



The Morgan Link

Vol 7 No 10

The Magazine of the Pacific Morgan Owners Group

Oct 2022



From the Editor's Desk...

We are having the best Autumn weather on record! After the floods of last year and our rainy Spring, this sunny weather is well deserved. I hope everyone has had their Morgans out for some nice drives. Don't forget to send your editor some photos!

At our last executive meeting, we discussed the future of the club. There will be more about that later and you will have received an email message requesting help to run our club. One of things we discussed was the Morgan Link. I have been putting this together for five years and built it into a magazine that I hope everyone enjoys. However, because of the magnitude, it has become a full time job. I have enjoyed doing this and it has been my contribution to the club. However, many personal things I would like to do are being left undone and this needs to change. It is not fair to Susan, for me to be squirrelled away in my office every day.

The Morgan Link will change next year. We are considering having four issues of the Morgan Link a year, Winter, Spring, Summer, and Fall. In the months between, we will have a short newsletter, the Link Light, to cover time sensitive issues. This will probably be in the two to ten page range. Now, if there appears any creep in the length of pages, somebody stop me!

The other reason for cutting back on the amount of work needed to put out our newsletters is that somebody else is going to need to take it over in another year or two. I really do have to retire! It is not fair to expect anyone else to spend the time I have. I only did it because Covid lockdown allowed me extra time and I enjoyed the challenge. Anybody interested in being editor, let me know and we can work together for a year.

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

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

Report from the Executive- October 2022

By Steve Blake, Chair

We had a Zoom executive meeting this month. It was attended by all of the executive and Bob Wadden. Our agenda was kept loose and we really just focussed on one issue, the future of the club.

A number of directors wish to step down and that has been made clear to you in a couple emails I sent out. Fortunately, some people have stepped forward and things are looking good for next year.

It is healthy for any club or organization to have turnover and bring fresh ideas, enthusiasm, and life to the club. I believe we will have that next year. At the same time, all club positions are still open and if anybody has an interest please contact me so we can either have an election, assign you to another role, or hold you in abeyance for a future year. I expect, and we hope for, turnover every year.

We will have more to say about this in the future but at this time, I would like to thank Ken and Pat Miles for their service and the warm hospitality they always show to the club by hosting events. Ken and Pat are stepping down from the Executive this year after being in director roles since the club's inception. Between them, they have put in many hours in the roles of Treasurer, Secretary, Chair, Vice-Chair, and Events Administrator. They have put on drives and hosted us for Christmas and the After-ABFM BBQ. Both Ken and Pat have always been available to help members with issues with their Morgans. They have attended every club event, unless they are on holidays. Ken and Pat have driven their Morgans further than any other club member, doing several Morgans over America, touring to Alaska and long drives to California and other points south. We expect to see them continue to drive their Morgans in our events and no doubt they will remain active members of our club. Thank you Ken and Pat!

Stay safe!

New Members

No new members this month

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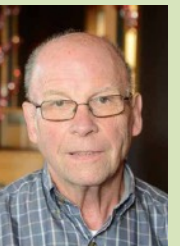
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Non-voting member attending
Board Meetings as Secretary

Susan Blake
susanblake@telus.net



Cover Photo Credit:

This month’s cover photo was taken by Bob Wadden of his 1957 Morgan 4/4 in front of his house with the decorations up in preparation for Halloween.

Contributors

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

Susan Blake, Andrew Smith, Pat Miles, James Gilbert (MMC), Alistair Crooks, Valentin Tanase, Jacques Gallien, Gary Bell, Laurel Gurnsey, Roger Mulloy, Bob Wadden, Chris Bright, Vern Dale-Johnson, Richard Lentinello, John Crawley, Daniel Strohl, Ken and Pat Miles, Louis Cordony

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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!



Dave Doroghy's 1966 Morgan Plus 4 spotted on River Road in Ladner. (S. Blake photo)

Bob Wadden's 1957 Morgan 4/4 ready for Halloween. (Bob Wadden photo)



Book Review: March of Progress by Charles Neal

By Steve Blake

I ordered this book from the MSCC because as a member I get a £5 savings, making the book only £35. What hurt the most was the £26.15 shipping to Canada. It worked out to a hefty \$96.82 Canadian. I must say that after reading the book, it was worth the money.

