, he and Helen look forward to many more miles of happy jaunts in their vintage two-seater sports car.



Norm Mort  
(Photos supplied by Old Autos)



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# Jewelry in the 20s, 30s and 40s

By Laurel Gurnsey

(Article first published in the 'Bumper Guardian' magazine of the Classic Car Club of America)

Coco Chanel said: "The point of jewelry isn't to make a woman look rich but to adorn her." ('Coco Chanel' by Axel Madsen) Her quote also applies to cars from the Rolls Royce 'Flying Lady' to the Packard 'Swan'. Hood ornaments, like jewelry, add an identifying sparkle. In the 1920s, Rene Lalique began making exquisite glass hood ornaments for Hispano Suiza, Isotta Fraschini, Bugatti, Bentley and others. He was already making Art Nouveau jewelry, which again draws an interesting parallel.

Packard "Swan".



Lalique "Eagle"



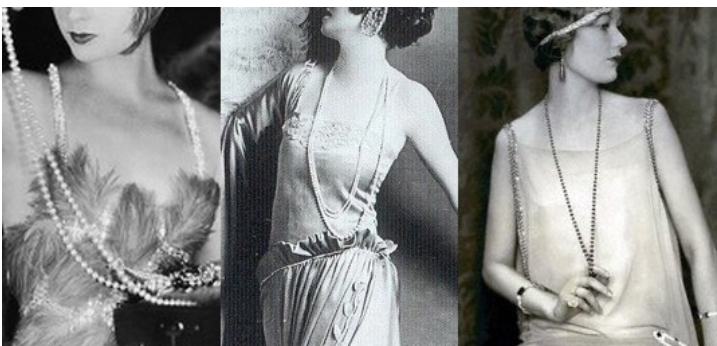
Why do people wear jewelry?

In some countries, it's part of traditional wardrobe or shows status. Wedding rings signify marriage. Some people wear copper bracelets or amber to alleviate pain. Irish shamrock jewelry might bring good luck. Opals not worn as a birthstone might bring bad luck. Some jewelry is a sign of faith. An iron ring worn by a professional engineer signifies that profession. Dog tags are worn by the military. Medical alert bracelets are worn by people who might need identification in a medical crisis.

The 1920s were an age of flappers and 'speakeasy bars'. After the First World War, people wanted life to be fun again. Women raised hemlines, cut their hair and kicked up their heels. They wore long ropes of pearls around their necks and great, dangling earrings...the better to swing in time to the music of the new age.

'20s Flapper Necklaces

2013 Rolls Royce Phantom 1 used in 1974



"Great Gatsby"

The '20s saw bright colours, a mixture of exotic and familiar, fake and real. Jewelers used Bakelite, wood, stone, amber, Peking glass, jade, pearls, brass and crystal. King Tut's tomb was discovered and everything Egyptian was 'in'. Scarab pins joined exotic colours and materials coming from world travels.....dangling pendants, snake bracelets made from glass, gold and silver...all things foreign..."



Coco Chanel loved costume jewelry in the 1920s and found it worked better than 'real' jewels to show off her simple, classic fashions. Art Deco first appeared in the '20s, with jewelry following many of its bold, geometric shapes.

Jewelry could be worn any way a woman wanted. In the 1980s, Princess Diana wore her emerald necklace as a headpiece and dangled a pearl necklace down her back. Daisy Buchanan, from 'The Great Gatsby', wore pearls and headpieces that complimented Gatsby's elegant Rolls Royce. Jewels and beautiful cars were a perfect combination.



Diana, Princess of Wales '20s headpiece



1930s blue rhinestone pin

Where the '20s were fun and times were good, the Depression hit hard. The '30s ramped down the flamboyance of the '20s. Fashions, hairstyles and jewelry became a lot simpler. Chanel switched to diamonds at the request of the DeBeers Company. People were avoiding expensive jewelry because of hard times and DeBeers wanted Chanel to keep diamonds in the public eye and let people know 'authenticity and real value' counted when times were hard.'

John Peacock's 'Fashion Sourcebook...the 1930s', includes dresses with ornamental flowers and insets of lace, hand-painted designs, sequins and satin...the dresses themselves being the adornment. He shows simple pearl earrings and coloured glass necklaces...shorter by the mid to late '30s than the '20's swinging lengths of pearls.

Art Deco continued and influenced our cars too. Colin and I visited the Mullin Collection on a Classic Car of America tour and saw some incredible Art Deco French cars ...Delahaye, Delage, Bugatti and more. Closer to home is the Art Deco '33 Alfa Romeo Figoni-bodied Classic owned by West Vancouver's Rolls Royce Owners Club members David and Adele Cohen.

Cohen's 1933 Alfa Romeo

'30s Art Deco necklace

'40s pin



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'30s costume jewelry was less about fun and more about economy. It 'came into being as cheap and disposable; not meant to be handed down.' Some people could still afford gold, emeralds, sapphires and diamonds but semi-precious stones like amethyst, coral, pearls and glass were more within the reach of the middle classes.

By World War Two and the '40s, gold was back in style but needed for the war. If it was available, it was often in thin sheets bonded to silver and then made into jewelry. Even materials needed for costume jewelry were in short supply. Metal went to the war effort. Austrian crystal was behind enemy lines and couldn't be imported. Many workers who created jewelry were now soldiers or diverted to wartime jobs. New jewelry was a luxury, but some continued to be made. Jewelry makers 'could turn to wood, leather, shells, plastics, fur and pottery to create fresh designs.' The new term in the 40s was 'cocktail jewelry'. Flash and colour made people feel better and brought hope and confidence in the future.

By the end of the war, glitter and glamour was back in style. There was still an Art Deco influence but the lines weren't as sharp edged. Jewelry now had classy, refined, elegant curvy lines. Think about actresses Rita Hayworth, Lauren Bacall and Veronica Lake, and Grace Kelly soon to come in the early '50s.

The 1950s brought a gorgeous 1952 Morgan Plus 4 hood ornament...a Flying M, that linked beautifully to the iconic Morgan badge with the wings. The website 'Fineartamerica.com' showcases a canvas print (pictured) of a photograph by Jill Regar of that pairing. Also pictured is a 1953 Morgan Plus 4 L Mans TT Special hood ornament. Classy cars and classic jewelry.



1952 Morgan Plus 4 print  
The Morgan Link



1953 Morgan Plus 4 LeMans TT Special  
Hood ornament



Morgan hood badge emblem

# Chrome Plating

By Steve Blake

Not every old car is a show car. Some are drivers and some just adorn a garage. However, pride of ownership is always there which is why we are in the hobby. When your car moves from its resting place to be seen in the world, most of us enjoy the thumbs up, waves and friendly comments from others. If you are like me, I like my cars to look their best, even if they are drivers and not show cars.

Every winter, I work on improvements and try to get to that list of projects needed to make my cars enjoyable for the next season. This year, I have a new addition to the garage. I purchased a 1948 MGTC because I missed my 1949 one I sold several years ago. I finished a list of ten projects on this car including having the generator rebuilt, making a glove box to fit between the seats, installing seat belts, adding new taillights, and working out carburetion and choke issues.

The last three items were to enhance the appearance of the MG. I had the car quartz ceramic coated, dyed the top and tonneau cover, and had the rad shell and nose piece re-chrome plated. You read about the re-dying process in the last Link Light. Today, I will tell you about the plating process.

The first task is to remove the radiator shell. For an MG, it means unfastening eight nuts and bolts around the shell, two bolts holding the hood in place at the radiator, six bolts to detach the headlight supports, and nine nuts to remove the painted slats in the grill. One additional nut unscrews off the badge which allows the nose piece to come off. Remove the lacing around the shell and it is ready to take to the plater.

I use Dependable Plating because they did an excellent job on the bumpers for my previous 1955 Jaguar XK140. Dependable is in Burnaby, just off Boundary Road. I first found out about this place when the OECC did a club tour of the facility.

I was told the process involved a series of dips into tanks of solution. It starts with the first tank to strip off the old chrome. My chrome was worn out on the top from exuberant polishing with the wrong polish by a previous owner. Then the rad shell goes into a tank to pick up a coat of nickel, then a coat of copper. The shell is then buffed or polished. It returns to the next tank for another coat of nickel and finally a coat of chrome.

I received the call to pick up my radiator shell 11 days after dropping it off. I was very pleased with the work performed and the shell looks great back on my MGTC, greatly enhancing its overall appearance. I asked what chrome polish they recommended and the fellow showed me a bottle of Mother's Chrome Polish. There are many other brands including Autosol, Meguire's, 3M, Turtle Wax, and one from almost every other wax manufacturer. Read the reviews as each have pros and cons. Some are more abrasive and some can cause clouding. I suggest testing any product on a part that is hidden from view or a surplus part to find out which product works best for you.

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MORGAN THREE WHEELER



### THREE WHEELERS

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**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**

**620 miles 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

**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!**

**2005 Morgan V6 Roadster** – Papaya Orange/Black Leather w/ Muirhead Jaffa Orange leather inserts and piping on seats // **MOST PHOTOGRAPHED ROADSTER IN AMERICA!**

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

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

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



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

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

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

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

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

**1964 Morgan Plus 4 Drophead Coupe** – Red, Tan leather // **ONE LOCAL FAMILY OWNERSHIP!**

**1963 Morgan Plus 4 Drophead Coupe Supersport** – Green Velvet, Black leather // **CONCOURS WINNING STANDARDS!**

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

**1961 Morgan Plus 4 Four Seater** – Tan body/Irish Green wings, Tan leather // **LEFT-HAND DRIVE**

**1960 Morgan Plus 4 Drophead Coupe, Grand Lux** – Ivory on Regency Red, matching Red leather interior // **CONCOURS QUALITY!**

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

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

**1952 Morgan Flatrad Plus 4 Roadster** – BRG body/Black wings, Black leather interior // **SIMPLY SPECTACULAR**

**1929 Morgan/GN Blackburne Aero** – Single seater, racing history // **ONE OF A KIND**



### OTHER MARQUES

**1984 Land Rover Defender 90**

**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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**DENNIS GLAVIS**

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Authorized Morgan Motor Car Dealer



## Choose Three *By Dave Doroghy*

What is the quintessential British Car? Before you say that is an impossible question to answer, I'll make it a bit easier for you. Choose three. And I'll help you a bit more – quintessential means perfectly typical or representative of a particular kind of thing. I am working on a writing project that requires some thought to given to just that brainteaser. What three cars best represent the British car industry over the past 150 years? I know that the question is short on criteria. You may answer it different coming from an engineering angle than you would from a style angle, or family lineage ownership point of view. At any rate I have chosen my three and since this is our club's magazine it should come as no surprise that one of them is a Morgan.

The craftsmanship that goes into making them, the Morgan families old fashioned values and commitment to quality and many of the innovative features that have been introduced over the decades to Morgans all contribute to it winning a place in my heart as being the Quintessential British Car. But the most important factor in my heart is the styling. A Morgan just has the United Kingdom oozing out of it. Maybe that is why when you first walk into Van Dusen Gardens for the All-British Field Meet, the Morgans are parked front and center at the entrance to the show.

Next, I would choose the Austin Mini. If a Morgan was a car that you aspired and dreamed of owning one day in the distant future, then the Mini was a car that was probably within your reach at the time. A practical small family car. One with a back seat that even came in a station wagon (Countryman) model. I always felt that the minis were the predecessor to the incredibly popular Honda Civic of the 1980's. Mini's were tiny, practical, good on gas and nimble. Unlike their Japanese counterparts, they looked great with a Union Jack painted on their hoods. Maybe it was seeing them appear in early episodes of Coronation Street or could it be that the lady who owned one that lived down the block from us had a British accent; but I have always thought of the Mini as a British as the Parliament buildings.



