



The Morgan Link

Vol 7 No 8

The Magazine of the Pacific Morgan Owners Group

Aug 2022



From the Editor's Desk...

From a wet Spring to a sunny Summer! What great days to drive our Morgans. I hope you are taking advantage of the great weather to get some quality seat time in your 4/4, Plus 4, Plus 8 or Roadster. It is especially nice for 3-wheelers but unfortunately, we only have two in our club, one under restoration and one in Ontario.

When I open my email in the morning, I am often pleasantly surprised with contributions for the Morgan Link coming in from all over the world. It gives our magazine a depth that we cannot get from just our local stories. This month we have Machiel Kalf from the Netherlands telling about his exposition on the 60th anniversary of Morgan's class win at the 1962 Le Mans 24 Hour, Brian and Cindy Tomalin from Australia both supplying photos, Andrew Smith sending a photo from Shelsley Walsh Hillclimb in the UK, Valentin Tanase treats us to artwork from Romania, Jacques Gallien provides some captivating photos of women with Morgans, Dennis Glavis from California sent two articles, one on Morgan's race with the GTR at Laguna Seca and another with a report on a Coffee and Cars at the Petersen Museum, and Lori Van Houten Frick from Pennsylvania sent a photo pictorial on Mog 50 at Luray Virginia. A little closer to home, Stephen Way sent a report on Antique and Classic Car Show in Salmon Arm and Tom Morris wrote about the Sunshine Coast Tour this month. Laurel Gurnsey's article explains how to keep warm in a Morgan. We will "tuck" those ideas away for hopefully another month or two before our top-down Autumn drives begin.

Chris Bright shares the history of MOMO in his column and Gary Bell shows how to make a fog light bracket. Other stories include another segment of restoring fenders, the trials and tribulations of fitting a new gear shift knob, and the interesting exploits of Prudence Fawcett who raced a Morgan at Le Mans in 1938. A truly remarkable feat.

Enjoy your reading!

*Respectfully,
Steve Blake*



The Morgan Link

August 2022

Editor – Steve Blake

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

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

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Executive Report - August 2022

By Steve Blake

We have not had an executive meeting for some time. In a way, that is a good thing meaning we have no urgent issues. However, on the other hand, it is always good for us to touch base in a more formal setting once in a while rather than conducting all our business by email. Once everyone returns from holidays, we will have a meeting so, please send us any ideas, concerns or issues you would like to see discussed.

This month, I thought it would be a good idea to get people thinking of putting their names forward for positions on the executive for next year. We will need to know by December your intentions so we can inform the club in the appropriate way and by the dates laid out by our By-Laws and the Society Act. Our next AGM will be in February 2023.

Please remember that the people on the executive have not signed up for a lifetime term! Many have been on the executive since the club's inception back in 2015. It is healthy for any organization to have change and to get fresh perspectives and ideas. We have 190 members and only 13 have ever held a position on the executive. It should be reasonable to think we can find replacements for the upcoming term. Please, put some thought into it so the current volunteers can have a break. Without new people coming forward, we risk the club folding because we cannot fill a slate of members willing to do their part in keeping the club alive.

We vote for the Chair, Vice-Chair, and Treasurer. The rest of the elected executive are members-at-large and they decide which roles they would like to fill. Some roles can be done by volunteers not on the executive. We do need all of the roles filled including webmaster, editor, secretary, communications, events, membership, regalia, Island and Inland liaison, and any other tasks needed to fulfil the wishes of the club. All of the above positions are up for renewal and, I believe, you would not get an argument from anyone currently doing any of the roles if you would like to replace them.

There will be change this year because the term for the Chair ends and somebody new must take over. Others have voiced their desire to step aside. Please consider helping out.

New Members

No new members this month!

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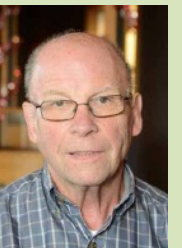
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Non-voting member attending
Board Meetings as Secretary

Susan Blake
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Cover Photo Credit:

This month’s cover photo was submitted by Brian Tomalin of John Merton’s 1949 Morgan Flatrad.

Contributors

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

Susan Blake, Dave Doroghy, Ken Miles, Pat Leask, Andrew Smith, Tom Morris, James Gilbert (MMC), Alistair Crooks, Valentin Tanase, Jacques Gallien, Gary Bell, Laurel Gurnsey, Roger Mulloy, Chris Bright, Brian Tomalin, Cindy Tomalin, Dennis Glavis, Chris and Alayne Brunt-Tompsett, Stephen Way, Lori Van Houten Frick, Angus MacKenzie, Machiel Kalf, Charles Trevalyn

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The Morgan Sports Car Club of Canada
The Morgan Historic Register
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PACMOG Constitution:

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

On the Road!

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



Cindy Tomalin's photo of her and Brian's Morgan on an early Morgan run in Australia
Bottom - Dennis and Pamela Glavis driving down the Big Sur Coast





Andrew Smith photo at the Shelsley Walsh Hillclimb - July 2022

Sunshine Coast Run

By Tom Morris

PacMOG's Sunshine Coast Run on August 3, 2022, seemed doomed before we'd turned a wheel. The event had been scheduled for a Wednesday to avoid the weekend rush on the Horseshoe Bay to Langdale ferry. Alas, it was to no avail. No sooner had we announced the date and time, when all the available ferry reservations for the outgoing sailing were gone. I'm sure the thought of lining up at the terminal, on the off-chance of getting on the ferry, was more than enough to put off a lot of perspective attendees. Jon Moss bravely tried that approach but missed getting on the boat by a hair – good effort, Jon! Ken and Pat Miles and the Brunt-Tompsetts got around the problem by coming over a day early, and the Blakes perseverance paid off when a reservation suddenly became available. As well as a difficult ferry situation, we also faced a less than appealing weather forecast. Rain was predicted for the 3rd, right in the middle of a run of fine sunny days.

In spite of all that, the fact is we had a great run. We had five Morgans (4 of them local to the coast), plus a number of coaster-folk in other Brit-cars, as well as some who, for a variety of reasons, had to bring their moderns. The final tally was, I think, 9 member's cars and 4 guest Brit-cars. Quite a respectable turnout, all things considered.



We began the drive with a run down the lightly travelled and twisting Port Mellon Highway, then back up through Lower Gibsons and out around Gower Point. A short blast down the highway brought us to the outskirts of Roberts Creek. Then it was off down Lower Road, through the tiny village centre, and out along Beach Avenue before rejoining Sunshine Coast Highway for the run to Sechelt. Avoiding the highway again, we travelled along the eastern side of the Sechelt Peninsula, with occasional views of beautiful Sechelt Inlet. After another unavoidable run along the highway, we veered left down Redrooffs Road toward Halfmoon Bay. Redrooffs is a splendid little road, twisting and turning, rising and falling for about 10 km before rejoining Hwy 101. We had a longer run on the highway this time, with just a brief diversion along Mercer Rd, to arrive in the Pender Harbour area. At that point we hung a left onto Francis Peninsula Rd, which eventually took us through the centre of Madiera Park. Next up was the best part of the coast highway to drive in a Morgan. Sharp turns are connected by more open curves and short stretches of straight road led to the turn towards Egmont and the Backeddy Pub, where we stopped for a bite to eat and a well-deserved beverage.

After lunch we all parted ways, visitors back to Langdale to catch the ferry back and the locals off to their homes here on the coast. Oh, and what about that rain, you ask? Hardly a drop fell – Sunshine Coast, eh?!!



(Photos top left Chris and Alayne Brunt-Tompsett, the rest Steve Blake)

Thanks to Tom Morris for organizing a great tour!



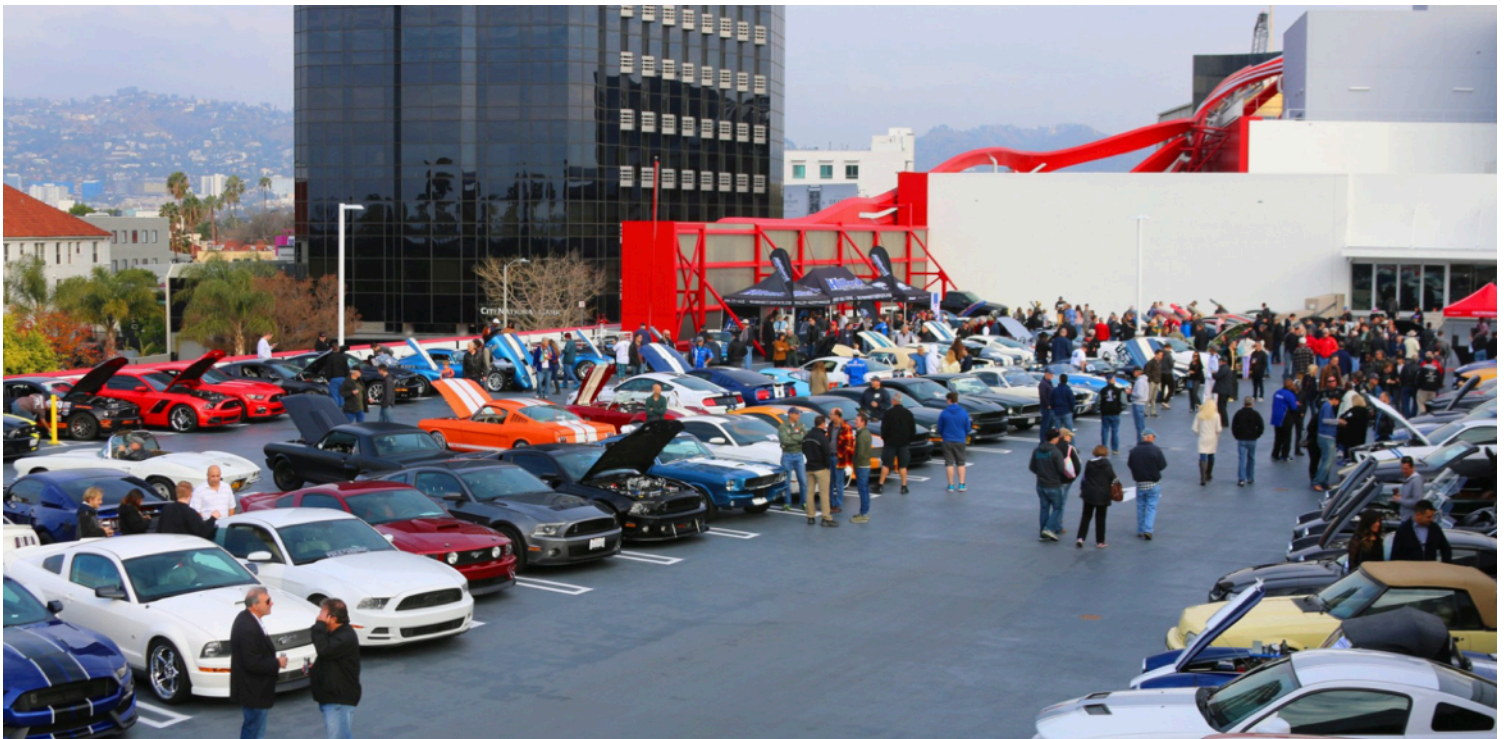
(Steve and Susan Blake photos)

Out of Range!