Charles Neal is the Editor of Miscellany Magazine, the official Magazine of the Morgan Sports Car Club (UK). With the close connection of the club to the factory, Neal had access to the archives and was able to publish many photos that have not been published before. According to Neal, his object was to write one book that covered the history of the Morgan, specifically Morgan Motor Company, and its cars. There are a number of excellent books out there on the Morgan marque that cover specific periods of time, events, and models of Morgans, but this book is the most comprehensive.

First, the quality of the book is very good. It is a 288 page hardcover book that has been well bound and has a good heft to it. There is a nice balance of text and photos so you are informed and at the same time can visualize the topics being covered. I like the mix of black and white photos from the archives mixed with colour shots from more recent times.

In covering the history, Neal has gone beyond just laying out the facts, but has given us reasoning behind decisions. Along with this, there are many anecdotal stories which add a higher level of interest for the readers. For example, he tells why Peter Morgan had the hardtop on TOK 258 painted white. Read the book to find out why! Much of Morgan's racing history is covered from the first 3 wheelers, to the Le Mans racers of Prudence Fawcett, Chris Lawrence, and Richard Shepherd-Barron, to races at Spa, Brands Hatch, the Nurburgring and others. One section covers the more modern Plus 8 GTR and its exploits.

Models of the Morgan are covered right up to the newest Plus Four and Plus Six, known as the CX generation. Who knew that the CX stood for Morgan's 110 year history at the point of their launch? Roman numerals CX equals 110. The three wheelers are covered in detail right up to the newest Super 3. The layout is different than what you would usually find in an historical book. The first chapter covers the newest cars, followed by a chronological order of the older models. It makes sense and is not confusing.

The book ends with a chapter on the Morgan Sports Car Club which is something lacking in other books on Morgans. The Club has been the glue that has given members a way to share their comradery for the marque, a way to access and exchange information from Morgan Motor Company, and a place to share maintenance tips, parts and service suppliers, and ideas on ways in to best utilize Morgans, whether it be for racing, touring, or just for driving around the town or countryside.

Charles Neal has done a commendable job putting this book together. I highly recommend it and know it will be a welcome addition to any Morgan enthusiast's bookshelf.



The March of Progress

By Charles Neal

An absolute must-have for any Morgan enthusiast. The March of Progress is nearly 300 pages of pure Morgan history. The book covers every aspect of Morgan from the early days of the Morgan Runabout in 1909 through to the latest model, Super 3, launched earlier in 2022.



Morgan: The March of Progress includes over 400 images and archive material dating back to the very foundations of the company, along with some previously unpublished material. Put together in a stunning hardback design, Morgan: The March of Progress would make the perfect coffee table book, whether as a gift or a treat for yourself.

To Purchase this Book Click on the Following Link

<https://www.morgan-motor.com/product/morgan-the-march-of-progress-by-charles-neal/>



OECC Fall Colours Run

By Steve Blake

Susan and I left Tsawwassen in our Morgan before the sun came up. It was going to be another beautiful Autumn day as there was not a cloud in the sky. We came down off the hill and could see the morning fog stretching before us. Soon, we were in the fog and the windshield started steaming up on the inside. The heater fan was doing its best to clear the windshield but I found myself squatting low in my seat to peer through the two inches of clear at the bottom of the frame. Finally, a combination of change in temperature and the car's fan and my windows were clear again.

The first stop on our drive was to join the Pre-56 MG Unclub for breakfast at Ricky's in Coquitlam. This group meets twice a month for breakfast and to kick tires. There were an assortment of MG TCs, TDs, and TFs present along with two MGAs and our Morgan. After a hearty breakfast, Susan and I left the group and drove across the Port Mann Bridge to meet up with the Old English Car Club and three other Morgans from PACMOG. Several of us are members of both clubs.



We got in the wrong lane crossing the bridge and were prevented from exiting on to 152nd Street. We had to go to 160th and backtrack to the meeting place. Only a five minute detour! An assortment of British cars were in the lot when we arrived. We had four Morgans, Bob McDiarmid's 1995 Morgan Plus 8, Ken and Pat Miles in their 1964 Morgan 4/4, 4-seater, Bob Wadden in his 1957 Morgan 4/4, and us in our 1991 Morgan Plus 8. Other cars included two Triumph Stag, an assortment of TR6s, TR 7s and TR8s, old-style Mini, two Jaguars, Rover, Sunbeam Rapier convertible, Thames truck, MGBs, MGAs including a coupe, Austin-Healey, MG F, and a Jensen Healey GT.