Finally, I would choose the MG. But should there be a second sports car on the list? With so many other types of cars to choose from that were manufactured in Great Britain, why did I choose the MG. I guess that it all boils down to romance and styling again. Back in high school the guys that drove old MG's dated the prettiest girls and were likely the star players on the basketball team. I held neither distinction and always wanted one of these exotic cars from the land of Queen Elizabeth and Sir Winston Churchill.

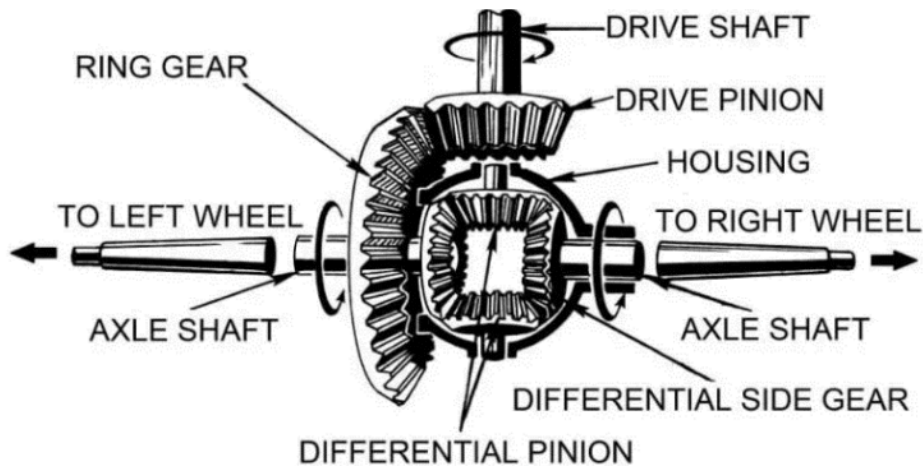


So, there you have it my list. Nothing extraordinary or earth shattering there but if only three British manufactures could be displayed at the upcoming Victoria Day weekend car show I'd choose those three. I also like alliteration and choosing Morgans, Minis and MGs seemed like a natural. It would probably be more scientific to look at a list of all the different cars makers in the UK and break down exactly how many units each company manufactured for domestic and export purposes. Or to dig deeper into what companies introduced new features into their models and which companies followed and copied them. Or maybe I am going down the wrong path and I should be looking at what cars the Royal Family were mainly chauffeured around in. I really would be interested in your thoughts. I'll be wandering around the Rhododendrons at the car show next in May and when I run into you, I'd like to hear your three.



(Steve Blake photos)

# SHOP TALK



## What's the Diff?

*By Chris Bright*

The differential is one of the least understood systems in a vehicle, yet this ingenious device is one of the most critical for power delivery and driveability. A great many can describe how an internal combustion engine, transmission, or suspension works. Not the case when it comes to differentials!

This article aims to provide a working knowledge of them including their design, history, and different types. By the end, hopefully, you will have a deeper understanding and appreciation of the critical role they play in making our cars safe and fun to drive.

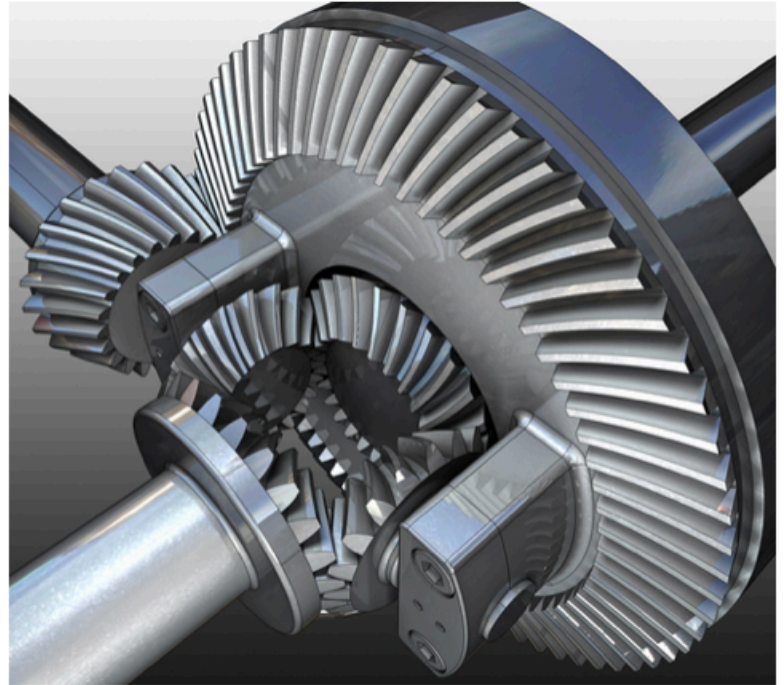
### The Basics

The differential, a.k.a. the “the diff” or “rear-end,” is the final system in the drivetrain. The name comes from the fact that it *differentiates* the power that goes to each wheel. A diff takes the power generated by the engine, after the transmission has converted it to match the vehicle’s speed, and applies it to the axles which drive the wheels. It accomplishes this by using gears to rotate the power delivery by 90 degrees through the perpendicular rear axle, then on out to the wheels.

A differential is a complex beast solving a complex problem of torque, rotational mass, and weight transfer, caused by the fact that the inner and outer wheels travel different distances in a four-wheel vehicle. If power were delivered equally when cornering, the inside wheel would hop in a corner under power and would resist the steering input. Net result: the car would be virtually undriveable at speed and would understeer like crazy.

Differentials look like an M.C. Escher drawing when you get a glimpse inside; gears and teeth are going in every direction. In a basic configuration, the power is transferred to the rear axles by the following four gears:

- *Pinion (or drive) gear* - Attached to the end of the driveshaft and looks like a swirly, soft-serve ice cream cone.
- *Ring (or driven) gear* - This receives the power from the pinion and converts the power by 90 degrees to align with the rear axle.
- *Spider (a.k.a. satellite or planet) gear* - The spider gear is the crux of the differential. The bevel gears allow the power to transfer to each axle individually to compensate for their different lengths of travel.
- *Side gears* - These bevel gears are attached to each axle and receive the power from the spider gear(s).



**3D Rendering of an Open Diff**

The configuration is clever and tames power delivery to the wheels.

## History of the Differential

Differentials were invented long before automobiles, with simple mechanical versions going back to ancient Greece and China. The precursor to the automotive application was patented by French watchmaker [Onésiphore Pecqueur](#) in 1827 for use on a steam wagon, followed closely in 1832 by an English patent by [Richard Roberts](#) for “gears of compensation” for “road locomotives.”

Automotive pioneer [Karl Benz](#) applied a simple differential designed for bicycles that worked with chain drives. An Australian named David Shearer used a gear-driven differential on a steam car in 1897. The technology wasn't adopted at first, with many early cars delivering drive to just a single wheel, giving way to a solid axle design.

In 1932, [Ferdinand Porsche](#) commissioned German engineering firm ZF to build a limited-slip differential (LSD) for the Auto Union Grand Prix car to improve performance. The LSD (again, more on what that is, in a sec) was commercialized by General Motors, and is known in the U.S. by its brand name Positraction (“positive traction”), or “Posi” for short. It was introduced in 1957, and made famous by the movie [My Cousin Vinny](#). Similar systems were available by other automakers under other trade names. It became a popular feature in Muscle Cars of the 60s and 70s.



## The Different Diffs

Differentials, as with most assemblies, have evolved significantly over decades, from the rudimentary to the sophisticated. For the most part, it is one-way traffic, with a car of a specific era utilizing the most advanced version of its day. Occasionally engineers and automakers have taken a step backward in a bid to compromise between different design specs, but this is a rare exception indeed.

**Solid Axle or Spool.** As simple as it gets. One gear between the driveshaft and the axle that drives an axle and operates as a solid piece, although some use half-shafts. This makes a car understeer and lose traction, not something that is typically beneficial!

In some cases, a differential isn't needed. Drag racers and vintage Indy Cars are good examples of how power delivery to the wheels is not compromised by both wheels getting an equal amount of power. The trade-off is that the car is lighter and more reliable. Famously, Porsche used a spool axle in the Porsche 962, allowing them to drive back to the pits, which is not possible with other configurations.

**Open.** This allows the power to freely transfer to the wheels through the differential. Common in older cars, the open differential has a major weakness: If one of the wheels has little traction, i.e. is slipping. In that case, the differential will send all of the power to the slipping wheel, so the car just sits and spins its one wheel and the car goes nowhere. Pretty common in the old days during a snowstorm.

**Limited-Slip.** Currently, this is the most common type in use. The main difference is that if one wheel starts slipping, a mechanism will limit the power going to that wheel. This means the car has a single wheel doing the job of propelling the car -- a good thing! Several technologies have come along for LSD. There's the "clutch pack" that operates using friction plates, as well as "cone," "hydraulic locking type," and Torsen(r).

**Electronic.** The modern variant is to not allow "stupid" mechanical systems and enable "smart" computers to do the job. In the same way that ECUs (electronic control units) can map ignition, they can also map traction. If you think of a modern sports car with different "sport" settings, these control suspension, and differential mappings accommodate high performance or comfort as the operator desires. It's a huge advancement brought forth by racing teams from Formula One on down, but they are spendy and do not offer much benefit outside of performance driving.

## Diff Vocabulary

As we conclude, just a few more items to note that we would be remiss to ignore. Here are a few common terms to remember about differentials:

**Rear-axle (or Rear-end) Gear Ratio.** The ratio between the ring and the pinion gear represents how far the rear axle turns for every revolution of the driveshaft. If the pinion has 10 teeth and the ring has 40 teeth, it takes 4 turns of the driveshaft to propel the axle one complete revolution. This would be expressed as a gear ratio of 4.0:1. Adjusting the rear-axle ratio can change the characteristics of how the power is delivered, optimizing for top speed, highway cruising speed, or high torque, for example.

**Transaxle.** An integrated system that combines the differential, transmission, and axle into a single assembly. It is commonly used when the engine and the drive wheels are co-located, e.g. front-engine and front-wheel drive or rear engine and rear-wheel drive. However, it was used often in racing and sports cars to balance the weight distribution, and was a common way to achieve 50/50 weight distribution between the front and rear axles. The transaxle was first used on a 1934 Skoda Popular, and then in the groundbreaking Lancia Aurelia.

**Locked Differential (or 'lockers').** In certain conditions, the driver may want the wheels to receive the same power and turn in unison, so some differentials can be locked to do just that. This is common in offroading and 4x4s when crossing rough terrain or slick conditions at low speeds. It's also popular in the sport of drifting.

That is a primer on differentials, but for those in the know, there is an endless amount of adjusting that can have transformative effects on how a car handles, especially in race conditions. Hopefully, this provides an appreciation of the value of differentials so that you can explore them on your own, or with your trusted mechanic's help.

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Morgan Motor Company ran a contest in 2014 to find a unique creative advertising design for the Morgan 3wheeler. Even though the contest and results are dated, the designs are timeless and worthy of us showcasing them. Over the next 8 issues, we will show the top 8 design award winners. This month we print the introduction and the first place winner, Germano Vieira.

The Creative Invite to design an advertisement for Morgan Motor Company using Autodesk software and sponsored by the Hewlett-Packard Company (HP), together with NVIDIA resulted in an incredible array of submissions from designers all over the world, including Russia, United Arab Emirates, India and Afghanistan.