Petersen Automotive Museum Cars and Coffee - July 31, 2022

By Dennis Glavis

One of our members was fortunate enough to be able to attend the July 31st edition of Cars and Coffee at the Petersen Automotive Museum. There are several of these over the summer and a great place to go to see a wide range of exotic cars. Dennis Glavis drove his wife's Morgan, named Elvira, and garnered a good spot next to a 300SL Mercedes Benz. If you are in California, make the Petersen Automotive Museum a destination and if you can time it to a Cars and Coffee event, you will certainly enjoy the gathering of exotic cars.



(Top photos by Dennis Glavis, Bottom photos courtesy of Petersen Automotive Museum, Los Angeles)

Report from the Interior

By Stephen Way

Two PACMOG members attended the first post-covid Antique and Classic Car Show put on by the RJ Haney Village Museum in Salmon Arm. Well over 200 cars were shown among the old building exhibits. Peoples Choice Awards only with my 1980 Morgan +8 placing first in the Foreign car class and Simon Lewin's 1965 Morgan +4 placing second. (There were more than two foreign cars in the class !) Picture of Stephen's Brunswick Green Morgan Plus 8 below and Simon Lewin's Cream and Burgundy Morgan Plus 4 on the next page

Out with the Old English Car Club (Thompson Valley) friends for an evening drive in R8725. (picture of 4 cars on the next page).

About a month ago while I was out on my driveway, a fellow stopped to look at and talk about my Morgan (and E-Type), as often happens. A retired mechanic, he later stopped back to give me copies of pictures he took on his last, (first was in 1960's), visit to the Morgan factory in 1997 where he took this picture of the Morgan worker making the radiator grille in a very old jig. I suspect many of our cars grille's were made in that same jig. (picture of man making Morgan grille on the next page.)





(Photos submitted by Stephen Way)



MEET AT MORGAN: BRITISH ICONS

SATURDAY 13 AUGUST



MEET AT MORGAN
MORGAN EXPERIENCE CENTRE, MALVERN
BRITISH ICONS
SATURDAY 13 AUGUST

Proud to support **MISSION MOTORSPORT**

Our next Meet at Morgan event will take place on Saturday 13th August at the Morgan Experience Centre, Malvern. Tickets can be purchased online for £5 per vehicle with all proceeds donated to Mission Motorsport.

The theme for the day is British Icons and to celebrate our 113 year British heritage we will display an array of vehicles from our heritage fleet along side the latest Morgan models. As always with Meet at Morgan, any car or bike is welcome regardless of whether it fits the theme, with the most exciting and unique cars parked in the most prominent locations.

2022 Mog 50 Pictorial

By Lori Van Houten Frick

The Morgan Car Club of Washington, DC, organizes an annual event, this year called the MOG 50. The event has suffered a double postponement due to Covid. It was originally scheduled for 2020, then 2021, and now finally held on July 1-3, 2022. The event was held at the Mimslyn Inn in Luray, Virginia.

Unfortunately, we were not able to bring a Morgan this year as we needed to bring our tent and material for our vendor booth. Instead we arrived in our 2019 GMC dually! However, two of our previous cars were in attendance. We sold our 2020 Morgan Roadster to a customer -- Terry Patterson of Silver Spring, MD. That's the Mini Pepper White / Green Hood Roadster in front of our booth (below). We also restored the 1967 Morgan Plus 4, 4-seater. It's painted in National Trust Green with Black Interior, belonging to Dabney Oakley of Lottsburg, VA (top Page 15).





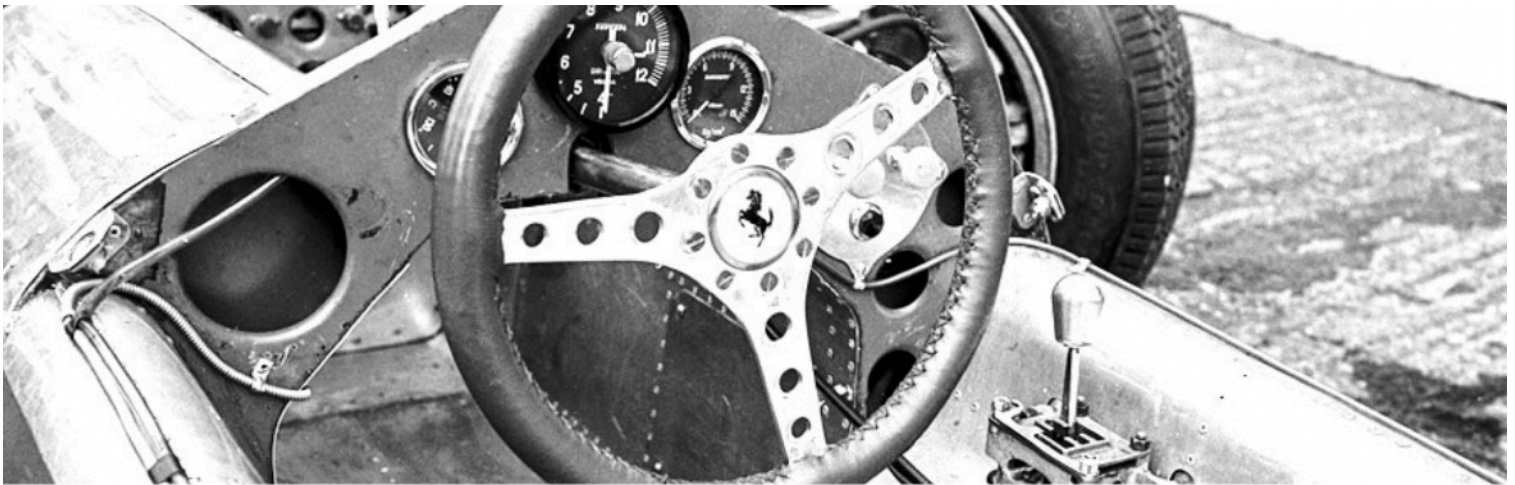


SHOP TALK

How MOMO Revolutionized the Steering Wheel

By Chris Bright

When you use a MOMO steering wheel, you remember it. The tight diameter, the beefy, ergonomic grip, and supple leather wrap make any car feel like a Grand Prix car. Before MOMO arrived in the mid-60s, steering wheels were mostly an afterthought, but MOMO ushered in a new era with its advanced design that gave the driver a performance advantage.



The man behind the wheel was the charismatic Gianpiero Moretti, an amateur racer who was all of 24-years old when he came up with the design. For decades, he was a popular fixture in the pitlane at races across the U.S. and Europe. In fact, he accrued so much influence that he was able to cajole the Ferrari factory into building the dominant 333P in the mid-90s, which was the last car from Maranello to win overall at a major 24-hour race. It has been a decade since Moretti's death due to cancer, so what better time to get a grip on his innovation, passion, and legacy!

Mother of Invention

Moretti was born in Milan in 1940 and always had a fascination with cars. The son of a wealthy pharmaceutical family, he was an ambitious young man. While at university in Pavia pursuing a degree in political science, he simultaneously found his way into amateur auto racing.

Back in those days, steering wheels were all the same whether you were in a Formula One car or a road car. They had three or four spokes, were built of aluminum with a few holes drilled out, and had a thin wooden rim with a 15-inch diameter (plus or minus). Despite having the dimensions of a pizza plate, they were all standard issue, did the job, and, frankly, no one gave it a second thought. No one but Moretti, he had a better idea.



In 1964, he had a friend build a custom steering wheel. He wanted more feel, so his design took a different approach. It was a tighter design, 13 inches in diameter, with a significantly thicker grip encased in leather.

This radical wheel design caught the immediate attention of all the other drivers who were clamoring for them, so he did his best to fulfill their requests. One driver in particular, heard about it and asked for it. It was John Surtees, the motorcycle world champion turned Ferrari Formula One driver. Despite the protestations of Enzo Ferrari himself, Surtees used that steering wheel to become the 1964 World Champion behind the wheel of the Ferrari 158 Formula One car.



Close-up of Surtees' steering wheel shows the ergonomic grip.

MOMO Takes Flight

With that notoriety, Moretti started his company MOMO, which is short for "Moretti Monza," in 1966. For the first few years, it was manufacturing steering wheels strictly for the racing industry. Seemingly overnight, every race car from single-seaters to prototype sports cars, had small, chunky, black steering wheels. They were a sensation!

Built on the success in racing, road car manufacturers were knocking on MOMO's door. The company, then based in Verona, was building light-alloy wheels for road cars. Its first customer: Ferrari, naturally. Through the 1970s and 1980s, MOMO was working with a "who's who" of carmakers, including Aston Martin, Citroën, Daihatsu, Fiat, Honda, Isuzu, Mazda, Mitsubishi, Nissan, Opel, Porsche, Peugeot, Renault, Rolls-Royce, Saab, Subaru, Suzuki, Toyota, Volkswagen, and Volvo.

However, MOMO never stopped focusing on motorsports, and continued to have success. Drivers like Andretti, Lauda, Mansell, and Schumacher (plus so many more) all used MOMO. By the early 90s, the company had expanded its offerings with fire-resistant clothing, gloves, shoes, and helmets



MOMO factory.

Last Gentleman Driver

MOMO's founder Gianpiero Moretti continued to race and as his fortunes improved, he also became a team owner from the 1970s through the 1990s. He was referred to as "the last of the gentleman racers" because he was refined and determined, yet he only won on rare occasions.

His cars were instantly recognizable with their red and yellow livery and huge MOMO logo emblazoned on the side. In 1970, Moretti raced in the U.S. for the first time at the 24 Hours of Daytona, earning an inauspicious 32nd place driving a Ferrari. This started his quest to win this iconic race.

In the 1990s, he was in his late fifties, and his career was winding down. He persuaded Ferrari, along with then Ferrari North America president Gian Luigi Buitoni, to build a car that could win the famed American endurance race at Daytona. The Ferrari 333SP was born, the project carrying the codename "The American Dream." It had a V12 with five valves per cylinder that could produce 641 bhp. The chassis was a carbon tub built by Dallara, with the car being prepared by Doran.

Oh my, did that plan ever work out! Team MOMO won the 24 Hours at Daytona in 1998 with the driver line-up of Mauro Baldi, Arie Luyendyk, Didier Theys, and Moretti. With a healthy lead in hand, the Italian team owner/driver arranged to be behind the wheel to take the checkered flag at the finish. What emotions the 57-year-old must have been feeling after winning on his 15th attempt! Moretti ended up having a historic year. He also conquered the 12 Hours of Sebring as well as the Watkins Glen Six-Hour race in the same year. He is the only driver to have accomplished that feat.

MOMO Today

MOMO has experienced a lot of change in recent decades. First, Moretti sold it to the American outfit Breed Technologies, which was subsequently acquired by the private equity firm Carlyle Group. In 2003, the group was purchased by another group of investors that wanted to preserve the company's heritage.

The company is now headquartered in Milan and sells performance and aftermarket products. New additions to the line-up include tires and alloy wheels. However, they still focus on motorsports, and have leading drivers using their steering wheels and other equipment across GP2, all the way to NASCAR.

Gianpiero Moretti lost a long battle with cancer in 2012. While he is no longer with us, his legacy lives on as he truly revolutionized what a steering wheel could be. His innovation became the template for nearly all that have been produced since.



Moretti won the 1998 24 Hours of Daytona.



Moretti celebrated his victory with his co-drivers.