At 10:30, we left the parking lot and divided into two groups depending on who made the turn at the traffic light at 104th and 152nd. I led the second group and with my trusty navigator stayed on course. Well, we almost made one error and the person who corrected us made an error a mile later. All good fun, and we managed to stay together.

It was a great drive with all the maple and other deciduous trees turning red, orange, and yellow. The sun on the trees made a great display. This year with no rain and little wind, the leaves started falling later extending the season for enjoying the colours.



We spent the next hour and a half driving through the Fraser Valley finally ending at 360 Fabrication Inc. in Abbotsford. One of the co-owners, Darryl Francoeur, toured us through the facility. The 360 operation is divided into three parts, the first is the collision repairs and ICBC work, the second part is the restoration shop, and the third is the audio and auto electronics shop. The paint area is shared by both the collision and restoration sides.

A number of interesting cars were in the bays undergoing a variety of work. There were five Camaros, an early Mustang, Chevelle, a couple mid-fifties Chevrolets, Datsun 240Z, a 1955 Corvette once owned by Walt Disney, and an early 50s stub-nose two ton truck being restored for a charity group. This truck is being upgraded including a Cummins diesel engine so it will be more useful carrying items and for show in parades, etc.

We learned a lot about new techniques in the shop including coating the cars with a soap substance to prevent them from getting over spray while in the paint area. The soap just washes off and it saves the environment from having to mask off the cars and later throw out the large volumes of paper that would be necessary.

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1955 Chevrolet Corvette, first year with a V-8, and previously owned by Walt Disney

After the tour, we drove to the Clearbrook Ricky's location for lunch. Many stories were shared as we dined in our own separate room. The country fare was very good but the winner was a two layer hot fudge brownie covered in whipping cream and the size of most of our main meals. Surprisingly enough, after all the grousing that it was too big, the brownie disappeared very quickly!



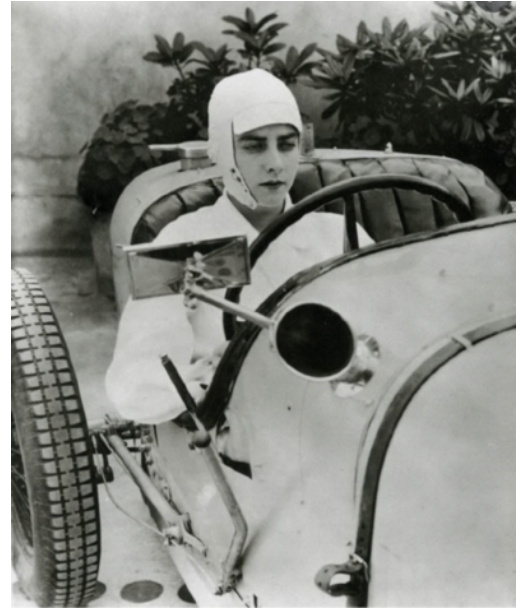
Women Drivers Take to the Roads

By Laurel Gurnsey

Flipping through Ingo Seiff's massive 'The Great Classics', I stumbled across a chapter called 'Women, Four-Strokes and Plenty of Speed'. Intrigued by Seiff's quotes from Dorothy Levitt's 1909 driving instruction book for ladies, 'The Woman and the Car', I searched out Levitt's book. She had amazingly forward-thinking tips, including using a cosmetic mirror to watch the cars behind (rear-view mirrors hadn't been invented yet.)

As Levitt suggests, 'Do remove your rings before taking the wheel, as the road surface will loosen the stones until they drop out...'

Seiff also mentions Italian driver, Princess Anna-Maria Borghese, who helped her husband plan for 1907's Peking to Paris race, (he won with his Itala.) Our friends David and Adele Cohen took part in 1997's Peking to Paris with a '30 Stutz and in 2007 with a Ford Model A. The 2007 competitors included three female teams who took on some of the most inhospitable terrain on earth.



Dorothy Levitt

(From Seiff) 'The tender oil-smeared hands of the Princess....and the ease with which the motorists' language fell from her lips at parties given by Italy's nobility impressed others of her sex...'