All participants were given the opportunity to incorporate Autodesk Inventor, Autodesk Showcase and Autodesk 3ds Max Design into their own unique advertisements to create a spin on the famed Morgan 3 wheeler.

With almost 100 submissions from the Talenthouse community, the Judging panel had their work cut out. The decision makers were Andrew Cresci (General Manager, NVIDIA), Matti Rogers (Publisher, MOG Magazine), Jon Wells (Senior Designer, Morgan Motor Company), Sean Young (World Segment Manager, Product Development & AEC, HP) and Marion Landry (Technical Marketing Manager, Autodesk).

The decision to choose a selected artist was a truly difficult one, given the high quality, professionalism and attention to detail showcased in the pool of submissions. In the end, the selected artist honor went to **Germano Vieira, a 3D Artist/Architect from Oporto, Portugal, for his take** on the history of the Morgan Motor Company with an elegant and beautiful ad titled *Technology with History*. In addition to having his design featured in a Morgan Motor campaign, Germano will receive \$5,000, an HP Zbook 17 Mobile Workstation with NVIDIA Quadro graphics valued at \$4,400, exposure for his design, together with a host of Morgan Motors goodies and merchandise. But THAT'S NOT ALL!! As a surprise addition, Germano will also be flown to England to the Morgan Motor factory in Malvern, Worcestershire on June 9, 2014 for a private dinner with the team, to see the unveiling of his design and to be given a tour of the factory. Congratulations Germano!!!

The Runner-Up position was given to **Pavel Huerta from Guatemala for his design “Morgan 3 Wheeler: Modern Look, Same Spirit”, while Murtaza Ahmed from Pakistan from named as the Highest Voted Winner for his entry *Heritage Is Timeless and So Is A Morgan 3 Wheeler*.**

We asked the Judges to say a few words about the chosen designs. Matti Rogers of MOG Magazine described them as follows:

**Germano:** *Simply awesome. Atmospheric rendering with clever subtle reference to its heritage. Advert composition is simple and effective. The perspective and angle chosen to capture the car shows the vehicle in a dramatic and positive light and the chosen specification is pretty much how I'd have mine!*



MORGAN 3 WHEELER. SINCE 1909.  
TECHNOLOGY WITH HISTORY.



MORGAN MOTOR COMPANY



## MORGAN PLUS

### Introducing the latest In Depth films

With the latest Morgan Plus models now reaching Morgan dealerships throughout Europe, we've taken the opportunity to release our latest instalment of "In Depth" films. To help provide a comprehensive run down of the Plus Four and Plus Six, we've enlisted the help of presenter and Morgan owner, Alex Goy.

Use the links below to learn about the latest Plus models, and to arrange a viewing and test drive at your nearest Morgan dealership.



**Morgan Plus Four In Depth**



**Morgan Plus Six In Depth**

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

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

### **MORGAN PLUS ENQUIRY**



# One-Off Morgan Plus Four Spiaggina Is Ready For Fun At The Beach

*By Anthony Alaniz*

Morgan has built a one-off Plus Four for a prominent collector of the company's cars. It's called the Spiaggina, which roughly translates from Italian as beach car or cruiser, and the special Morgan looks the part.

Morgan based the Spiaggina on the Plus Four, with the company's steel chassis underpinning the build. However, the company made some big modifications to meet the customer's requests. The most striking feature from the outside is the handcrafted fringed aluminum canopy. It folds upward like wings, with Morgan lining it with basketweave leather.

The company uses the same leather material for the seats and interior trim, taking inspiration from vintage Spiaggina models. Morgan paired the material with a liberal amount of teakwood throughout the cabin. The Spiaggina features rear seats that can fold flat to form a rear boat deck, which features a cork inlay, perfect for carrying all your beach-going equipment.

Morgan completed the one-off commission in 2022, but it's just now revealing it to the world. The company actually updated the Plus Four for 2023, making significant changes to the cabin with the superformed aluminum dashboard, an optional cupholder, and an eight-speaker Sennheiser sound system. The model also got upgraded dampers and suspension bushings, electronic stability control, airbags, a glovebox, and more.

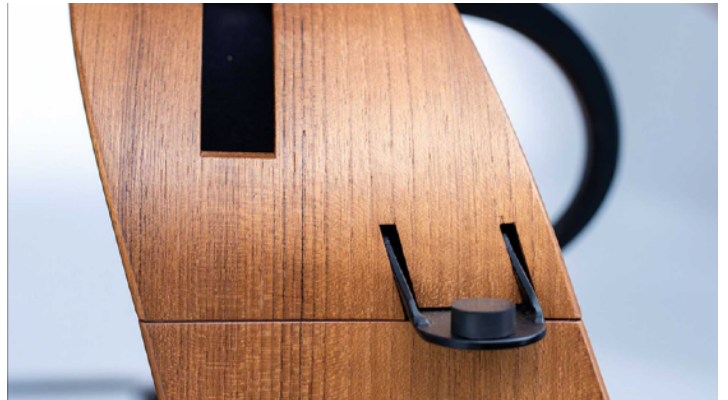
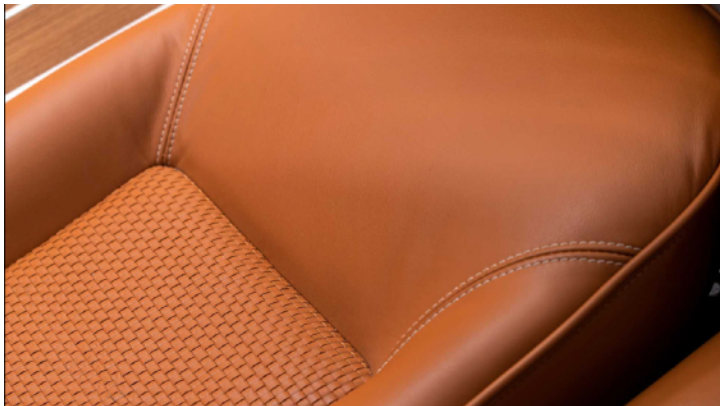
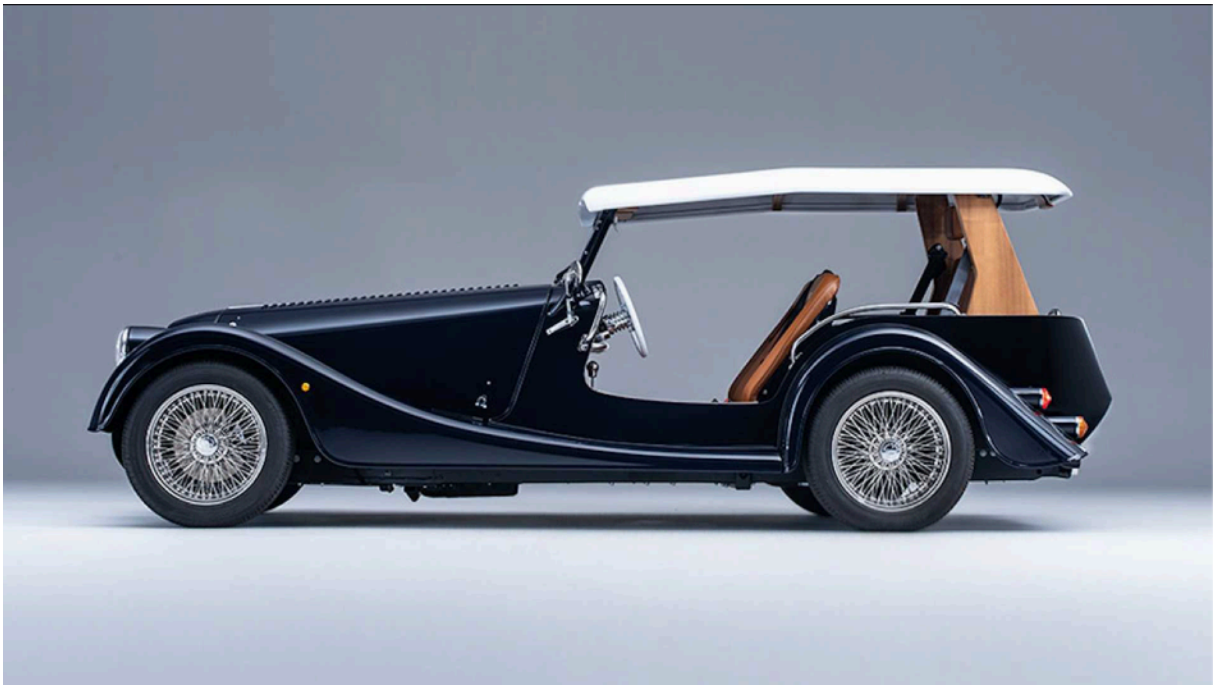


Morgan didn't detail the powertrain, but the unique Plus Four likely uses the BMW-sourced turbocharged 2.0-liter four-cylinder engine found in the model. It makes 255 horsepower, enough to send the car to 60 miles per hour in under five seconds.

The company has been highlighting its customization options as of late. In November, the company debuted a one-off Morgan Super 3, which showcased the company's personalization capability. It collaborated with Orlebar Brown, the swimwear brand, on the build. The three-wheeler featured custom laser-cut luggage racks, custom fabric in the cabin, and other touches that integrated OB's colors into the design.

The Morgan Plus Four Spiaggina might not fit everyone's tastes, but it is a gorgeous callback to the beach cars from the 1950s and 1960s that cruised Europe's sandy shores. Morgan's recent push highlighting its personalization efforts might hint at more one-off creations from the company.

(Morgan Motor Company photos)



The Morgan Link

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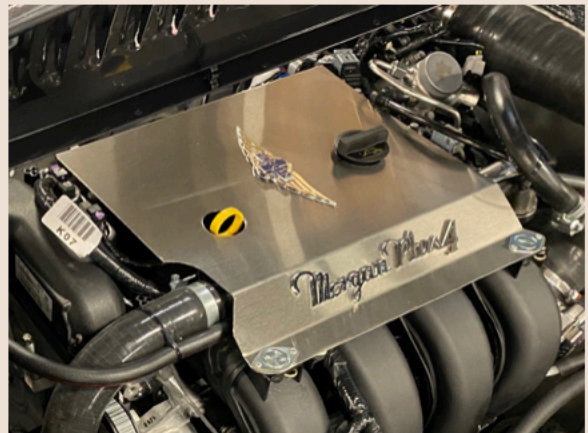
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(Thanks to Roger Mulloy)



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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*

Robert/Roberta Cowell has a Morgan connection through one of his automobile companies. After WW2, Morgan Motor Company was getting back into automobile production. Morgan sold 56 chassis to coachbuilders or garages who would build bodies to the specifications of their customers. One of these rolling chassis was supplied to Motourist in London which sold it to Leacroft Sheet Metal Works of Egham, owned by racing drivers Gordon Watson and Robert Cowell.

The single Morgan coming out of the Leacroft works is a 1949 Morgan 4/4 with body by Leacroft and reputedly carries the registration plate NEH 1323. The story of Cowell's incredible life is told below by Matthew Bell.

## 'It's easier to change a body than to change a mind': The extraordinary life and lonely death of Roberta Cowell

*By Matthew Bell (Courtesy of the Independent - October 2013)*

Cowell had been a racing driver, a Spitfire pilot and a prisoner of war – but her biggest challenge was to become the first person in Britain to undergo gender-reassignment surgery

Two years ago, a 93-year-old woman died alone. She was found lying on the bedroom floor of her sheltered-housing accommodation in west London. The flat was so cluttered that the wardens struggled to remove her body. Half-a-dozen people attended the cremation, and news of her death did not spread beyond Twickenham. This is not how Roberta Cowell should be remembered. Yet, in a way, it was the ending she chose, after leading one of the most extraordinary lives of the 20th century. Before withdrawing from the world, she had been a racing driver, a Spitfire pilot and a prisoner of war. She had also been a man.