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MORGAN THREE WHEELER



THREE WHEELERS

NEW 2023 Morgan SUPER3

THREE WHEELER – Order yours today as US vehicles soon to begin production

2021 Morgan THREE WHEELER – Sport Black, Black Leather // **ONE OFF BLACK KNIGHT AEROSQUADRON ED.**

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

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



ROADSTERS

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

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

NEW 2019 Morgan 3.7 LITER ROADSTER – Sports Ivory, Black Leather

2019 Morgan Plus Four – Polished aluminum with BRG wings // **0.85K MILES!**

2005 Morgan AERO 8 – Connaught Green / Harvest Moon Beige // **4.4-LITER BMW**

ANNIVERSARY EDITIONS

2003 Morgan Plus 8 – Ivory exterior, Black Yarwood Leather // **10.8K MILES!**

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

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



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

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

1984 Morgan Plus 8 Isis TURBO CONVERSION – Special Corsa Red/ Cinnamon leather, Propane-powered car // **HUGE PRICE REDUCTION**



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

1963 Morgan Plus 4 SUPERSPORT – Dark Blue, Black leather, Black 72 spoke wire wheels // **LEGENDARY RACING RECORD!**

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



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

OTHER MARQUES

NEW 2022 Allard J2X MkIII – Coming soon!

1974 Lotus EUROPA – Twin Cam 5-speed!

1965 Sunbeam TIGER Mk1A – Race Rally Prepped!

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



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Staying Warm and Cozy in a Morgan

By Laurel Gurnsey

Piling into a modern car to drive through snowy streets usually means dragging on our boots, a winter coat and a pair of gloves and waiting for the first, welcome blasts of warm air from the car heater. Maybe a few uncomfortable moments while you scrape the ice off the windshield. But we don't have to shiver for long.

It hasn't always been so easy to stay toasty while on the road. The couple in the carriage in the painting by Richard de Wolfe would have had to pull on multiple layers. They would likely have heated up some bricks by the fireplace and wrapped them in a fur-lined lap robe that would be tucked in around their chilled feet. Fur hats, fur mittens, a fur hand muff, large capes and hot apple cider would help.

My mother and uncle grew up on the prairies in Alberta, Canada. They both remembered keeping their mittens over their noses on the way to school in the family sleigh. (One way to keep chilled fingers warm was to put roasted chestnuts in those mittens.) They would sometimes get an unexpected, cold shock, when the snow that packed into the hooves of their horse, 'Lady', would let go and fly (perfect little snowballs) into their faces.

Even today, there are those of us with Morgans that don't have heaters or even tops. Some of our cars don't have a heater but luckily, once we get going, there is enough heat coming off the engine to keep our feet warm.

When Colin and I went on the Bentley Alaska Tour, our group hit some bitterly cold days, even in June, and a few days it poured with rain. The W.O. Bentley participants have a code of honor that doesn't permit them to put up the tops on their cars. They have to dress for the weather. So it helped that we'd supplied our group with heavy, hooded 'Stormtech' jackets. (Note photo of participants, Mary and Peter Morelli, from New Zealand, in their 1929 4.5 litre Bentley.)

(Sleigh Ride by Richard de Wolfe)

On our trip to Le Mans, France for a Lagonda event, we met drivers who needed to combat the chill with heavy fleece flying jackets. Colin owns one of those jackets and a pair of heavy goggles to keep the wind and cold out of his eyes. He bought them originally for his 1934 MG PA 'Penelope' but could use them now for our Morgan. We got quite wet on a recent 'Jolly' in the leaking Morgan and needed our heavy coats.

Raccoon coats were popular with college students in the 1920s and early 30s and even spawned a song called 'Doin' the Raccoon'. The coats were usually full-length and kept people warm at college football games as well as in their cars. Vintage raccoon coats can be found on eBay for a stunningly wide range of prices...anywhere from \$20 to \$4000. Raccoon coats are now iconic and show up in a famous photograph by James Van Der Zee of a couple by their Cadillac in 1932 New York.

Today, heavy leather jackets, polar fleece or quilted down or polyester jackets replace the raccoon and other fur coats of the past.



Morelli's 1929 4.5 L Bentley



Colin and Laurel Gurnsey on the "Jolly"



Courtesy of Google Images - James Van Der Zee

Vintage lap robes show up on various auction and sales websites too. Some made of silk, some of fur, some with plaid designs. And again....a huge range of prices. The author of the Southern Wheels blog (<http://www.southernwheels.com>) didn't have a Classic but wrote this about a winter experience in his dad's 1937 Chevy:

'The heater in the old Chevy was not exactly 'toasty', so we had a lap robe for the rear passengers and thermoses of hot coffee and cider to take off the chill.'

The website Classic Car Accessories.Org (<http://www.classiccaraccessories.org>) has all sorts of vintage items that would be perfect for keeping the cold at bay in your Morgan too. They range from lap robes to thermos kits to hand muffs and more. The hand muff is mink and from the 1930-1946 era. Concept Carz (<http://www.conceptcarz.com>) mentions a lap robe donated to the Canton Classic Car Museum. The donating family used it in their 1937 Pierce Arrow.

When Colin and I went to the Louisville Concours two years ago we faced some bitter mid-October winds on the field. Rather envious eyes zeroed in on a gorgeous fur stole worn by one of the car owners. She was not only beautifully dressed, but was warm!!

Well worth a look are articles about the invention of modern earmuffs. People have been using various materials to cover icy ears ever since cave men wrapped pelts around their bodies. But apparently Chester Greenwood, of Farmington, Maine holds the patent for earmuffs. He used beaver fur and velvet to make his own ear coverings in 1873. A fashion item was born and he went on to apply for and be granted a patent in 1877. My own grandmother owned a pair of sealskin earmuffs and a matching hand muff and used both in the 20s and 30s.

The technical history of car heaters is interesting and this is a bit from 'The History of Car Heaters' (http://www.ehow.com/about_5421362_history-car-heaters.html)

'In the late 19th century, cars were seen as a natural evolutionary step up from horse-drawn carriages. Suffice it to say expectations were low, and most motorists thought of cars in horse terms---so inclement weather meant staying put. Most electric and gas-powered cars began appearing in the 1880s but they were mostly open-bodied, with no windows and certainly no heat.'

The article goes on to say that as cars developed, windows were added, glass windshields put in and portable heaters were used...some of the same gas lamp or burners that had been used in horse carriages. Portable heaters were dangerous though, and by 1929 the first real heaters were turning up in Ford Model A cars. Over the years heaters have become much more sophisticated.

But, in spite of all of this progress, those of us with without heaters still have to depend on the same layers as the couple in the horse-drawn sleigh. Mittens, neck scarves and lap robes. Thermoses of hot coffee. And pit stops at Tim Hortons or Starbucks to warm up.



Sleigh and lap robe



Hand Muff

(Photos submitted by Laurel Gurnsey)

Article first published in the Bumper Guardian - Pacific Northwest Region of the Classic Car Club of America

2023 Morgan Super 3 First Look: All-New Modern Three-Wheeler Coming To America

By Angus MacKenzie (Courtesy of Motor Trend)

Morgan goes back to its roots with a car that's coming to America

The first car the Morgan Motor Company built 113 years ago was a three-wheeler; two wheels up front for steering and stability, and a single drive wheel at the rear. In fact, until 1936 Morgan built nothing but three-wheelers. Over a century later, the all-new 2023 Morgan three-wheeler might be the most important yet.

Morgan ended three-wheeler production in 1952 as more affluent post-war customers switched to its four-wheeled sports cars. But the concept was revived in 2012 with the retro-styled 3 Wheeler, which was powered by an air-cooled, American-made S&S V-twin motorcycle engine mounted across the front end—just like the Morgan three-wheelers built until 1939.

That car is now being replaced by an all-new three-wheeler that is arguably the single most important new Morgan in history. Unlike the 3 Wheeler, the all-new Morgan Super 3 has been designed from its three wheels up to meet global crash and emissions standards. And the U.S. is one of the car's key target markets.

Old School Meets New School

Park your preconceptions: The Super 3 is not a Polaris Slingshot with a posh accent and debonair duds. Far from it. The Super 3 aims to capture the fun and free-wheeling spirit of the original Morgan Three Wheelers, light and sporty cars that frequently punched above their weight in motorsport events in the 1920s and '30s. It looks old school. But the clever and innovative engineering underneath is state-of-the-art.



The Morgan Super 3 is powered by a naturally aspirated version of Ford's light and compact 1.5-liter, three-cylinder "Dragon" engine, used in turbocharged form in the Ford Bronco Sport, as well as the European-spec Ford Focus and Fiesta hatchbacks. The decision to switch to a car engine was driven by the fact that the previous car's S&S V-twin would struggle to meet future emission standards, and other similar motorcycle engines all had integrated sequential-shift transmissions. Still, there's history here: The F-Series Morgan Three-Wheeler built between 1933 and 1952 was powered by Ford side-valve engines.

In the Super 3 the Ford Dragon engine, which drives the single rear wheel through a Mazda MX-5 sourced five-speed manual transmission connected to a bevel box and carbon-fiber reinforced drive belt, makes 118 horsepower at 6,500 rpm and 110 lb-ft of torque at 4,500 rpm. That doesn't sound like much. But as the Super 3 is expected to weigh not much more than 1,400 pounds, Morgan says that's enough grunt to shoot it to 60 mph in less than 7.0 seconds on to a top speed of 130 mph. And with no roof, no doors, optional aero screens, and the road rushing past just under your elbows, that's going to feel very fast.

Monocoque Makes Its Morgan Debut

The core of the Super 3 chassis is a super-formed aluminum monocoque, making it the first monocoque Morgan in history. Bolted to the front of it is a large cast aluminum structure that cradles the engine and provides all the pickup points for the multi-link front suspension. The floorplan is a non-structural aluminum piece that's been designed to accommodate future powertrain upgrades, including full electric drive. The single rear wheel is located by a twin beam swingarm with coil-over shocks on either side, and the beetle-backed bodywork enveloping it is more super-formed aluminum.

Though modern in its detailing and execution, the Super 3's layout is pure vintage Morgan. Ensuring the engine and cooling system sat no further forward than the front axle centerline while providing enough legroom for occupants drove the entire design.



The vertical cast aluminum element at the center of the mesh grille is not for decoration: It connects to the top mount of the Dragon engine. "There's nothing on this car that doesn't need to be there," says Morgan design chief Jonathan Wells. The cast aluminum piece at the rear of the bodywork, for example, not only ties the body structure together, but also provides the hinge for the rear wheel cover, the lower mounting point for the optional CNC-machined luggage rack, a license plate mount, and the location for the fog and reversing lights.

The desire to keep the Super 3 as compact as possible—though it measures 72.4 inches across the front wheels, it's only 141.0-inches long overall, just 4.0-inches longer than the 3 Wheeler—meant locating the cooling radiators on either side of the engine. That, in turn, required placing large, rectangular "barge boards" along the side of the car to manage the air flow through them.

At first glance they are perhaps the most controversial elements of the design, but Morgan has embraced their presence. A patented clip system—Morgan's first ever patent—allows specially designed hard cases, waterproofed soft bags, or racks to be attached to the side of the car. The clips and the hardware that attaches to them can carry as much as 44 pounds.