"Betty" Cowell was the first known person in Britain, and among the first in the world, to undergo pioneering gender-reassignment surgery, in 1948, before more famous cases such as April Ashley and Christine Jorgensen. Before the war, as Bob, she (Cowell herself joked in her autobiography that one of the trickiest parts of undergoing gender reassignment was knowing which pronoun to use) had been a racing driver, competing at Brooklands in Surrey and in the Belgian Grand Prix. Later, Cowell became a fighter pilot, flying Tiger Moths and Spitfires. When her plane was shot down, she was captured and interned in Stalag Luft I.



We will return to her heroic achievements in a moment. But first, the present. This is the first time Roberta Cowell's death has been reported in any newspaper. So complete was her withdrawal from public life that even her own children did not know she had died, until contacted by The Independent on Sunday. The fact that Roberta's death went unremarked upon for two years –she died on 11 October 2011 – is in itself remarkable in an age of global communication.

We tracked down Bob's two daughters, who last saw their father in 1948, the year he separated from their mother to undergo gender reassignment. Anne was six, Diana four. They have clear memories of waving their father off on the side of a race circuit. They would never hear from him again. Their mother remarried and had three more children, and Anne and Diana were brought up by their grandparents. Cowell's father paid for them to be sent to boarding school, and Roberta cut off all contact. Even years later, she would ignore all approaches.

This was a source of great pain to her daughters. Now 71 and 69, they were shocked to learn of their father's death. "I have never sobbed like that," says Diana when we meet. "I didn't realise that pain was still there. What our father did has always had a great bearing on my life. The way I used to cope was by flying into fantasy." Anne, her elder sister, took a more detached approach. "I felt that if someone hurt me in life, I didn't want to have anything to do with them," she says. "It was easier to shut them out."

While Anne, being older, was told what had happened at the time, Diana did not find out until later. "Nobody told me about the sex change," she recalls. "I read about it in a newspaper. They were trying to protect me. But it was the biggest shock of my life. I must have been 12 or 13. The worst thing was that suddenly, I knew this was reality. Your father's not coming back to you. Ever. And that's why it hurt so much."

Robert Marshall Cowell was born in April 1918, one of three children of the prominent London surgeon Sir Ernest Cowell and his wife Dorothy. His upbringing was typical of an upper-middle-class family of the period: strict, religious and unforgiving. A chubby child with glasses, Bob was nicknamed "Circumference" and "Bottom" at school. He was left-handed, but forced to write with his right hand.

From an early age he was obsessed with cars, and showed great mechanical ability. He would sneak into the pits of the banked Brooklands circuit, near his family home in Croydon, to help the mechanics. He soon became a racing driver, and joined the RAF as a pupil pilot in 1935. In May 1941, he married Diana Carpenter, who he had met at London University. She was also a racing driver, and like him had a degree in engineering. They had two daughters: Anne was born in July 1942, Diana in August 1944.

So far, so conventional. What happened in the years immediately after the war was anything but. In the autobiography she published in 1954, Roberta describes a feeling of restlessness and dissatisfaction, and a sense that her life was "pointless and empty". She began to realise that her excessively masculine life up to that point had been an attempt to hide "what I knew deep down inside me though not consciously: my nature was essentially feminine and in some way my world was out of joint". Months of psychoanalysis and tests confirmed that "my unconscious mind was predominantly female".

Physically, she also felt different. She was examined by a Harley Street sexologist, who gave his opinion that her body showed prominent feminine sex characteristics: "wide hips and narrow shoulders, pelvis female in type, hair distribution and skin female in type". Other female traits included "the absence of laryngeal relief (no Adam's apple) and a tendency of the lower limbs to converge towards the knees. My breast formation was examined and judged to be typically feminine though very little developed."

The origin of these discrepancies is unclear. Whether she was born with them, or whether, as she suggests, they were caused by "a series of emotional upsets", is impossible to know. In her book, Cowell explains that she had a unique medical condition that meant she was essentially a woman in a man's body. But amid the ignorance and confusion surrounding intersexuality, other theories abounded. Anne and Diana recall being told that Bob had changed sex as a money-making scheme. "Our father was always coming up with business ventures," says Anne. "I remember our uncles and aunts said he did it to make money, to sell his story."

Though an apparently ludicrous suggestion, it is corroborated by others. Ronald "Steady" Barker, a motoring journalist and near contemporary of Cowell's, who worked for one of Cowell's three automotive firms after the war, recalls a similar theory. "Bob took part in the first Brighton Speed Trials with a whole group of other young men who had come in from the war," he recalls. "They were all talking in a bar after the event about how boring life was, and how could they make life more exciting? One of them went on to smuggle watches from Switzerland and ended up in jail for two years.

But Cowell said: 'I reckon that there's a lot of money to be made by someone who's willing to have their sex changed.'" The Times reported that the Picture Post paid Cowell £8,000 for her story, the equivalent of £185,000 today, and that the autobiography netted Cowell a further £1,500 (£30,000). A large sum of money, but the fact that Cowell didn't sell her story until three years after she had legally become a woman suggests it was an unlikely motive.

What we do know is that Cowell had a traumatic war. Despite being deemed unfit to fly by the RAF in 1935, because of recurring motion sickness, Cowell was determined to become a fighter pilot and spent the first two years of the war in a series of frustrating training and engineering posts, including a stint in Iceland. When, eventually, she was transferred to the RAF, she was still suffering acute sickness.

Cowell flew Tiger Moths, Spitfires and Miles Masters, and knew that every day could be her last. "Narrow escapes were a daily event," she writes. "Several of my closest friends were killed, and I regarded it as just a matter of time as far as I was concerned." On one occasion, coming back from a long-range mission with one other plane, which had been shot down over the target, she lost all radio contact in thick cloud, and had to find her way home alone. She narrowly avoided crashing into the sea, landing on cliffs just as the fuel ran out. Later, she got the bends during training for high-altitude flying, and on one occasion blacked out at 40,000ft over Belgium. Miraculously, she regained consciousness in time to hear the radio operator, who guided her back to base.

In November 1944, her plane took a direct hit over Germany, and Cowell survived a crash landing, was taken into captivity, and ended up in Stalag Luft I. The conditions were appalling, food limited and clothing in short supply. At one point, there was so little food that prisoners were forced to eat the camp cats – raw.

When the war was over, Cowell set up a number of businesses around Surrey, mostly k motoring-related. By 1946, she had started racing again, driving top marques such as Altas, Maseratis and Delahayes. But the bravery Cowell had demonstrated in flying and driving would now be channelled into a very different part of her life. For three years, Cowell underwent psychoanalysis, medical examinations, and eventually surgery. As her autobiography relates, the transformation was a long and difficult period. People would point, stare and openly debate whether she was a man or a woman.

During this time, Cowell met Lisa, who would become her lifetime companion. Lisa supported Roberta throughout the transition, and they lived together on and off until Lisa's death at the end of the 1980s. Cowell also became friends with Michael Dillon, a physician who had been born female and was the first trans person to undergo phalloplasty. Dillon performed the initial operation on Cowell to remove her testicles, in 1948, which was illegal at the time. This allowed her to be certified by a gynaecologist as intersex, and for further surgery to be carried out. On 15 May 1951, she had a vaginoplasty, conducted by Sir Harold Gillies, a leading pioneer in plastic surgery.

Cowell returned to racing with some success in the 1950s, winning at Shelsley Walsh Hill Climb in 1957. The following year she acquired a De Havilland Mosquito, in which she planned to cross the Atlantic. Sadly, the project stalled and later that year Cowell was declared bankrupt. The plane was left to rot, and was scrapped in 1960. Cowell continued to race and fly, logging 1,600 hours as a pilot, but said: "Driving is what I do best. Jet planes don't have personality the way racing cars do."



Financial problems caused her to race less, and in the 1970s, Betty, as she was then known, tried to write another book to generate funds. In her last interview, in 1972, she condemned other trans people, and criticised the "permissive society", warning others not to follow in her footsteps. But the book was never published, and she withdrew from public life.

Jane Ormerod was one of the last people to know Betty. She and her husband Russell met her in 1986 when they moved to Richmond, and their gardens abutted. Betty later moved back in with Lisa and her 40 cats, but Jane remained a loyal friend to Betty until her death. Her husband was Roberta's executor. "I feel very lucky to have known her," says Jane. "She was an extremely private person, though she could be garrulous after a glass of wine. She loved to talk about her racing, and flying, and her dream was that she would fly again. Betty would always say she was not a eunuch, she was unique." Ironically, given her wartime experiences, Betty ended up looking after Lisa's many cats.

In 1990, after Lisa died, Betty moved into the flat in nearby Hampton where she would spend the rest of her life. She is remembered by neighbours as reclusive and private, though her past was occasionally referred to. Ivy Mason, who lives next door, says she always kept powerful cars. "She always had an expensive car, a big black one," she recalls. "She had been tall, but walked with a stoop. She painted her nails red and wore red lipstick, and wore a big brown wig."

David Alderson, who runs the local garage, would often talk with her about her racing days. "She'd bring her car in for its MOT, but by the end, it would only cover the two miles between tests," he says. "We became friendly and I offered to take her to Brooklands once, but she just said, 'I don't think so, dear.' She was a strong lady: very proud and independent."

Jane Ormerod was Betty's last friend, but even she was not party to details of her past. "We had no idea what had become of her children, as she never talked about it. But she was always very interested in my children. I have two daughters too, you see." Betty was "much diminished" towards the end. Her spine was bent double and swollen legs made walking almost impossible.

Anne and Diana were obviously saddened to learn of their father's death, but the news has brought a kind of closure. "It's a relief to know something at last," says Diana. Two years ago, she experienced a strange feeling that something had happened, but didn't know what. Both married young and had their own families. "I was 17 when I got married, and had my first child at 18," says Diana. "I think part of me wanted to prove that there was nothing wrong with me." Years later, one of Anne's daughters found Betty's address and wrote her a letter. "She never had a response," says Anne.

Anne and Diana's mother died in 2006. Her daughters say she was shocked and humiliated by her husband's decision, and rebuilt her life as quickly as possible. Despite the hurt Cowell caused them, Anne and Diana are immensely proud of their father. "He stood up for himself," says Diana. "He did what he felt was right. And what can you do? I think his actual words were, 'It's easier to change a body than a mind.'"

Both daughters wish they could have met Betty in later life. "I just think it's sad we could never be friends," says Anne, "especially now we know that at the end she died alone in sheltered housing." "She was an extraordinary woman," says Diana. "I would have loved to have been with her before she died, and said, we are your family, and whatever happens there is a bond that nothing can change."

Betty's funeral was attended by the Ormerods and two neighbours. On her instructions, there was no publicity. When Jane was clearing out the flat, she came across a large enamel sign, which Betty had had made for her last business venture. It was white, with "Roberta Cowell Racing" in bright-red letters. "It was a lovely thing," says Jane. "There were no flowers, as Betty had wanted, so we put that over the coffin instead. It seemed appropriate."

From the Morgan Oasis Garage

By Cuthbert J. Twillie, Proprietor

Box 1010 - North 51, Terrace

Hoodsport, WA 98548

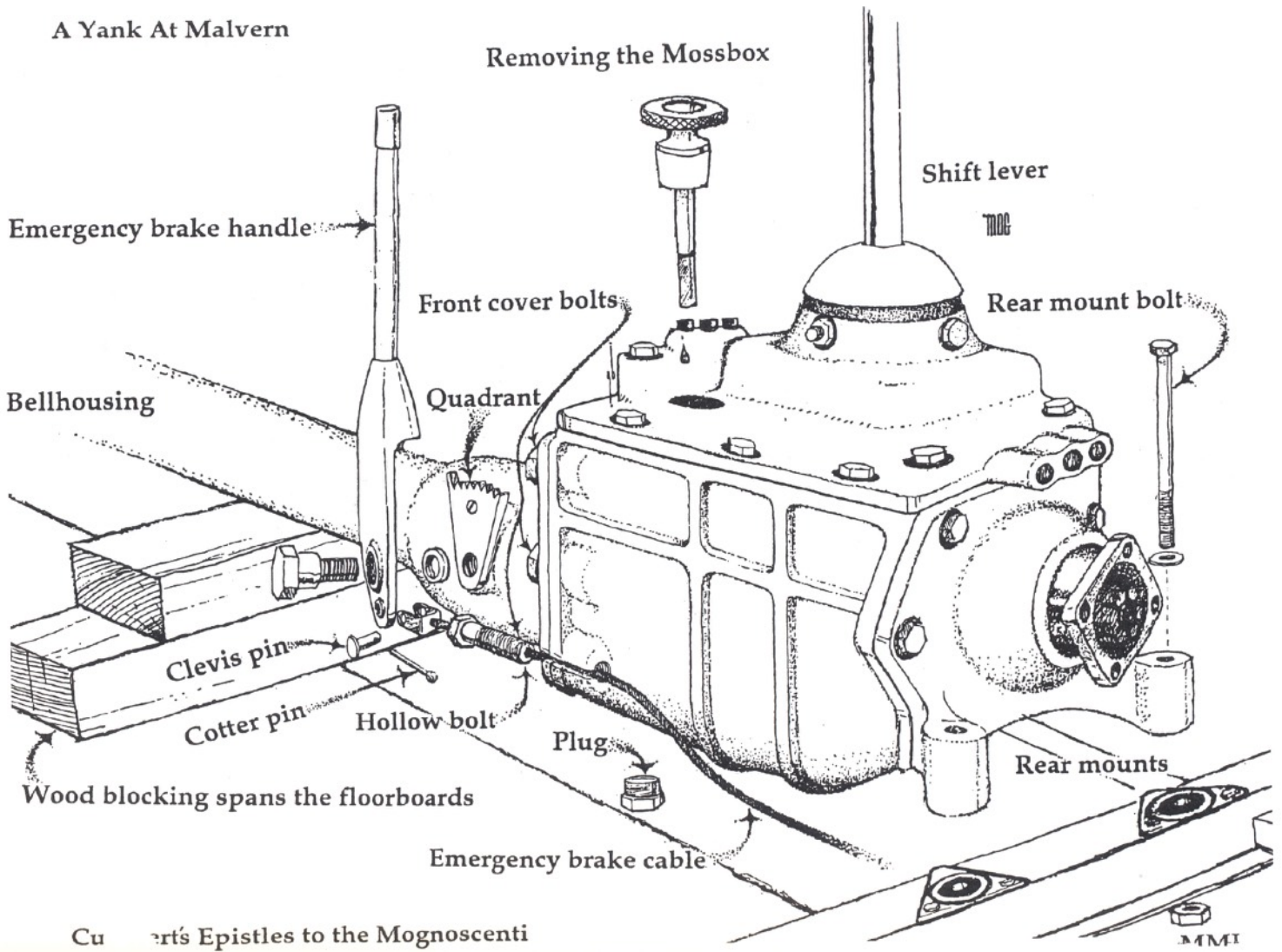
(360) 877-5160



## Removing a Moss Gearbox from a Plus 4

The Easy Way!

By Cuthbert J. Twillie



Recently a Moss-box from a '66 Plus 4, 4 seater in my shop needed to come out to go to a rebuilder of gearboxes. The wrench at this shop says he does a few Jaguar boxes a year and a Morgan about once a year. I think that maybe I could stumble around and manage to put a Moss-box together. I have the good Jag gearbox manual and the Fred Sisson instructions. BUT, a Moss-box is too precious to practice on. Here is the perfect time to leave it to the professionals. It is not the time to let pride goeth, . . . as the fall will surely come.

The gearbox had to come out to go to the shop in Seattle, and that could certainly be done in my shop. I had never removed a gearbox from a Morgan while leaving the engine in the car. I believe I'd heard it could be done, and it ought to come out that way. And so it was, and did.

This is the sequence I used, and now that it's out I can see how the sequence may be altered for even a smoother extraction.

The emergency brake cable must be removed from the bell-crank on the left rear axle. Remove the left rear wheel and reach in and remove the cotter pin from the clevis pin end of the cable, remove the clevis pin and the cable is off. Now put the wheel back on, and move into the cockpit. Remove the seats, the rear and front tunnel covers, the screws that fasten the tunnels to the floorboards, and then remove the tunnels. I took off the shift lever which greatly simplifies getting the front tunnel up and out of the cockpit. A bolt running athwartships at the base of the lever is removed and the lever comes off easily. Now is a good time to drain the gearbox by removing the plug at the forward end of the bottom of the 'box.

It may not be absolutely necessary to completely remove the propeller shaft. I did 'cuz the gearbox has to move rearward, and I wanted the room. Removing the eight bolts that fasten the propeller shaft are probably the hardest work in the whole procedure, but worth the effort I say.

Now at the forward lower left side of the gearbox is a hollow bolt that the emergency brake cable passes through. There are two other bolts on the left forward side. In order to remove these bolts the emergency brake lever and the quadrant between the lever and the bellhousing must be removed.

This is the best time to remove the two rear bolts that pass through the rear mounts. With these removed the rear of the gearbox may be jacked up till the gearbox will clear the chassis crossmember, thus allowing the 'box to move rearward and out of the muff coupling. When the 'box is high enough to clear, wood pieces are laid across the floorboards ( under the bellhousing ) to keep the engine and transmission at the correct height, allowing the gearbox to move rearward over the crossmember. Also these will be needed to keep the engine and bellhousing off the floor. The rear mounts are on the gearbox case, and it's outta there.

Now with the removal of the six forward bolts holding the 'box to the bellhousing the transmission will come out. I used two lengths of nylon belting



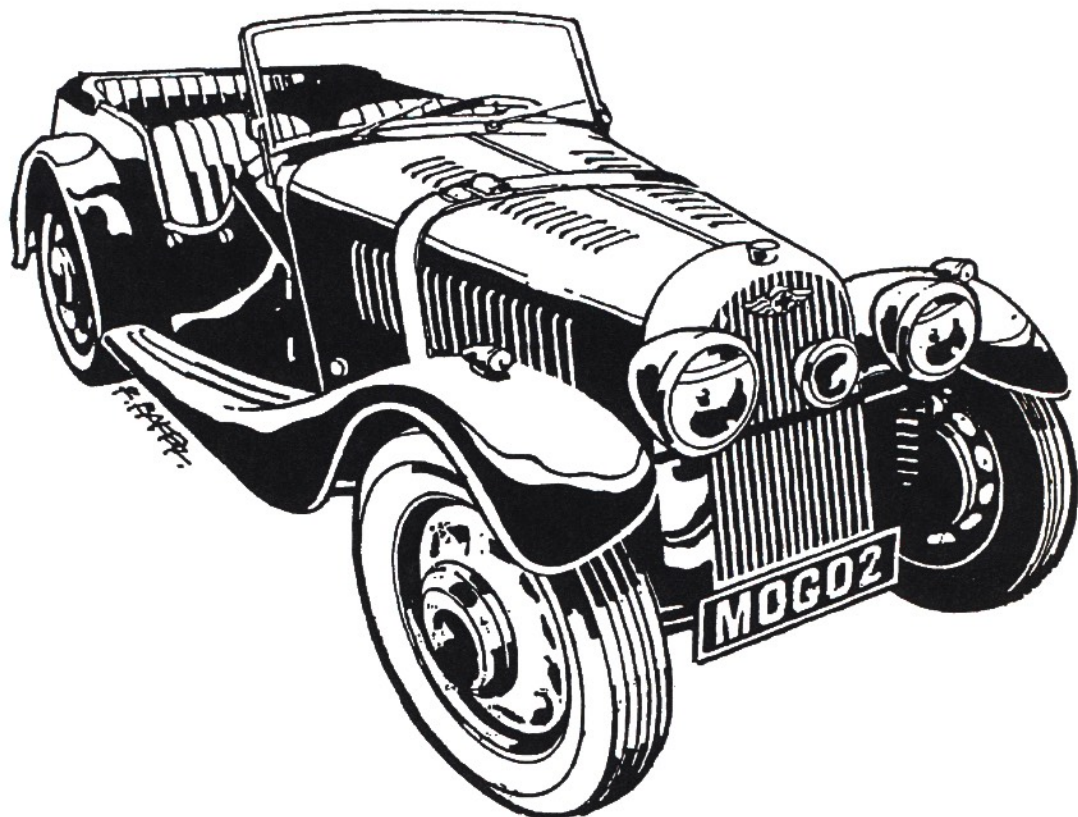
under the top cover bolts and these were hooked to a come-along. I lifted the gearbox a bit and convinced the 'box rearward with a soft hammer till it came loose enough to wedge it out with wood pieces. Actually it came out easily. I thought it was going to be much harder than it really was.

The come-along was suspended at a strong place overhead. The gearbox was cranked up to clear the car, and the car was rolled out from under so the 'box could be lowered to the shop floor.

The "Shop Manuals" always say "to replace the whatzis, simply reverse the procedure." I won't drop it on you like that. My next article will be a blow by blow description of how Cuthbert re-installed the scrumptious crunchy 'Mossbox'.

With the 'box gone I went into the cockpit and did a little of this and that. Cleaning and "wire wheeling" all the fasteners and then "painting" the threads with anti-sieze. Reaching in and cleaning the splines on the "first motion shaft" and then "painting" the splines with anti-sieze. Making a new gasket for the foreward end of the gearbox. Locating the precious pieces the 'box needs for the installation, like the special bolt that fastens the emergency brake handle and the small screw that holds the quadrant. I believe all the fasteners are British so it's better not to lose them 'cuz you ain't gonna find them at your local . . . .