Clever Design Abounds

The Super 3 has no roof. But the interior has been designed to cope with the elements. The seats can be trimmed in water-resistant leather, or a new vegan technical fabric that is 100 percent waterproof and can be cleaned with bleach. The digital instruments, located in cast aluminum pods at the center of the dash, and all the switchgear are not just waterproof, but will withstand a quick blast from a jetwash.

The seats are fixed, both to reduce weight and complexity, but also to ensure the mass of the occupants remains in the same place in the chassis, critical in a three-wheeler. The steering column is reach and rake adjustable, and the floor-hinged pedals can be moved fore-and-aft to accommodate drivers of different sizes, however. The steering wheel is by Moto-Lita, the boutique British manufacturer that supplied everyone from Aston Martin and Austin Healey to Carroll Shelby and Saab in the 1960s and '70s and is still doing business today.

The closer you look at the Super 3, the cleverer it is. The two round headlights and horseshoe cowl are vintage Morgan design cues; the cowl's radius is the same as on Morgan's four-wheeled models. But the air intakes at its trailing edge are functional, feeding air into the engine intake. The small structures protruding from each headlight—nicknamed "snail's eyes" by Wells' team—enable the lights to meet global standards for height and side visibility while retaining their vintage-era location low and close to the front axle centerline.



The front wheels are flush-face 20-inch alloys shod with 130/90 Avon Speedmaster tires specially developed for the Super 3 by the British specialist tire maker. Though vintage in appearance right down to the tread pattern, they are radials with a modern rubber compound and are speed rated to 130 mph. The single rear wheel is a 15-inch steel car rim, shod with a 195/65 winter tire to deliver slightly more initial compliance on turn in, and less overall grip to reduce understeer.

How Much Is The Custom Built Super 3?

As you'd expect of a Morgan, the hand-built Super 3 will be highly customizable, with more than 200 available options. To make life easier for buyers, the company will offer three "character" themes at launch: Contemporary, which combines brighter exterior colors with the dark finish on the wheels and other cast aluminum parts, plus the textile interior; Classic, which has silver wheels and aluminum bits and leather trim in the cockpit; and Touring, which comes with the aero screens, rear luggage rack, and side panniers.

Super 3 production is scheduled to start at Morgan's factory on Pickersleigh Road in Malvern, England, in April, and will ramp up to a maximum of 15 cars per week within four to six weeks. The first cars will arrive in the U.S. in the third quarter of this year, priced at about \$70,000 to start.

Morgan Plus 8 Gearshift Knob

By Steve Blake

Ever since I bought my 1991 Morgan Plus 8, the gearshift knob would twist and turn on the gearshift lever like a weather vane on a barn. I would tighten it but to no avail as the second shift would send the knob on its merry way. Finally, one day when I was shifting into reverse (Over hard left and up) the knob came off in my hand. I looked inside the knob and could see the threads were stripped in the piece of tin that was lining the plastic gearshift knob. I tried a couple ideas including wooden plugs to get it to remain in place but none of my ideas worked for any length of time.

I decided I should get a new walnut gear knob to match the dash. Do you know how much gearshift knobs cost? Try US\$150 to \$180. I found some generic ones but once I asked them what the thread diameter was, I was told not to buy their's because it would not fit my Rover transmission gearshift lever. I needed a British thread. I looked online and found a knob at Brands Hatch Morgans in the UK for 8 GBP plus another 9 GBP for two different size thread inserts. Shipping was another 10 GBP but the total was far less than a new Morgan knob.



Old knob

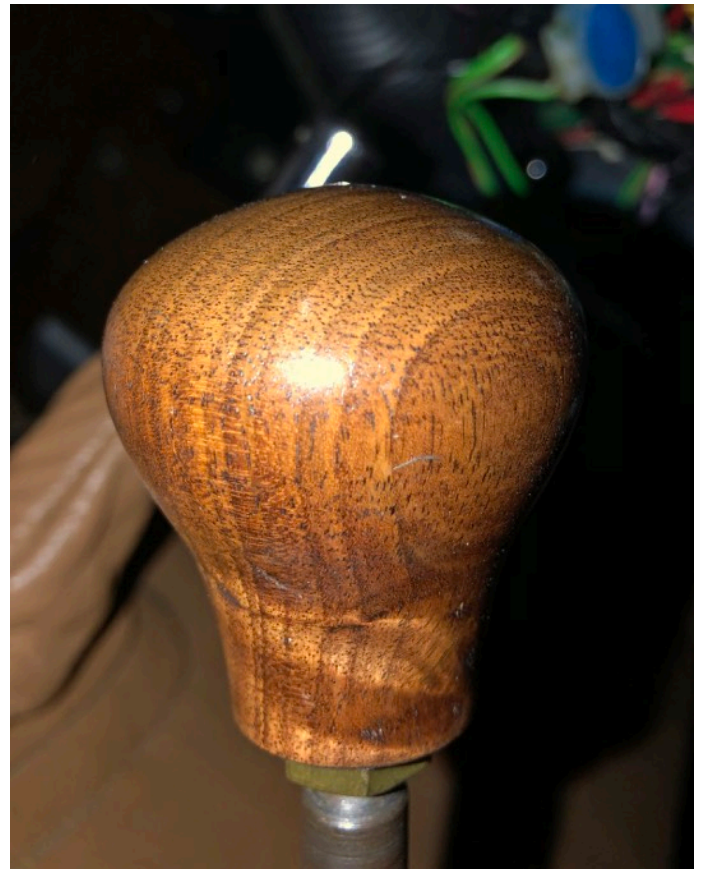


The knob arrived but neither thread insert fit my gear shift lever. Phil, at Brands Hatch, kindly sent me another insert with the correct 5/16 inch threaded hole. Unfortunately, it was British Standard fine instead of British coarse. No problem. Gerry Parkinson, a fellow Old English Car Club member, lived close by and said he had a 5/16 inch coarse tap.

We spent a pleasant hour or two, first, making a new thread plug. The steel was too hard and the tap refused to cut more than two or three threads into the hole in the new plug. I

suggested we take mine and cross-thread the coarse thread over the fine threads. If it didn't work, the old plug was useless anyway. Gerry carefully lined up the plug in his lathe and cut the coarse threads. I tried the knob and it fit perfectly. We used JB Weld glue to hold the plug in place in the knob. Armed with a thin brass nut of the same thread to screw under the gear shift knob, I took the knob home to let the glue set.

The next morning I put the brass nut on the gear shift lever, screwed on the knob and tightened the two against each other. I now have a gear shift knob that looks right for the car and is tight in place with no more twisting and turning. Thanks to Phil at Brands Hatch for supplying the additional plug and to Gerry for his engineering prowess!



New knob

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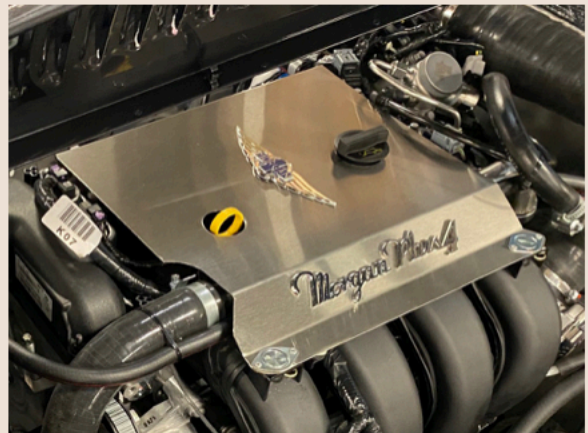
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(Thanks to Roger Mulloy)



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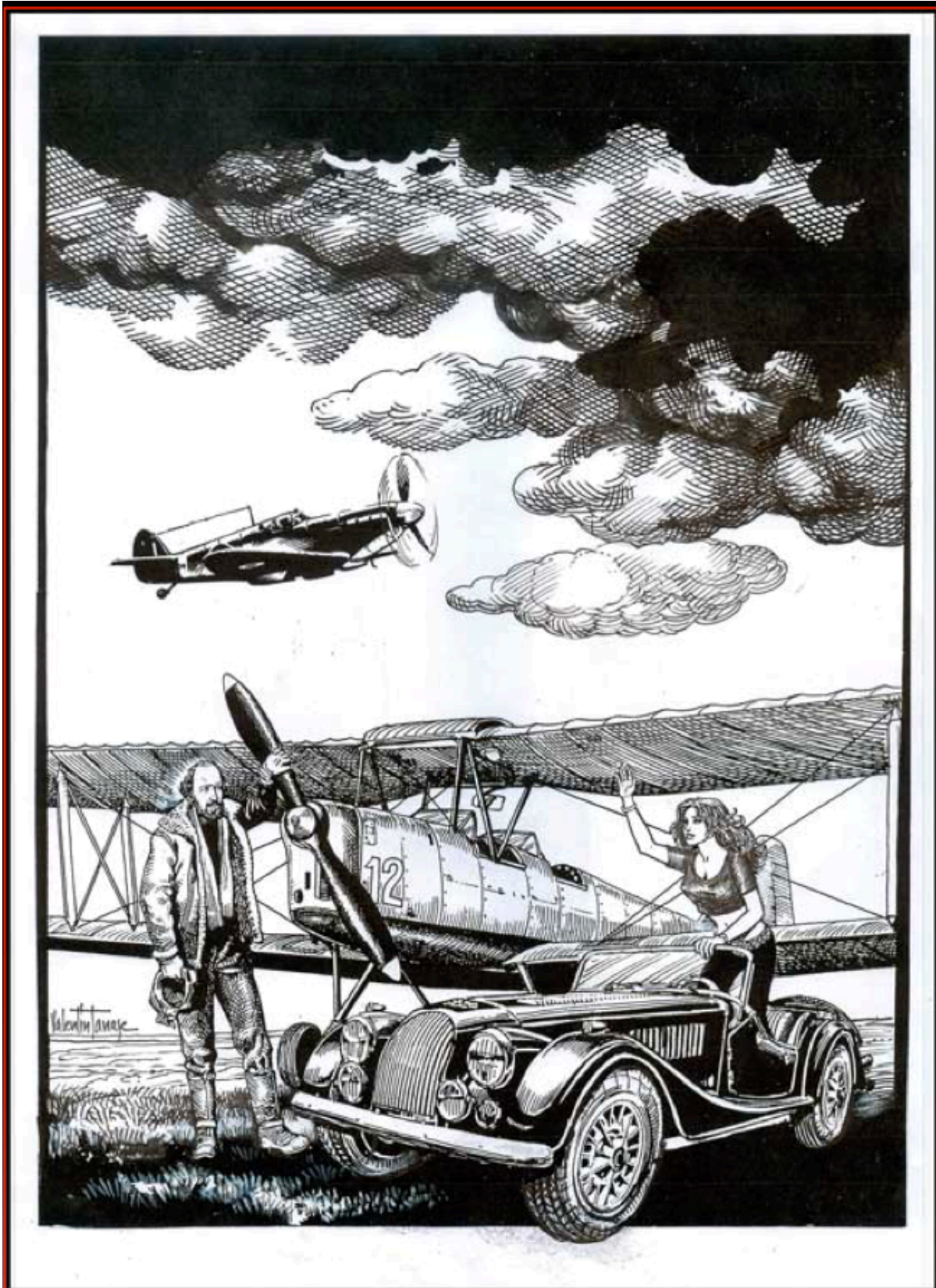
Morgan Cars Mid-Atlantic

Phone - 717-932-6600 or email

info@morgancarsmidatlantic.com

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.