*Cuthbert*



# Morgans in the Movies

By Steve Blake

## Top Kids

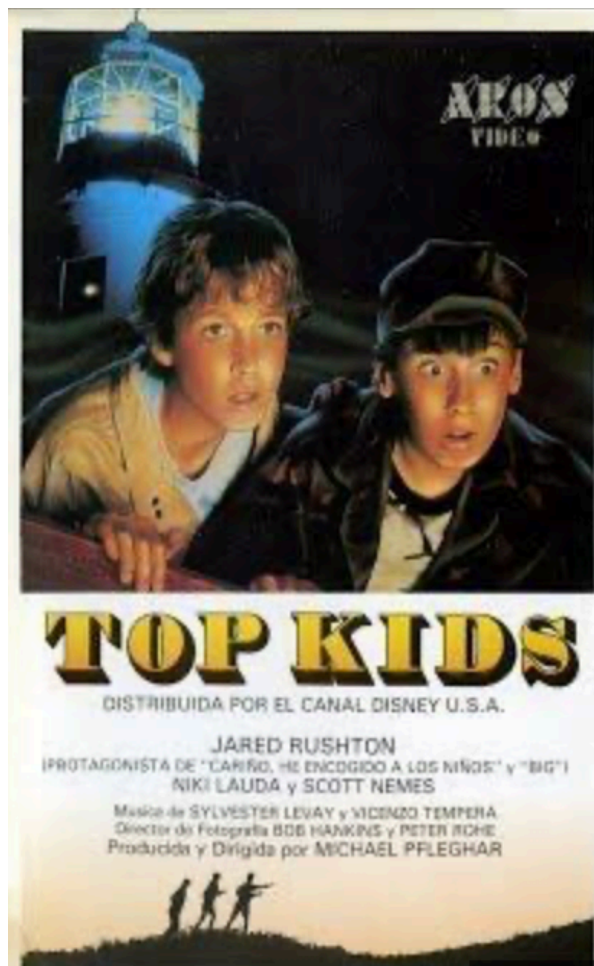
Starring Anthony Ko, Jared Rushton, and Scott Nemes

Also starring Niki Lauda as himself

Top Kids is a 1987 made-for-TV movie directed by Michael Pfleghar. The show is a humorous account of how some boys, with computer hacking skills, wire up an arcade game to work as a time machine. The movie looks at the history of the automobile and the boys end up taking Niki Lauda back to a race in 1904. You can watch the movie by using the following link.

<https://www.youtube.com/watch?v=21EgSYHjIWg>

The star for us is the 1920 Morgan 3-wheeler used in the race.



The Morgan Link

# Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Morgan Motor Company drone photos



## Morgan Fantasy Photos

Photos that capture the art of the Morgan. This month's photos are from the Morgan Motor Company's collection of Timeline Photos.





## “Looking Back”

Phil Johnson submitted an article on Morgan’s 75th Anniversary from April 1985 “Car Collector and Car Classics”

# the MORGAN 75<sup>th</sup>

by Win Sharples

Looking back, it was, of course, entirely appropriate that one would have to change trains at Oxford. The train out from London’s Paddington Station had been altogether far too grand to have been expected to bear us all the way to Malvern Link, by way of Charlbury, Ascott-under-Wychwood, Moreton-in-Marsh (“a small market town on the Roman Fosse way, complete with a set of stocks and the old Curfew Tower... King Charles the First once stayed at the White Hart Inn...”) and Honeybourne. And so it had left us, a bit bewildered, surrounded by a vast pile of well-traveled luggage and the precious souvenirs of our few days in London town, to seek for ourselves its far more modest cousin, while off it went about its way, self-importantly, without a look back over its shoulder or a hesitation in its pace.

But in due course the proper train appeared, and willing British hands appeared as if by magic to reach up to us a bag or two. So off we went aboard the Cotswold Line, quite soon to wend its way through those enchanted hills, beginning its day in the ancient univer-

sity town and ending it, well satisfied beyond a doubt, in the Welsh border town of Hereford, renowned above all things for its famed museum of Cider.

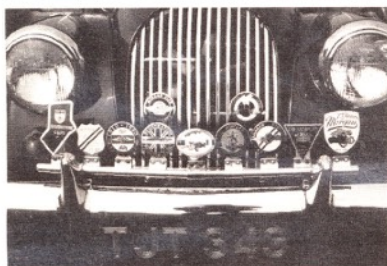
During much of the journey up to Malvern Link, a single track sufficed to bear the three sunny and pleasant cars past rolling hills, placid streams, and golden fields of wheat. My wife took to herself the task of scouting out the train’s north side where in due course the lovely Avon soon appeared to amble by; while I settled snugly down to view the sunny southern side, where soon the warmth settled into my inner soul and drew my thoughts both forward to the town that lay ahead and backwards into time. I thought, of course, of HFS.

The Morgan Motor Company can be dated back to 1909, founded by a most remarkable man, son and grandson of English vicars, who had begun his studies at the Crystal Palace Engineering College, apprenticed at the Great Western Railway works at Swindon

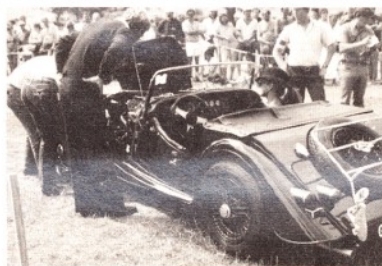
(fount of more than one sterling career in automotive engineering), and then most ingeniously contracted for himself, in the basement workshops at Malvern College, an original motorcar of his own design. He was aided and abetted in this inventive project by the college’s engineering master, a gentleman of the most delightful name of Mister Stephenson-Peach. The designer-builder of this automobile was Harry Morgan, but to all he was and ever shall be “HFS.”

We are told today that the car was meant simply for HFS’s own use, and nothing more, finding — as he did — those autos then available to him to be of less than satisfactory design. But, one thing led to another, and friends and friends of friends and then friends of those friends came to him to ask if they too might obtain one of these wondrous vehicles for themselves. And so, when no existing manufacturer could be found with the courage to take on so speculative a venture, young HFS,

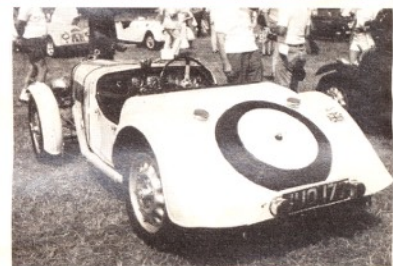
PHOTOS BY AUTHOR UNLESS OTHERWISE ATTRIBUTED



Prescott was a Christmas morning of chrome, brass and enamel — and no one took more pride in his clubs than this fellow.



Judging the Black Watch. Holland’s Kiel and Ingrid Kalf with their famed “Black Watch,” First in Class (Contemporary 4/4’s).



Built up from spare parts left over from prewar, this 1946 Le Mans Replica (one of six built) is the rarest Morgan of them all.



Morgan President, Peter Morgan, at his desk on July 25th, 1984. (John H. Sheally II photo)



Peter Morgan's personal car, the injected +8 (MMC 11), sits in front of the Morgan Works on Pickersleigh Road in Malvern Link. (John H. Sheally photo)



Morgans from all over the world park in front of the beautiful, vine-covered Abbey Hotel in Malvern, England, for the 75th Anniversary. (John H. Sheally II photo)

April, 1985

with the backing of his vicar father, took the challenge on himself.

HFS was, of all things, an eminently practical man, and so he began the Morgan at the rather irreducible minimum of two cylinders and three wheels with a stark, simple ladder chassis and a frame of Belgian ash. So was born the famed Morgan Trike (Purdy, along with many others, listed it among the ten greatest car designs of all time), with its Vee-Twin cycle engine incongruously, if pragmatically, perched out in front, valves whirring away for all the world to see, and with a simply wonderful economy of design that granted it from the beginning a superb power-to-weight ratio, which stood it ever in good stead.

Out of some deep corner of his soul, HFS had created a car that was not only eminently practical, available to the common if adventurous man, but also wonderfully competitive. Indeed, for decades it was virtually unbeatable not only upon road but also track and hill. Through its early years, invariably with HFS himself at the wheel, the car set an astonishing number of marks in a variety of tests, trials, and races throughout England and the Continent. And, although I am certain with no conscious plan, he also managed to create a car that had about it from the very beginning that indefinable but absolutely vital quality that we call style.

As anyone who knows the Morgan would understand, the most remarkable quality of this most remarkable man was the stubborn persistency of his vision. Having reached mid-stream, he knew quite well enough not to seek out another horse, but kept on producing these cars, year after stubborn year, with virtually no stylistic change whatsoever. Of course, beneath the bonnet there have been a number of significant changes (three wheels were one day joined by a fourth, and two cylinders yielded to four and ultimately eight), but no change was *ever* made merely for the sake of change and, God knows, *never* for the sake of fashion. And so one day the Morgan found itself alone, the last, as well as it had been the first, of the true sports cars. To this day, each Morgan is built with HFS's ingenious sliding pillar front suspension, the same frame of seasoned ash, the same achingly beautiful, long louvered bonnet, the same uncompromising shape meant to bludgeon the wind into stunned submission rather than to slice through it.

When the Morgan had been upon the earth for just short of fifty years, HFS left us. He must have known by then that his car was here to stay, and that as a craftsman, he had done his job. The future of his car he placed into the hands of his son, Peter, who had grown up beside it, his spiritual older brother, and to this day in his hands it has remained.

HFS's death, coming just short of the car's golden jubilee, brought with it a sad irony. Years ago, I remember the gifted lyricist Oscar Hammerstein telling me that he had broken, to his great regret, a cardinal rule of lyric writing in ending that lovely song from *Carousel*, "What's the Use of Wonderin'," not on an open vowel, but on the constrictive consonant of "... all the rest is talk."

our chance to cheer was not to be denied.

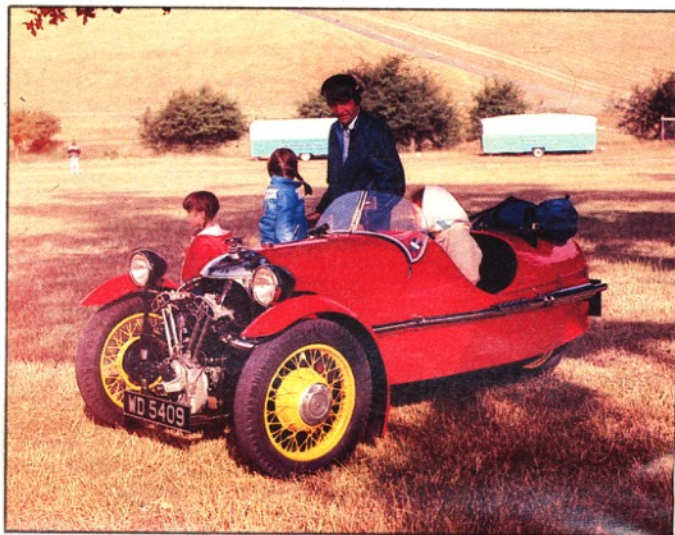
Then, with that, a lurch of the train, as it swung round the bend, brought me back to the reality of present. Along the track ahead lay Malvern Link and my confrontation with a legend that had nourished me for over twenty years.

When I had learned that there would be a celebration of the Morgan 75th, I had known immediately that I must go, but truly not precisely why nor surely what I'd find. But one thing I was certain of was that I'd see there countless friends. It has been a great delight of mine to correspond all over the Morgan world and to swap back and forth badges and momentos. And I had quickly learned that virtually all of these friends were coming. My own home base, the Washington, D.C., Morgan

Most of us from across the seas arrived a week before the meet, scheduled for the 27th and 28th of August, some quickly scattering to distant corners of the Isles with kids atow and underfoot, most of us heading for the venerable and wonderful Abbey Hotel, where our own room looked out beyond a frame of wind-stirred ivy upon an ancient priory whose bells were to sound us to sleep each night. Faces I had never seen before, except in faded photos, appeared in extravagant abundance and, incredibly, proved more wonderful in reality than in treasured letters. Side journeys of all sorts were quickly planned, to Stratford, to the Light Car and Cycle Restoration works, even for a walk along the heights of the Malvern Hills, from the British Camp — a Celtic fort predating even Roman



"To carry all to places of exuberance." The family model of the Morgan Runabout... It cost £116 in 1925 and it is still going strong.



The Brian Aaron's of Dartford, Kent, arrive for a family outing — and to garner a Best-in-Show for their 1933 Super Sports three-wheeler.

"Always end on the open vowel," ("... all the things you are are mine!"), he said pounding the table for emphasis, "it gives the audience a chance to cheer! If you deprive them of that, they shall never forgive you."

So too had HFS's departure deprived us of the chance to cheer, to tell him all that his achievement had meant to us, how proud we were of all that he accomplished. Nor would it have been appropriate to lavish praise upon his son and heir, for he was newly at the helm. Such praise would have to wait achievement. And so the Morgan Fiftieth was a time of muted satisfaction and of little joy.

But now, twenty-five years had passed and there was Morgan still. The 75th was truly Peter Morgan's, and this time

group, was to send a hundred strong, and others were traveling from Michigan, from New York, from Philadelphia, from Texas and the South. A sizable contingent was on its way from California and from Canada, from France, Germany, Austria, Luxembourg, Belgium, Holland (among my favorites!), from Italy, Denmark, Spain (a brand new club!), Australia, Switzerland and Japan. A plethora of Mogpersons, a thesaurus of friends! Wherever we were from, whatever our professions in the mundane, workaday world, all things were put aside, and we set off for England — for the sceptered isle, royal throne of kings and earth of majesty, home of Morgan — where we would join together with two thousand Englishmen in homage to the car.

times — down through waves of wind-swept bracken to pass by ancient yews who surely had been there to give the wood for longbows held in British hands at Agincourt.

And, most wonderful of all, thanks to the generosity of good Swiss friends Monika and Werner, the serendipitous loan of their sturdy Plus 8 for one glorious day in Wales, which brought us to castles spoken of by Shakespeare and, finally, to the pinnacles of the Black Mountains where for the first time I understood what it meant to say that one felt as if one could reach up and touch the sky.

At night, of course, there were tall tales and roars of laughter in the Abbey Pub, and by day, Morgans, Morgans everywhere, in incredible profusion,



roaring through the streets of once placid Malvern and shattering the silence of the hills. Their badge bars were a glorious Christmas morning of chrome, brass and enamel — a feast for a collector like myself. All manner of trikes put-putted happily about, and a hairy beast or two (invariably, or so it seemed, from Germany) snarled arrogantly by the admiring crowds that lined the streets. Elegant drophead coupes vied for attention with pragmatic four-seaters, and effete 4/4's stood bonnet-to-bonnet with awesome Super Sports. But all this was only a sample of the days of the meet itself.

Saturday dawned bright and sunny, and I quickly leapt from my bed, threw water on my face, and hurried to the nearby hotel where lived the Swiss contingent. After a battlefield planning

Sunday brought the climax of the meet, a concours on the grounds of Eastnor Castle, and once more the day dawned bright and hot. I needed no priory bells this day to waken me, and I was up alongside the sun to join a group of concours judges hurrying to the site where, it was said, over twelve hundred Morgans were on their way to join us on the field.

Arriving early gave me the chance to once more roam about with camera from the beginning, to watch the silent fields come alive as Morgans of every shape and hue arrived, and on and on they came, in wave upon wave of color and excitement. Early on, as I stood beneath a gnarled oak, three trikes were driven smartly up and parked together side by side. From each clamored kerchiefed wives and happy chil-

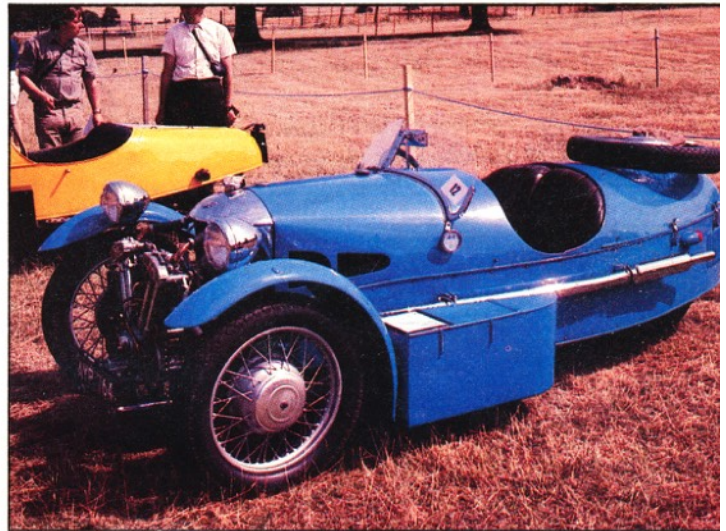
of exuberance. A Morgan is to be driven and delighted in.

The judging this day was headed by noted Morgan author and historian Ken Hill, and his chief assistants were John Sheally II, himself a fine Morgan author and a first class driver of the breed, and Gerry Willburn, president of the Southern California Morgans and the man to whom all turn with questions of the workings of a Mog. Famed Morgan author and mechanic Colin Musgrove presided over all, and each judging team was nicely made up of one stalwart from the British Club and one from foreign lands. British Club general secretary Barry Iles, from the start with all his comrades, made each one of us feel welcome throughout the meet.

Yes, there was an acknowledged



Bill and Sharon Gould of Wilton, Connecticut, and the Washington, DC Morgan Club, proudly display their trophy-winning 1972 +8.



Spare wheel in "halo" position on this Super Sports dates it to '33-'34. In '35, position changed to "cork-in-the-bottle" style on the barrelbacks.

over maps that rivaled that of Wellington himself, off we set in convoy for famed Prescott, where the Bugatti Club of England has long maintained a superb, paved course up a hill of magnificent, majestic oaks. This day we were to be treated to a regal parade of the finest Morgans to be found and learned, not entirely to our surprise, that well-maintained trikes could still show their heels to far more modern Mogs.

But if this hill parade was grand, the row upon row of parked Morgans were a *moveable feast* in themselves, and I spent hours roaming among them with my camera, delighting in every car I saw, laughing to note that as soon as one purchased a car that he felt close to perfection, he immediately set out to alter it to suit himself!

dren, and from their nethermost recesses soon came picnic baskets, blankets, and the various impedimenta of the family outing. I snapped a photo of this happy gathering because it seemed the perfect embodiment of the joy of Morgan. Then, much later, looking back through my photos of the meet, something clicked and I was startled to discover that one of the trikes of this family caravan had taken Best-in-Show! But then, why not? There had been few pampered, trailered darlings upon the field that day. Many have attempted to define a sports car, but the Morgan defines it perfectly. It is a car of pride and joy, to drive and to delight in. Of all things the Morgan is a great, loyal friend that shall always stand ready to carry ourselves and friends to places

Best-in-Show, but my own special pride was for two friends who carried the Morgan banner high that day: Bill Gould of Connecticut and our own Washington Club, the *only* American to dare to transport coals to Newcastle on this occasion, who brought with him an absolutely superb Plus Eight, lovingly restored by my friend Bob Couch whom I have long thought of as the finest Morgan restorer in this country. Best-in-Class to Bill and Bob, and the words of Colin Musgrove, "a perfect job, understated, exactly as it should have been, authentic and original."

Best-in-Class for Bill and Bob, and the same in the 4/4 Class for as beautiful a car as there was upon the field that day, the stunning Black Watch from Holland, the car of teacher/watch-



Bumpers were an option but a folding windscreen was standard equipment for this 1938 Morgan 4/4 "Flat Rad" owned by David Mathison of Benfleet, Essex, England.

maker/Morgan editor Machiel Kalf (oh, yes, and very much the car of teacher Ingrid Kalf as well!), a deep, deep midnight blue and black down to its gleaming wire spokes — an exquisite example of the marque. Well done, my friends, well done!

At the center of the day, at the heart of this Morgan family from throughout the world, was the Morgan family itself: Peter Morgan, Heather, his wife, son Charles to whom we shall one day look for leadership, and Aunt Dorothy Morgan, the loveliest lady upon the field that day. Throughout the day they were often seen together, delighting in each other and the moment, then moving about to share with others, for such has always been this family's way.

A noted film director once said that every great motion picture must leave its audience with four or five absolutely indelible images, moments so powerful that the spectator shall carry them with him throughout his life. So too can a great event impress upon us a few stunning, unforgettable moments, and of the ten times ten that I shall cherish always, there is one that shall always stand out among the rest.

It had come at Prescott as the long and mellow day was drawing to its close, and the sun had neared the hills, slanting down amidst the ancient oaks, and we had begun to know that it was time to turn to home. Over the loud-speaker came a voice saying that it would be quite a lovely way to end the

day if Peter Morgan would, perhaps, wish to take the last run up the hill, driving the famed MMC 11, the Factory stalwart, although (it was acknowledged) he had not yet been asked and might, perhaps, not wish to. How wonderful that no one had thought to anticipate this perfect moment, and that it was to happen spontaneously!

Quickly I ran towards the start and stood upon the infield grass, looking back at the long, long line of people along the fence, as from all over the field people hurried to the start. Then came the words, no, he would not wish to drive MMC 11, and then that lovely car did appear, revved, and was gone past us up the hill. Then, perfectly, came a drophead bearing Charlie Curtis, legendary chief tester for the Works since time immemorial, and majestically it made its way past the waving, laughing crowd. And then I turned, and there was Peter Morgan upon the grid, but of course, in the brand new Morgan flagship, the Vitesse Plus Eight — the car he has called the very best that Morgan has ever put upon the road. I stood absolutely still as wave upon wave of people swept down upon the fence and lined it as far as the eye could see. The engine snarled, the car leapt forward and then was past. I swung with it as a roar swept over us from the huge crowd. People were still running from all over to join the moment, and all were cheering. The car flashed into the first bend and then diminished into the haze of the setting sun and was gone up into the forest, although the roar lingered behind for some time, even through the cheering of the crowd. Somehow I managed to click the shutter, but I knew that this time I would need no photo, for this moment would be forever etched into my mind. Before the car had reached the top the moment had passed beyond us into myth, and I had been present for it.

This was why I had come to England, to stand before the fence that day and cheer for something I believed in, for a car hand-hewn in a college basement workshop, meant to please one man, himself, and then adhered to with stunning, stubborn persistence because somehow old HFS had gotten it right and then had the courage to stick to it. It was to cheer for Peter Morgan and, twenty-five years after he had gone, for HFS, to thank them for what they had given to me. "Old father, old artificer, stand me now and ever in good stead."

≡



Michael Leete's '56 drophead coupe 4-seater is one of the rarer Morgan birds. It placed 2nd in the cowled +4 class to the '57 +4 owned by Francoise Lecaille-Taboulet of Grenoble, France.

## Upcoming PACMOG Events



Watch your emails for news of the next drives

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

### Save the Date!

Wednesday, April 19, 2023 at 10:00 am

Join with the OECC for breakfast at the Skyhawk Restaurant

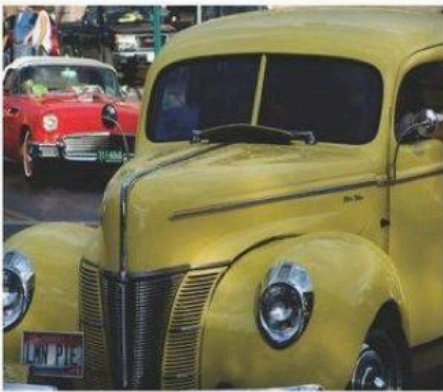
In the terminal at the Boundary Bay Airport

Let Steve Blake [sblake@telus.net](mailto:sblake@telus.net) know by Monday, April 17 if you plan to attend



# 42<sup>nd</sup> Annual Spring Swap Meet

Saturday, March 26<sup>th</sup>, 2023  
at the Fairgrounds in Maple Ridge, B.C.  
On Lougheed Highway west of 240<sup>th</sup>.