Le Mans 1962 60th Anniversary Exposition

By Machiel Kalf

I noticed some information in your fabulous magazine about 60 years after Le Mans 1962. Maybe, if you agree, it's an idea to tell your readers, that from June 28 until July 11, my wife, Ingrid, and I organized an Exposition at our place called "60 years after Le Mans 1962". It was open to friends and car club members and was a great success. It was amazing how many people showed up with a genuine interest in Morgans and the Morgan success at Le Mans in 1962. The following is a photo essay of the event.



This is Machiel Kalf beside a part of the exposition. What you see is the original 162 LM-24 hours poster and a poster with "important" information about what happened in 1962.



This photo shows you a lot of original newspapers and magazines with race reports. The poster issued by the MMC after LM62. Not a very creative one..... I have never seen a Morgan race with two people in the car..... A Moss gear box as used in TOK 258, an original technical drawing of this type of gear box.

This is the back side of the medal for all the drivers who finished this race. The wooden frame around is made by myself to keep the medal safe and sound.



Here you see the set of 42DCOE Webers with original Lawrence Tune manifolds. In the manifolds are stamped XRX1. It's no longer a secret that this registration number originally belongs to the car that drove at Le Mans with registration number TOK 258.

Now you understand how historical important those carburettors are!



At Le Mans TOK drove with KLG F 100 spark plugs. Here you see a KLG display with this type of spark plugs.

Beside the box with the 42DCOE's Webers you see the original LUCAS ignition parts as used in that time, a show case with TOK models and on the right-side a photo of Chris Lawrence driving a Formula 1 car (Cooper Ferrari) year: 1964. He raced in 4 F1 races.



Baby record book for Chris Lawrence, Chris as a young boy, his Marine passport and a photo of Jenny, the mother of his children.





1 CHEVROLET - CORVETTE • 5 369 c ³ SEPTEMBER-TURNER	12 ASTON-MARTIN • 3 749 c ³ KERGUEN-FRANC	23 FERRARI • 2 953 c ³ TAVANO-SIMON	34 PORSCHE • 1 588 c ³ BARTH-HERMANN	44 LOTUS ÉLITE • 1 216 c ³ HOBBS-GARDNER	57 FERRARI • 2 953 c ³ X.-R. GLENN
2 MASERATI • 3 944 c ³ HANGSEN-Mc LAREN	14 ASTON-MARTIN • 3 749 c ³ SALMON-BAILLI	24 AUSTIN-HEALEY • 2 958 c ³ OLTHOFF-WHITMORE	35 PORSCHE • 1 588 c ³ BUCHET-SCHILLER	45 LOTUS ÉLITE • 1 216 c ³ HUNT-WILLIE	58 FERRARI • 2 953 c ³ VACCARELLA-SCARLATTI
3 MASERATI • 3 944 c ³ THOMPSON-KIMBERLEY	15 FERRARI • 2 953 c ³ BONNIER-GURNEY	25 TOJEIRO • 2 495 c ³ DICKSON-FAIRMAN	36 OSCA • 1 568 c ³ BENTLEY-GORDON	46 R. BONNET • 996 c ³ CONSTEN-ROSKINSKI	59 FERRARI • 2 953 c ³ BERGER-DARVILLE
4 MASERATI • 3 944 c ³ TRINTIGNANT-L. BIANCHI	16 FERRARI • 2 953 c ³ ABATE-DAVIS	27 FERRARI • 2 644 c ³ BAGHETTI-SCARFIOTTI	37 OSCA • 1 568 c ³ JOSE BEHRA-STERLING	50 R. BONNET • 706 c ³ ARMAGNAC-LAUREAU	60 A. C. BRISTOL • 1 971 c ³ MAGNE-MARTIN
6 FERRARI • 3 967 c ³ P. HILL-GENDEBIEN	17 FERRARI • 2 953 c ³ GROSSMANN-E. ROBERTS	28 FERRARI • 2 420 c ³ R. RODRIGUEZ-P. RODRIGUEZ	38 MARCOS • 1 502 c ³ HINE-PRIOR	51 FIAT - ABARTH • 701 c ³ FRAISSINET-CONDRIILLER	61 R. BONNET • 706 c ³ VINATIER-VIDILLES
7 FERRARI • 3 968 c ³ PARKES-BANDINI	18 FERRARI • 2 969 c ³ FULP-RYAN	29 MORGAN • 1 991 c ³ LAWRENCE-SHEPHERD BARRON	39 ALFA-ROMEO • 1 290 c ³ SALA-DE LUCA DI LIZZANO	52 FIAT - ABARTH • 701 c ³ DEMETZ-SIGALA	<p><i>Les concurrents dont la marque est suivie d'un * sont des G.T. ; les autres correspondent à un modèle expérimental.</i></p> <p>Concurrents suppléants</p>
8 JAGUAR • 3 781 c ³ CHARLES-COUNDELY	19 FERRARI • 2 953 c ³ NOBLET-GUICHET	30 PORSCHE • 1 588 c ³ PON-DE BEAUFORT	40 ALFA-ROMEO • 1 290 c ³ FOITEK-R. RICCI	53 PANHARD • 702 c ³ GUILHAUDIN-BERTAUT	
9 JAGUAR • 3 781 c ³ SARGENT-LUMSDEN	20 FERRARI • 2 953 c ³ IRELAND-GREGORY	31 T. V. R. • 1 623 c ³ BORTON-SALDERSON <i>16/40</i>	41 ABARTH-SIMCA • 1 288 c ³ DE LAGENESTE-ROLLAND	54 PANHARD • 702 c ³ LELONG-HENRIAUD	62 ABARTH - SIMCA • 1 288 c ³ BALZARINI-ALBERT
10 JAGUAR • 3 781 c ³ CUNNINGHAM-SALVADORI	21 FERRARI • 2 953 c ³ HUGUS-REED	32 SUNBEAM • 1 590 c ³ HARPER-PROCTER	42 ABARTH-SIMCA • 1 288 c ³ OREILLER-SPYCHIGER	55 PANHARD • 702 c ³ BOYER-VERRIER	64 SUNBEAM ALPINE • 1 590 c ³ BALLISAT-LEWIS
11 ASTON - MARTIN • 3 996 c ³ G. HILL-R. GINTHER	22 FERRARI • 2 953 c ³ ELDE-BEURLYS	33 SUNBEAM • 1 590 c ³ HOPKIRK-JOPP	43 ABARTH-SIMCA • 1 288 c ³ M. BIANCHI-HARRIS	56 FIAT - ABARTH • 701 c ³ MASSON-ZECCOLI	65 T. V. R. CARS • 1 623 c ³ SLOTMAKER-LUND

Le Mans has a local news paper called Le Main. During the Le Mans 24-hour weekend they have 5 editions!!



Some artefacts: for example, the LT-sign that was fixed on one of the doors of the company "Lawrence Tune". Beside the sign you see the 3 badge models issued by Lawrence Tune. If you have a good look, you see the original goggles Chris Lawrence used for years. A part of the exposition with the original program, folders, Press card etc.

Famous People with Morgans

By Steve Blake

Prudence (Fawcett) Trevalyan – Morgan Le Mans Racer

January 6, 1913 – May 11, 1986

One of the most remarkable events in Morgan's history at Le Mans was the entry of a 1938 Morgan driven by Prudence Fawcett. Prudence was invited to attend a previous race in 1937 and decided if the men could do it, so could she. She was offered a seat in the 1938 race from a dealer in High Holborn. Prudence raced at Le Mans and did well to finish 13th out of 45, being awarded the Rudge Whitworth Trophy and a medal for finishing the race. Her story is quite interesting and the facts were related by her son, Charles Trevalyan to a gathering of the Bugatti Owners Club.



Prudence was born to Alfred Fawcett (solicitor) and Rachel Blake on January 6, 1913. Her birth was registered in Ecclesall Bierlow, Yorkshire. When she was baptized, the Vicar was hard of hearing and mixed up her name. She was supposed to have been named Patience but the Vicar heard Prudence and thus the error was registered.

While quite wealthy, the Fawcetts were not keen automobile people. Rachel could not drive a manual transmission and preferred to have an automatic by either Buick or Packard. Once, Rachel drove into Sheffield in her new Packard where she had an accident. She t-boned a Sunshine Laundry van and was wedged in tight. She was so upset that she burst into tears and hailed a cab home. Rachel was summoned for leaving the scene of the accident. She went before the magistrate, Miles Stevenson, who happened to be her godson. He fined her 5 pounds for leaving the scene of an accident. Rachel pounded her alligator skin bag on the desk and said, "Damn you, Miles, damn you, I am cutting you out of my will." He charged her an additional 10 pounds for contempt of court. He was cut out of her will and they never spoke to each other again.

Prudence's interest in cars came from her Uncle Percy who owned several Bugattis. She would go with him to meetings of the Bugatti Owners' Club and to Bugatti Rallies. Prudence would meet many motoring personalities who would visit with Uncle Percy.



Uncle Percy Fawcett's Bugattis

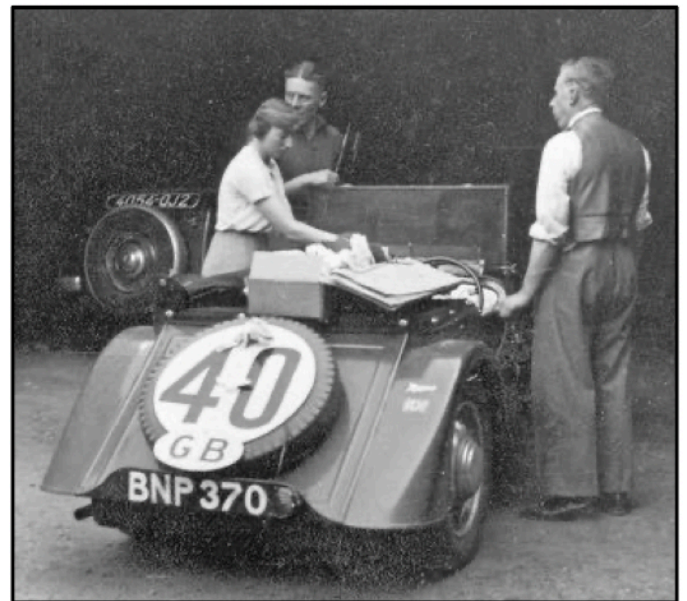
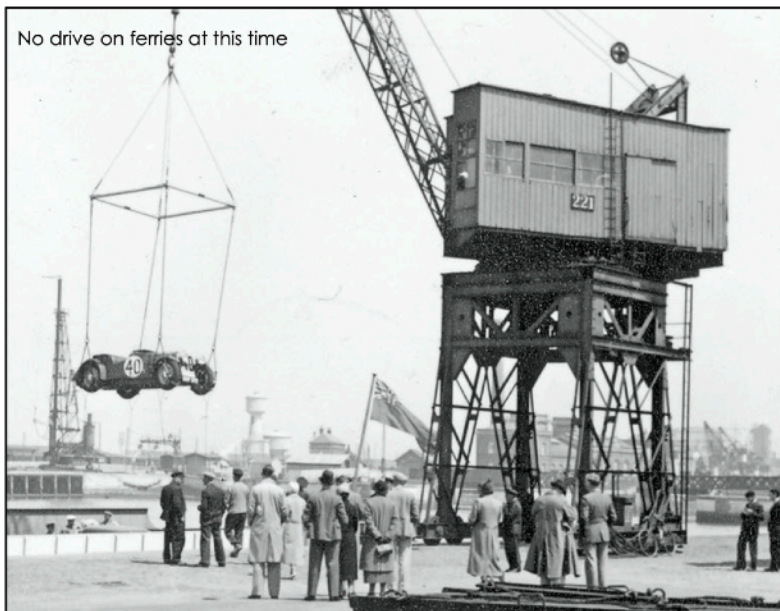
Prudence was sent to a finishing school in Switzerland and later traveled to Genoa where she met the Count Giacomo Rossi. Rossi set records on the water in hydroplanes. He took a fancy to Prudence and they became engaged. Mother Rachel would have nothing to do with that because Rossi was Catholic and the Fawcetts were Protestants. Prudence was commanded to return home. In her time with Rossi, co-owner of the Martini-Rossi company, included going to motor racing events. It is claimed by her son, Charles, that Prudence raced a couple times in a Alpha Romeo 1750 Zagato and an 8C Alpha. She took quite a shine to the Alphas and Uncle Percy's Bugattis took a backseat.



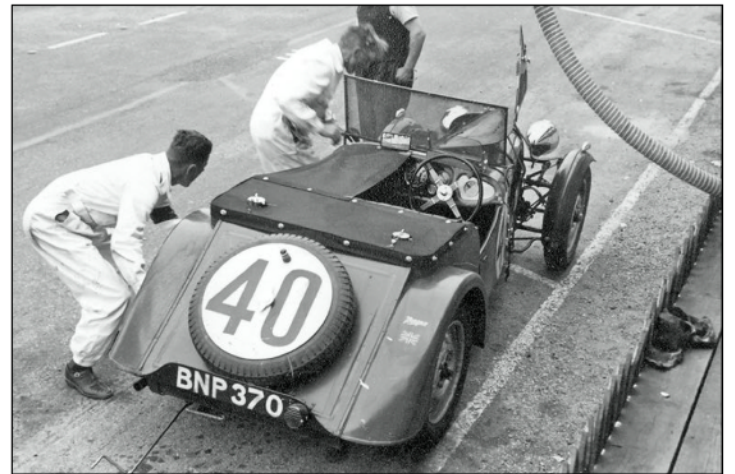
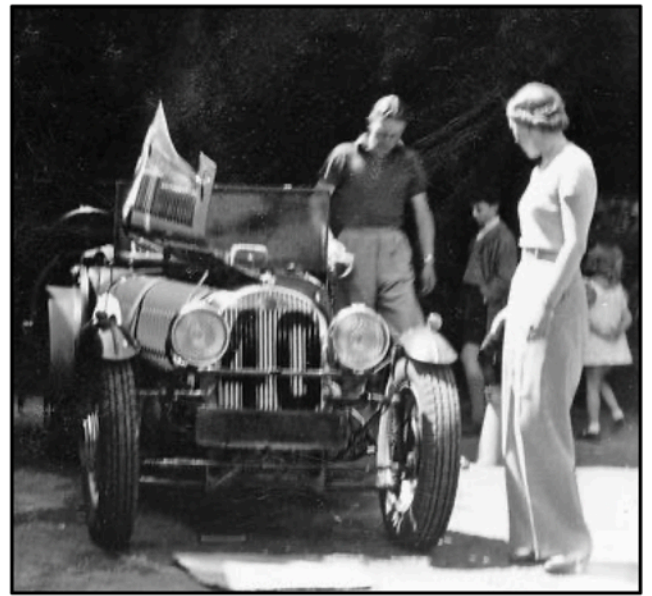
Giacomo Rossi in his boat

On her return home, she imported 8 Alphas, 5 of the 1750s and 3 of the 8Cs. She made a lot of money until HM Customs and Excise came knocking on her door. She was asked to pay the duty on these cars for which Prudence claimed to have no knowledge. She was about to be summoned to court but fortunately, Rachel's uncle was the Lord Chief Justice of Appeal and said he would get her off on condition she did not import any more. Prudence was having a hard time selling the last Alpha and enlisted help from Lance Prideaux-Brune of Winter Garden Garages to sell the car.

In 1937, Prudence was offered a seat on the Duke of Kent's airplane to go to the 24 Hours of Le Mans race. She was quite taken by the event and said she liked the noise, the smell, and the ambience. She said if they can race the cars, so can I. She did not have a racing licence at that time but Lance Prideaux-Brune came to the rescue. He was the agent for Aston Martins but they weren't selling particularly well so he switched to selling Morgans. Lance said that he would prepare the Morgan for Le Mans if she would go get her competition licence. The car was shipped to France on the SS Forde, a converted mine-sweeper as there were no roll on-roll off ships at that time.



Prudence applied to the Automobile Club of the West in France, paying 2500 francs entry and was given a competition licence. She was accompanied by Geoffrey White, a salesman from Winter Garden, who would be her number two co-driver. Dick Anthony, the service manager at Winter Garden, would go along to look after the car. The team of three was supported by Lance Prideaux-Brune. Prudence knew Lord Wakefield who took a shine to her and supported the team with petrol, oil, and lubricants.



At the age of 24, Prudence started and drove in the 24 Hour of Le Mans. During the race, Prudence was behind a 2900 8C Alpha Romeo that threw a bit of tire tread which hit her in the head causing a cut above her goggles. That did not stop her. The Alpha did not finish the race. In the latter part of the race, the Morgan had to slow down due to a burnt exhaust valve. Also, a radiator bracket came loose causing her to start losing coolant. She did finish the race in 13th position, averaging 65-70 mph. She was delighted and won the Rudge Whitworth Trophy. She sent a telegram to her mother, Rachel, saying finished 13th out of 45 competitors. Success! Rachel was livid and emailed back to come home and I am glad it is over.

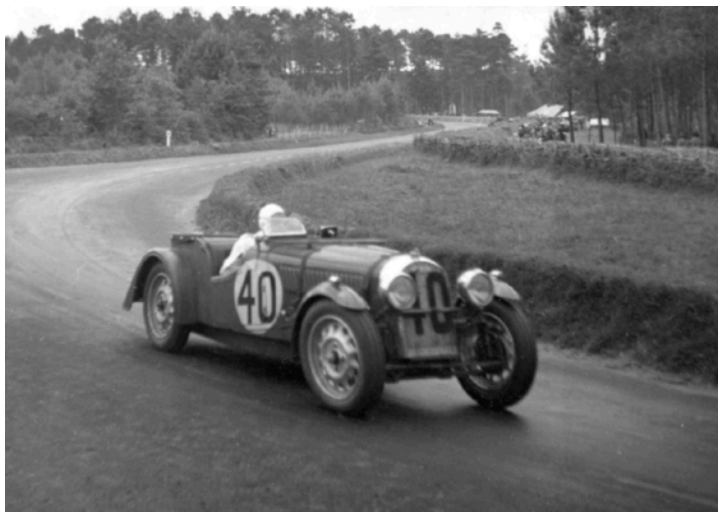


The 2900 8C Alpha Romeo that threw the tire that hit Prudence in the head

When she arrived home, she told mother Rachel that she would love to keep the Morgan. She was told that there was no way and that she brought shame onto the family by going motor racing and she was to return the car immediately. She was told to settle down for once and lead a proper life. She took it back to Winter Garden and Lance said it was okay and she could have an ex-works Aston Martin Ulster that raced in the 1934 Le Mans. "It is for sale for 395 pounds but you can have it for 350." Lance told Prudence to borrow the car for 10 days and your mother will surely like it and then you can have it for 350.

Mother went apoplectic and told Prudence she could not have the Aston Martin and to take it back. Quite upset, she drove the car back to Winter Garden and returned it. The car was purchased, unbeknownst to Prudence by the best friend of her soon to be husband, Leslie Trevalyan. The car was loaned to Leslie to drive to his wedding, not realizing Prudence's history with the car. It was a real kick in her backside seeing her groom arriving in this car that she so dearly wanted to own. The car stayed with the best friend until he passed away in 2005 after which it was bequeathed to Prudence's son, Charles, sadly after Prudence had already passed away.

Prudence was never to race again but she did lead an interesting life which included motor cars, aeroplanes, and motorhomes.



Ex-works Aston Martin Ulster offered to Prudence



Finisher Medal engraved Miss PM Fawcett



Last photo taken of Prudence in her Morgan

(Photos from the Charles Trevalyan Collection)

From the Morgan Oasis Garage

By Cuthbert J. Twillie, Proprietor

Box 1010 - North 51, Terrace

Hoodsport, WA 98548

(360) 877-5160

Fog Lamp Bracket

By Cuthbert J. Twillie



Last year there was a '63 4/4 roadster in the shop for paint, new fuel tank, top, tonneau, super sports seats, interior paneling, door skins and a few other items. The owner had obtained a large box of new goodies (at very attractive prices let me add) from John Worrall at Heart of England Morgans in Hartlebury, Worcestershire which is about twelve miles from Malvern Link. Included were two new Lucas driving lamps. I must admit I wimped out on mounting the lamps, and delivered the car with both lamps in a cardboard box.

This was due partly from fear and largely from ignorance, and some from not wanting to block the grille with two obstructions to wind passage through the radiator. I never did figure out where the owner wanted them installed , though the last time I saw the car they were installed and not fatally blocking the radiator.

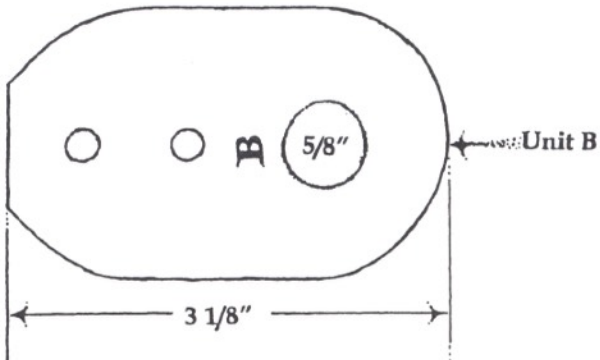
Now there is another Mog in the shop, a '66 Plus 4, 4 seater, and wouldn't you know it's got the selfsame Lucas driving lamp, in a box without the tailor-made bracket. So I sat there in front of the car and studied the situation, and the solution came to me gradually. It's so simple I'm ashamed I didn't come up with it on the other car. And it is easy for our Professional Morgan Owners to make in the average bear garage in an afternoon away from Pro Football.

All the metal is one eighth inch steel flat bar available from most neighborhood hardware stores, 1/8" X 1" and 1/8" X 2" . A few 1/4" fasteners and a drill motor is all that's required to begin your bracket apprenticeship.

Let me explain that Unit "B", which the driving lamp actually bolts to, can be rotated on Unit "A" to wherever it's convenient, by altering the drilled holes for the fasteners. The position of Unit "B" on the drawing is what worked for this car. I'm sure the dimensions may be altered to suit a particular application while the basic design parameters stay the same. Unit "A" can be bent further upward or downward, and it can be attached to the inner bumper bracket at whatever position you'd like it to assume.