## Vintage, Hot Rods, Antiques, Performance, Collectibles, Toys, Memorabilia

Open to public between 8:00am and 2:00pm

Admission \$5.00 per person

Child under 12 FREE

Outside parking and inside handicapped parking FREE.

Inside parking for vintage cars \$5.00 for each occupant

Vehicle for sale 15\$

Inside stall with table 10 x 10 feet \$35

Outside stall 10 x 20 feet \$30

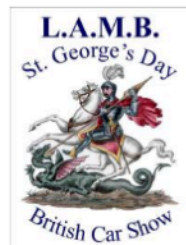
Drive trough stall outside 10 x 40 feet \$45

No stalls available over 40 feet

Book early now for a booth!

For Booth or Info Contact VCCC

Phone: Ron (604) 477-3954 Email: [diahne@shaw.ca](mailto:diahne@shaw.ca)



# LANGLEY AREA MOSTLY BRITISH MOTORING CLUB



## 2023 St. George's British Motoring Show

Fort Langley Community Hall  
Glover Road, Fort Langley, BC  
**Sunday, April 23, 2023**  
**10am – 4pm**

Dash Plaques, Music, vendors, and sunny skies planned.  
Questions? Email [lambmotoringclub@gmail.com](mailto:lambmotoringclub@gmail.com) or [www.lambcarclub.org](http://www.lambcarclub.org)

**Registration Form (please print) Fee: \$20**

**Name:** \_\_\_\_\_

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

**Province:** \_\_\_\_\_ **Postal Code:** \_\_\_\_\_

**Phone:** \_\_\_\_\_ **Email:** \_\_\_\_\_

**Vehicle Year:** \_\_\_\_\_ **Make:** \_\_\_\_\_ **Model:** \_\_\_\_\_

**Important Information: Registration limited to 60 vehicles. Vehicle placement begins at 8:00am**  
No "For Sale" signs on vehicles please.

Payment available through Paypal, on the website: [www.lambcarclub.org](http://www.lambcarclub.org) or E-transfer to [lambmotoringclub@gmail.com](mailto:lambmotoringclub@gmail.com). Also payable by cheque (payable to L.A.M.B Motoring Club) or cash delivered to: Betty Walkden, Registrar, 19770 46 Ave. Langley, BC by March 31

### Release of Liability

In consideration of the acceptance of this entry by the Langley Area Mostly British (the "Club"), I hereby release the Club and its members, officers and Directors, from any claim for loss, injury, or damages arising from any cause whatsoever arising from or attributable to my participation in this event (a "Claim") and I also agree to indemnify the Club, and its members, officers and directors for any Claim advanced by any other person arising from or attributable to my participation in this event. This agreement shall inure to and be binding upon my heirs, executors, successors, and assignees. By signing below, I accept the release of liability

Print Name: \_\_\_\_\_ Signature: \_\_\_\_\_  
Date: \_\_\_\_\_

# All British Field Meet



2<sup>nd</sup> Annual!



Saturday May 6, 2023



Open to public at Noon



# Sunshine Coast



A spring-time showing of  
British motorears &  
motorbikes

Bricker Cider Orchards  
6642 Northwest Bay Rd. West  
Seaholt

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

[ianhr@icloud.com](mailto:ianhr@icloud.com)



# B

The  
Bricker  
Cider  
Company

HAND CRAFTED ON THE WEST COAST  
THE OLD FASHIONED WAY



***The Greatest Show on British Wheels***, Vancouver , is looking forward to welcoming everyone to the celebration at VanDusen Botanical Garden on Saturday, May 20, 2023.

“In 2022, the post-COVID, one-day show was a record-breaking success with maxed-out vehicle displays in 62 classes on the VanDusen lawns and sold-out attendance at the gates, with more than 7,000 enthusiasts of all ages in attendance,” said Patrick Stewart, event co-chair. “Display layout plans for the 2023 show are underway to maximize space within the confined areas of the Garden while maintaining an overall balance and variety of vehicles within the total number of classes.”

Featured marque anniversary celebrations for 2023 will pay tribute to the **100th anniversary of the MG sports car**, founded in 1923 by ‘Sir’ Cecil Kimber; the five-series versions of the **Sunbeam Alpine**; and recognition of all marques within the fast-growing **Modified Class of vehicles**. Two-wheel class will recognize **British motorcycles** with a featured display.

A unique look at the future will be showcased in an **ElectraClassic vehicle display**, showcasing the trend of combining classic looks with modern driveability. With this growing electrified trend, knowledge of the process is vital in these early days. This ABFM feature area will provide experts and examples of converted vehicles from which the public and entrants can learn.

The Vancouver All British Field Meet at Van Dusen Gardens 2023

To Register go to [www.westerndriver.com](http://www.westerndriver.com)

The Vancouver Harrison Run - Sunday, May 21, 2023

[https://www.westerndriver.com/?page\\_id=13933](https://www.westerndriver.com/?page_id=13933)

**JUST A HEADS UP!**

**MAY 7, 2023**

May 7, 2023 has officially been confirmed as the date for the British Car Show that will be held at Summerhill Pyramid Winery in Kelowna.

Details about registration & events on the day will be forthcoming early in the New Year.

Summerhill promises this will be a RED letter event with a RED carpet welcome for all who attend.



**SUMMERHILL**  
PYRAMID WINERY

## British Cars at

### Summerhill Pyramid Winery

4870 Chute Lake Road \* Kelowna, BC V1W 4M3



**MAY 7, 2023**

Entrant Parking: 9:00 am - 10:30 am

OPEN TO PUBLIC at 11:30 am

Pre-Registration by May 1, 2023 **REQUIRED**

*Space is limited to 60 Cars*

**REGISTER** via Email to: [spottycatbik@gmail.com](mailto:spottycatbik@gmail.com)

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Email Address:** \_\_\_\_\_

**Car Information:**

**Make:** \_\_\_\_\_

**Model:** \_\_\_\_\_ **Year:** \_\_\_\_\_

Please provide a photo of your car and email to [spottycatbik@gmail.com](mailto:spottycatbik@gmail.com)





# Coastal Swap Meet

Supported by  
Electro Shine  
250-656-2656

[www.coastalswapmeet.com](http://www.coastalswapmeet.com) **May 26th - 27th, 2023**

**Friday** 1:00 PM to 9:00 PM      **Saturday** 8:00 AM to 3:00 PM

Tradex Convention Centre in Abbotsford. ( Abbotsford Airport )  
General Admission \$10 /Adult / Day + TBD Tradex Fee. Children 15 and under are free with an Adult,  
no bicycles or pets please.

## Vancouver Chapter of the Vintage Car Club of Canada

April 9, 2023

Easter Parade - takes place on Easter Sunday from the back parking lot at Trev Deeley on Boundary Road to another location for snacks. Open to the public - token charge to public at destination.

Trev Deeley Motorcycles - 1875 Boundary Road, Vancouver, BC V5M 3Y7

Contact - 604-433-3010

# Western Washington All British Field Meet

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

[HOME](#)   [EVENT INFORMATION](#)   [RESOURCES](#)   [ABOUT US](#)   [PRIOR EVENTS](#)   [FAQ](#)



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

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

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

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

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

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

#### **Important 2023 Dates**

- May 1** Online registration opens
- June 18** Regalia orders close
- July 5** Postmark for Mail-In registrations
- July 8** Online registration closes
- July 14** Friday Night Social and Packet Pick-up
- July 15** WWABFM Show!

#### GOLD SPONSORS



#### BRONZE SPONSORS



**Register at:**

**<http://wwabfm.com/>**

# THE 46<sup>TH</sup> ANNUAL ALL BRITISH FIELD MEET

AT PORTLAND INTERNATIONAL RACEWAY WITH SOVREN RACING

Saluting  
75 Years of

**LAND-  
ROVER**

All  
British  
Cars, Trucks,  
& Motor Bikes  
Welcome!

SEPTEMBER  
8, 9 & 10  
2023



GENERAL  
ADMISSION  
**\$10**  
PERSON/DAY

**FUN FOR THE WHOLE FAMILY!**

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

KIDS  
**FREE!**  
UNDER 18

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

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

Sold Last Month  
By Steve Blake

Sold on BaT for US\$28,000 on  
February 19, 2023

This 1962 Morgan Plus 4 is finished in gold with maroon fenders over black upholstery and powered by a 2.1-litre inline-four paired with a four-speed manual transmission. The car was repainted under prior ownership and acquired by its current owner in 2018. Equipment includes dual SU carburetors, 15" wheels, front disc brakes, a fold-down windscreen, wind deflectors, a luggage rack, and a Bluemels Brooklands steering wheel. This Plus 4 is now offered by the seller on behalf of the owner with a clean California title. The car features a chrome front bumper and rear bumperettes as well as a badge bar, a fold-down windscreen, wind deflectors, a left-side mirror, a luggage rack, and a padded leather strap. The soft top is missing, but the framework and strapping are present. The seller notes that the doors sag when open, and



### BaT Essentials

Seller: [Sierra\\_Classic\\_Sportscar](#)



Location: [Meadow Vista, California 95722](#)

### Listing Details

- Chassis: 5007
- 37k Miles Shown, TMU
- 2.1-Liter Inline-Four
- Dual SU Carburetors
- Four-Speed Manual Transmission
- Gold Paint w/Maroon Fenders
- Black Upholstery
- 15" Steel Wheels
- Front Disc Brakes
- Fold-Down Windscreen
- Chrome Front Bumper
- Rear Bumperettes
- Luggage Rack
- Bluemels Brooklands Steering Wheel

Private Party or Dealer: Private Party



paint chips, cracks, and blemishes around the car are shown up close in the gallery.

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

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

## For Sale - 1967 Morgan Plus 4 Competition \$15,000 Canadian

I have decided to sell my 1967 Plus 4 (chassis number 6428) With only 25,00 miles on the clock it is a very low mileage car. However, over the years the car has not been treated well and it requires a full ground up restoration. It's about as rough as they come. For sure, a new metal frame is needed. The body tub is salvageable for the right person although a replacement tub is an efficient option. The essentials of the car (including the metal hood are all there . The grill is missing and only the seat back remains of the interior. The dash and instruments are complete.

Chassis 6428 is listed by Ken Hill as being one of the 42 Competition Model Plus 4's produced by Morgan. This is also confirmed by the factory Chassis Record.



All the Competition Model stuff is there. These models all came with the low line body.

This was originally a Sterne Motors car and in the hopes that it will remain local, I am putting it out to the Club first.

I can be reached at [bhayter@telus.net](mailto:bhayter@telus.net) or 604 987-5921 (Bill Hayter)

OFFICIAL CONVERSION CHART	
HOW TO INTERPRET	
* ANTIQUE CAR ADS *	
IF IT SAYS:	IT REALLY MEANS:
Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more

### Editor's Note:

I am always on the lookout for stories. It doesn't have to be a full article. Point form works and I can write it for you. Photos are greatly appreciated. Just had a ride in your Morgan? Snap a photo and drop me a line telling me where you went. Did a repair or maintenance on your Morgan? Tell me what you did. If you are about to do a project, even a very small one, snap a photo and share with us. See a Morgan when you are out and about, snap a photo and send it to me. Thanks to all of you who have been keeping me supplied with material!

# 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

\*Club members only, all others please inquire



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

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

Patch measures 3 inches in diameter

\*Club members only, all others please inquire



*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

Spring 2023

Editor – Steve Blake

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

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

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

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

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