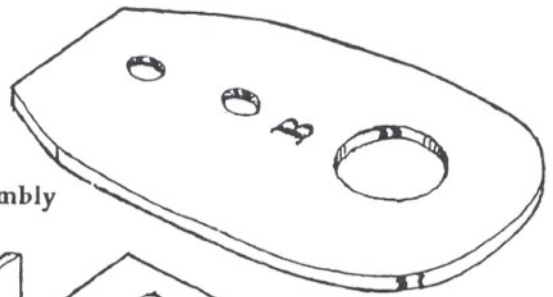
The dimensions are given in the drawing that accompanies this page. Take your time and enjoy yourself and imagine you're making the sixty bucks an hour the garage gorilla guerrillas aren't charging you.

1/8" X 2" Steel Flat Bar 3 1/8" Long

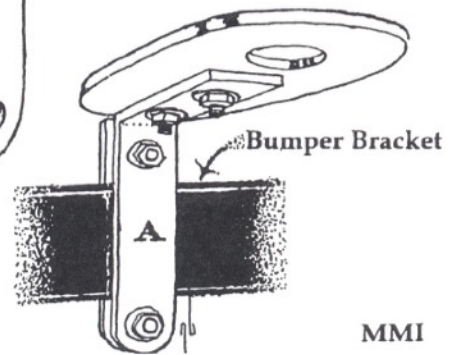
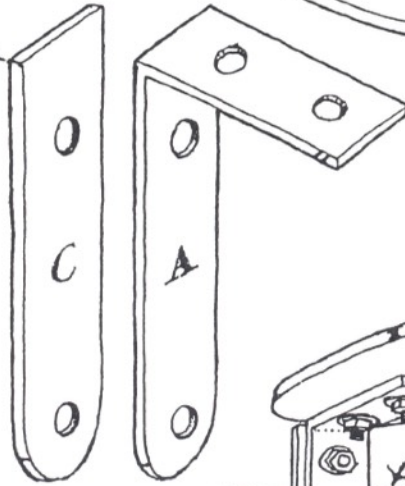
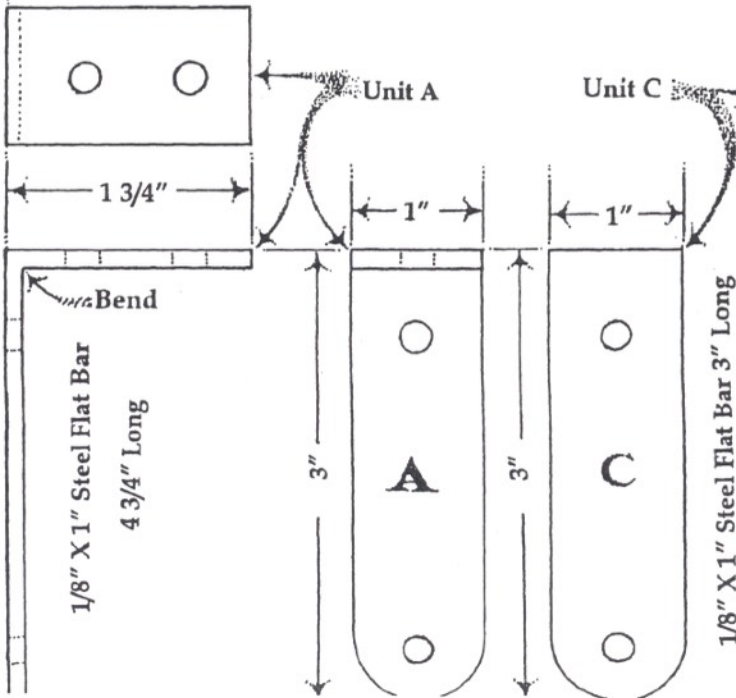


Cuthbert's Epistles to the Mognoscenti

Driving Lamp Bracket



Assembly



MMI



Cuthbert:

I wonder if this spare tire option could be adapted for a four-seater Morgan?

The spare tire drops down lifting the car so it can be rolled sideways into a tight parking spot.

Restoring Fenders and Running Boards - Part 3

By Steve Blake

My 1937 Chevrolet pickup truck needed to have its fenders and running boards restored. While they looked good to the untrained eye, you could see bubbling of the paint in a couple areas. That only can mean one thing, rust! Last month you saw the panels after they were blasted to remove the paint. That let us see underneath to what was really happening. We found rust in several areas and a couple places where old repairs were made to fix damage.

This month, you will see the work Andrew Smith is doing to replace the corroded and damaged metal. You can see him working the English wheel to form metal to fit the shape of the fenders. One old repair on a fender did not replace the beading along the edge. The arc of the wheel-side opening was not uniform. Andrew replace the beading, welded in new metal, and reshaped the curve so it was a perfect curve as it came from the factory.






(Andrew Smith photos)



AR Auto Resurrection

Andrew Smith
Auto Restoration



250-516-1684
arautoresurrection@gmail.com

Morgans in the Movies

By Steve Blake

Pee-Wee's Big Holiday

Starring Paul Reubens, Joe Manganiello

Pee-Wee's Big Holiday is a 2016 comedy-adventure movie directed by John Lee and written by Paul Reubens and Paul Rust. It was released on Netflix.

The plot according to Wikipedia:

Pee-wee Herman is a resident of the small town of Fairville and works as a cook at Dan's Diner, where he is well liked by the locals and revered for his diner cooking. He meets and befriends actor [Joe Manganiello](#), who convinces Pee-wee to leave Fairville for the first time in his life to travel to [New York City](#) to attend Joe's birthday party.

Shortly after leaving Fairville, Pee-wee encounters three women being chased and, assuming they are innocent women in peril, offers them an escape in his [Fiat 600](#). It turns out that the three women, Pepper, Freckles, and Bella (who coincidentally goes by the nickname "Pee-Wee"), are outlaws who have just robbed a bank. The women steal his Fiat. Pee-wee then gets a car ride from a [travelling salesman](#) named Gordon, who visits a creepy [snake farm](#) with Pee-Wee in tow, and gives him a disguise kit....

And the story goes on! I won't spoil it for you. The star of the movie for us is a 2011 Morgan 3-wheeler.



(Photos courtesy of Internet Movie Cars Database)

Malvern Memories
Photos of the Morgan Factory taken by MMC drone





Baby Boomers - Wild to the End! (Thanks to Jacques Gallien)

A Great Catch!
By Roger Mulloy

Watch this video clip right to the very end!

Thanks to Alistair Crooks who let me know the photo won't connect to the video. Click on the link in stead.

<https://www.youtube.com/watch?v=d240e2aZeo0>



Antique, Collector, Classic and Custom
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Our policy is specifically designed to fill insurance needs of
Antique, Classic, Special Interest
and Modified/Street Rod automobile owners.



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Vancouver, British Columbia
V6P 4Z7

Morgan Fantasy Photos

Photos that capture the art of the Morgan. Many of the ones we show are from the Morgan Motor Company's collection of Timeline Photos. Other's are open-sourced on the Internet or from member's collection.







HOME	FITMENT GUIDE	SHOP	RESTORATION	TYRE FITTING	INFORMATION & ADVICE
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You are here : Tyre Fitting : Balancing

Fitting Tyres
Balancing
Uniflate Nitrogen Tyre Inflation
Tyre Information
Blockley Tyre Company

Balancing Wire Wheels

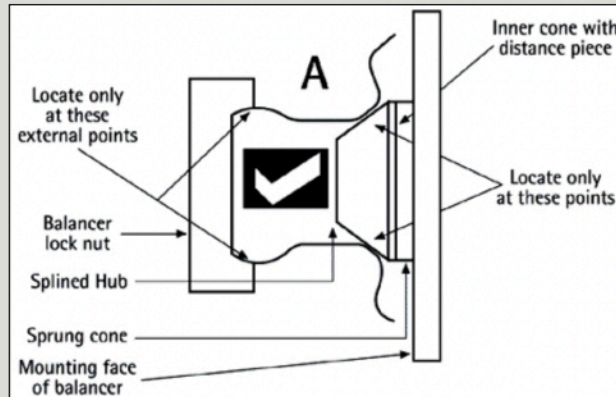
Correct wheel balancing may be affected by a number of factors, including damage to the wheel or uneven tread wear.

If vibration should occur through the steering wheel or through the body of the car, and the cause is not disclosed by mechanical investigation, then the complete tyre and wheel unit should be checked for balance.

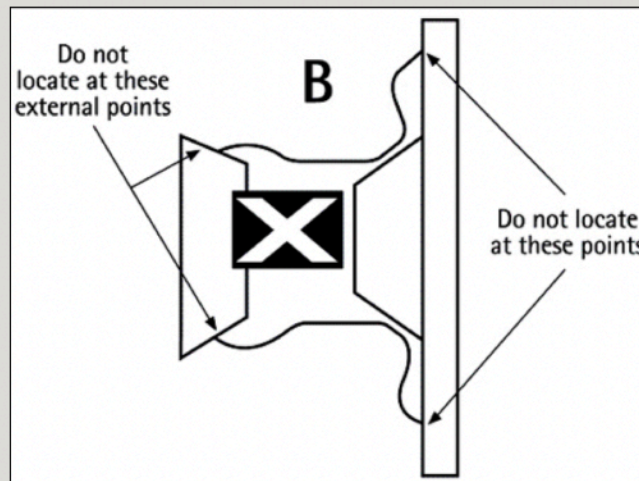
It is essential that the wheels are located on the balancing machine in exactly the same manner as located on the car and the factory truing jigs. Alternatively, balance in position on the vehicle.

Balancing Centre-Lock Wire Wheels

The following instructions are intended as a guide to assist in solving problems that are commonly encountered when balancing centre-lock wire wheels on an electronic balancer.



The above diagram shows the centre of a wire wheel attached to a balancer and is the correct method of locating the wheel.



The above diagram shows the centre of a wire wheel attached to a balancer and is the incorrect method of locating the wheel. This method will give false readings and the appearance of untrue wheel or wheels where large amounts of weight would be required to balance.

Balancing Bolt-On Wire Wheels

Bolt-on wire wheels are balanced in the same way as a standard road wheel, using a cone on the outer face of the centre.

“Looking Back”

Morgan at Laguna Seca in 1997

Editor’s Note: First, some background as printed on the Facebook page of the Morgan Sportscar Club Deutschland.

This car, affectionately known as BIG BLUE, was the first Aero 8 chassis built, as it is know today. Commissioned by managing director Charles Morgan under the guidance of race director Chris Lawrence, the GTR was part of the largest development program undertaken by Morgan Motor Company. Built from the ground up in 1996, at the Morgan factory, it was the test bed for a totally new futuristic Morgan. The chassis was designed and built using bonded and riveted aircraft-style aluminum construction. Charles Morgan and dealer Bill Wykeham raced the car with a modified Rover 4.6 litre V8 in seven rounds of the 1996 international BPR race series and the FIA GT series in 1997. The car proved that the factory was capable of making and running a successful racecar, but with the higher performance requirement of this series, a special race motor was needed. In 1997, an all-aluminum 6.2 litre small block V8 with electronic fuel injection rated at just over 600 horsepower was bought from Donovan Motorsports of California, and installed. A Hewland six-speed gearbox was fitted, along with an Australian-built B.T.R. rear axle and differential assembly. In 1997, the car was brought to the U.S. by Morgan Motor Company raced at Laguna Seca, Sebring, and then retired in 1998. Purchased in March 2003 by Morgan dealer Norb Bries of Northshore Sportscars, Lake Bluff, Illinois, BIG BLUE has competed in vintage race events since.



(John Jackson photo of Flickr)

Another note of interest, our Andrew Smith, was lead apprentice in the tin shop at Morgan, in 1994-95 when Big Blue was being built. His contribution included fitting the wings, building the battery box, making adjustments to the bulkhead so parts would fit properly and assorted other tasks on this car.

The Morgan Plus 8 GTR at Laguna Seca - 1997

Or

I Got Dem Ol' Big Blue Blues Again Mama!

By Dennis Glavis

I am not quite sure when I learned of the Morgan Factory's plan to come to the U.S. to try to qualify for Le Mans - either a fax from Charles Morgan, or a call from Win Sharples, or, maybe it was that Chinese fortune cookie message after too many Dragon's Breath Pale Ales. Anyhow, upon learning of the Factory's plan, I launched into my best Roger Rabbit imitation and offered my services on behalf of "da Club" (Yankee and Rebel partisan branches both.) For the next 3 weeks communications between the Factory and myself consisted of: "We're coming!" "We're not coming." "I think we're coming." "I'm pretty sure we're not coming!" Communications between myself and Win Sharples, US Assistant Team Coordinator, consisted of, "You're in charge!" "I'm in charge!" "You're in charge." "I'm in charge." "Organize a dinner for Sunday night!" Dinner organized. "No dinners! Organize a barbeque for Friday Night (only)." Done. "How's the Saturday night barbeque (only) coming along?"

Trackside, 7 am Friday: Gloom! No paddock passes available for me, so I bulls..t my way into the pits to deliver provisions for the Team, barbeque grills bungee-corded to the max in the posterior of the Dodge Ram. "Hi guys! - lots of old friendships renewed, new friendships begun. Watched the Pus 8 "motorvate" over the hill - not the fastest, but definitely the coolest. Meanwhile, Skimpey stood guard over the course, proudly bearing the Morgan logo amidst a sea of modern (post-Korean conflict) vehicles.



(Photo courtesy of Classic Motorsports)

Came the dawn, Saturday, trackside: More provisions - serious barbequing rapidly approaching. The Plus 8 GTR, friend William Wyckham at the helm, took brief spurts in the practice session, even overtaking a Porsche - "Out of my way!, Out of my way!" Then back to the pits - one set of tires, why wear them out! The Team's strategy was a sly one; though not nearly as fast as the Mercedes GT1s, the Porsche GT1s, the Panoz, (the standby ambulances, the trackside Burrito truck, AKA, the Roach Coach), perhaps they would all succumb to attrition, shunting, or mechanically retiring, and allow the Morgan its proper moment of glory. I perused the pits. This was truly a LeMans-like experience. As the day progressed, the Morgan tent, swollen like a Queen Bee's thorax, would fill with Club members, in-state, out -of-state, all received by the Team with unbridled enthusiasm.

Time to fire The coals! Marinated pork roasts, sundried tomato and artichoke heart smoked chicken and turkey sausages, a California repast for the Troops from Across the Pond; Prez Schmidt acted as Coal Master, David Haines as Der Meister Flipper, yours truly as Comandante of the Grill. Major engine problems, namely, pushrods now resembling overcooked linguini, kept the Team in a state of continuous engine dis- and re-assembly. John Wilburn provided a "daring-do" parts reconnaissance and rescue. Kether, newly married, appeared with husband, Dan, in tow, to help set tables, feed the folks, and drain those strange California Microbrewery beer bottles (the Team's beverage of choice was Budweiser!) Lots of laughs, lots of camaraderie! "Welcome to the Colonies!" Team members, Win Sharples, Christopher and the charming Mrs. Lawrence, son Steve, Marc and Keith Baldwin, Bill Wyckham, et al, seemed quite pleased by the Club's bountiful reception and support.

Exit Left; Came the Night! Locked out of friend Bill Seaward's house in P.G., I slept, sort of, in the truck, head firmly secured under the steering wheel.

Came the Dawn, Sunday: Time for serious racing! Bulls..t my way into the paddocks (again), deliver fresh provisions and repossess the two now-cooled grills. Strolling the pits at 6:45 am, little English was to be heard. German, Italian, and French conversations, and better yet, similar nationality lorries were to be seen. Friends Patrick Manlon, Stewart Smith, and his lady love, Sue, appeared, Morgan folk from everywhere reappeared as the Morgan tent swelled with excitement to hear the newly repaired engine's attempt at first fire. Gagga, gagga whoompah, whoompah!! Feeding time at the zoo, as the good ol' boys would say. Looking about, I was suddenly aware that this was the only open tent to the public, a Morgan Factory facsimile of "All Morgan Folks are Welcome" in our paddock area and tent. Meanwhile, on the track our kissin' cousins, the Marcos and the Lister Storm, battled for qualifying positions, looking "tres formidable." They had to, for in yesterday's practice, the Morgan had lowered its lap times from 1'38" to 1'33.1". Victory was Nigh!!

Let the race begin!! Lap 1, only 129 to go: Bringing up il posteriore, the 8, whoops, what happened? As went the differential, so went the race. Park it in Turn 6 - C'est la vie! Watching my first 3 hour endurance race, without the Morgan to cheer for, soon compared to watching laundry dry, or watching paint dry, or better yet, watching gravy thicken. The Porsches and Mercedes kept at it, with a brief intrusion from the Lotus GT1 Until victory was theirs. At day's end, the Morgan GTR tent was a busy one as crates were packed, six packs and champagne bottles drained, and an all too brief moment in Morgan history was relived in conversations and memories. The friendliest little tent at Laguna Seca was slowly dismantled as the Team adopted what was once the annual utterance of the Brooklyn Dodgers, "Wait till next year! We'll moider da bums!"

Good show mates! We can hardly wait till next year.



(Photo courtesy of the Morgan Sportscar Club Deutschland)



Ed Leslie (98) and Lew Spencer (145) on the parade lap in 1959 before "Leslie's Leap" became part of Laguna Seca lore. (Laguna Seca photo)



Upcoming PACMOG Events



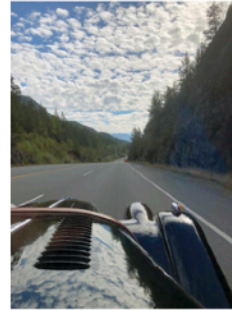
Watch your emails for news of the next drives

(Susan Blake's photo from the navigator's seat on the Sunshine Coast Run)

Upcoming Events 2022				
Sept. 9-11	Portland ABFM	Contact	www.abfm-pdx.com	
Sept 16	PACMOG Breakfast run	Contact Chris Brunt-Tompsett	cabt@shaw.ca	
Sept. 24	Silk Cat Sea to Sky	Contact	www.seatoskyallbritishrally.com	
Sept. 25	Autojumble	Contact Lambs		
Oct.??	October Run	TBD		
Nov. 6	London-Brighton Comm.	Contact OECC		

Sea to Sky All British Rally 2022

www.seatoskyallbritishrally.com



North Vancouver to Whistler
Saturday, September 24th, 2022

This is your official invitation for the 10th annual Sea to Sky All British Rally, come and showcase your beautiful British cars!

We are very excited to announce that we will host the whole event of the Sea to Sky all British Rally this year. We are thrilled to have secured a beautiful new location in Whistler with ample parking and a big deck to enjoy a lunch at 6922 Lorimar Rd. Whistler.

You will be able to leave your car for a few hours and either bring your own lunch, or, (We are currently working on securing a catering company to prepare us lunch. If you have any connection or suggestions, please let us know). There is of course the opportunity to stroll to the village.

Be sure to register early and fill in the quick entry form at

www.seatoskyallbritishrally.com

We look forward to welcoming all types, makes, and years, of British cars.

This fall rally is one of the last events of the 2022 British car season.

We look forward to seeing you September 24th, 2022!



1958 Morgan Plus 4, 4-seater Sold Last Month

By Steve Blake

Sold for US\$26,000 on July 5, 2022



BaT Essentials

Seller: ParGuy1



Location: Floyds Knobs, Indiana 47119

Listing Details

- Chassis: **MVIN381006IND**
- 56k Miles Shown, TMU
- 1,991cc Inline-Four
- Four-Speed Manual Transmission
- Tan & White Paint
- Brown Upholstery
- Brown Soft Top & Boot Cover
- Steel 16" Wheels w/Chrome Hubcaps
- Wood Dashboard
- Smiths Gauges
- Luggage Rack

Private Party or Dealer: Private Party

The description from Bring-a-Trailer:

This 1958 Morgan Plus 4 is finished in two-tone tan and white over tan upholstery and is powered by a 1,991cc inline-four paired with a four-speed manual transmission. Equipment includes steel wheels with covers, chrome bumpers, a luggage rack, and a brown convertible top. The seller's father purchased the car in 1984, and it was acquired by the seller in 2016. Work conducted under current ownership is said to have included replacement of the radiator, carburetors, electrical system, and tires in addition to powdercoating the wheels and refurbishing the interior. This Plus 4 is now offered with side curtains, a tonneau cover, a picnic basket, and an Indiana title in the seller's name. The fenders are said to have been replaced in the 1980s. The car comes with a brown tonneau cover and brown side curtains, and the seller notes that the convertible top needs to be replaced.



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 so they can be included.

Recent Sales and Auctions



This 1965 Morgan Plus 4 sold on BaT for US\$45,162 on August 4, 2022.



Gerry Seligman's 2005 Morgan Roadster sold on BaT for US\$59,000 on August 8, 2022.



This 1933 Morgan MX4 Super Sport was bid to US\$25,000 on BaT on August 11, 2022 but did not sell



This 1958 Morgan Plus 4 sold for US\$17,200 on August 11, 2022

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!

Member's Morgan For Sale

1978 Morgan Plus 8

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

Asking \$62,500. USD

Garry 250-741-6748 gwag@shaw.ca



Do you have one of these?

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

Place an ad by the 15th of the month to get in that month's Morgan Link.

Reach an audience who are 100% interested in Morgans.

Don't let it deteriorate to the point that it is worthless. If you have not driven it in the last few years, pass it on!



PACMOG Regalia

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

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



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

\$25 CDN* (plus shipping)

Badge measures 3.5 by 4.25 inches overall

*Club members only, all others please inquire



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

\$2 CDN* (plus postage)

Patch measures 3 inches in diameter

*Club members only, all others please inquire



www.regbeercoachbuilder.ca

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

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Steve Sillett

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

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

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604 910 0857

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Pacific Morgan Owners Group

2022 Membership

2022 Membership Application

Membership is only \$10
Make out cheques to "PACMOG"
Send dues and completed form to:

(Please print in block letters)

Pat Miles, Treasurer
15410 Kildare Drive
Surrey, BC V3S 6B9

Or E-transfer to pat_miles@hotmail.com

Date _____ New _____ Renewal _____

Last Name _____ First Name _____

Spouse/Partner Last Name _____ First Name _____

Address _____

City _____ Province/State _____ Postal/Zip Code _____

Phone _____ Cell _____ Work _____

Email address _____

Spouse email address _____

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

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

Engine type _____ VIN or Chassis number _____

Comments? _____

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

Engine type _____ VIN or Chassis number _____

Comments? _____

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