Anna-Maria's mother was the Tsar's adopted daughter and Maria was a descendent of Napoleon. In addition to her interest in cars, Maria was an accomplished photographer. As a Red Cross nurse at the front lines during World War 1, she took war photographs with the new Kodak box camera.

Daimler's article, 'Women and the Car', says one of the first Benz vehicles was sold to a woman. Women drivers were looked on with amazement, because early cars took a lot of physical effort to drive. Women were not only operating cars... they were taking part in long-distance journeys and car races. Bertha Benz was the first person to drive a car long-distance, helping her husband prove his Motorwagen could be useful to the public. In 1927, Ernest Merck, driving a Mercedes, beat her husband in the Klausen hillclimb.

Alice Ramsey, only 22, made history in 1909 as the first woman to drive across the United States (in a 1909 Maxwell DA, a touring car.) Our friend Brian said that 'a team from Whidbey Island retraced Alice's route with a local driver.



Alice Ramsey



Adele and David Cohen

In 1927, Elisabeth Junek won a class at the German Grand Prix, driving a Bugatti. In 1935 a team of six women, 'The Dancing Daughters', brought 3 P-type Midgets to a finish at Le Mans. Today, Danica Patrick has spectacular racing records with NASCAR and Indy.

I love Sieff's bit about women taking on the strenuous task of driving a car:

'What may well at that time have seemed a level of strain intolerable to the feminine structure is unremarkable today, as witnessed by the dramatic and strenuous sports achievements of many women.'



Elisabeth Junek
Left: Women Mechanics



'Gender and the Automobile in the United States' by Margaret Walsh, mentions changes in 20's and 30's auto technology that made it easier for women to drive, like more easily changeable tires, better steering, suspension and brakes. Economic changes later meant not just wealthy women could afford cars. Edith Wharton wrote one of the earliest travel books about a car journey ('A Motor Flight Through France', 1908) and worked with America's Volunteer Ambulance Corps in World War 1. Emily Post wrote 'By Motor to the Golden Gate, 1916', about driving her car from New York to San Francisco.

'Paris Autodrome' puts women's new driving roles in historical perspective: In World War 1, women drove ambulances and were mechanics. After the war, the motor

industry went after the female driver market with ads like the one below. 'Autodrome' says by 1925 women were entering the Monte Carlo Rally. A female entrant drove a Lancia to the third rally's best time. The first women's auto club was formed in 1926. In 1898, Duchesse d'Uzes was the first woman to get a driver's permit. Bugatti invited French driver Mariette-Helene Delangle to drive a 21 Bugatti 35C in a race, hoping to attract women customers to his cars. In 1927, Charlotte Versigny, driving a Talbot, won the 1927 Grand Prix.

'Eat My Dust: Early Women Motorists', outlines women's roles as owner-drivers, taxi drivers, motoring instructors, garage owners and mechanics, 'asserting independence and ability at the wheel.' The Antique Automobile Club of America Museum website has an article called 'Women's Automotive History Highlights'. Some interesting points:

1. 1902 Mary Anderson invented the first windshield wiper
2. by 1914 Florence Lawrence invented the first turn signal; later also invented a precursor of the brake light.

To finish...a story about my grandmother, Ida Chamberlin (below). With my grandfather away with his job on the Canadian Pacific Railway in the early 1900's, she did all the family driving. A very competent driver, she only had one small incident....it involved driving over a policeman's foot and then putting the car (perfectly under control of course) into a foundation hole dug only the day before. She was irate and cursed (likely in Gaelic) that accidents wouldn't happen if people would just watch where they put their feet!!



Ida Jane Walker Chamberlain
(Courtesy of Laurel Gurnsey)

Article first published in the Bumper Guardian (Classic Car Club of America)
Information sources available on request. (Photos submitted by Laurel Gurnsey)



IN CASE YOU MISSED IT

MEET AT MORGAN: AUTUMN CLASSICS

SATURDAY 15 OCTOBER



MEET AT MORGAN
MORGAN EXPERIENCE CENTRE, MALVERN

AUTUMN CLASSICS
SATURDAY 15 OCTOBER

Proud to support **MISSION MOTORSPORT**

Join us this Saturday for the penultimate Meet at Morgan of 2022. With tickets selling fast, secure your place today for just a £5 donation per car, with all proceeds going to Morgan's charity partner Mission Motorsport. The perfect opportunity for an autumn morning drive out to see an eclectic mix of cars and grab a coffee or breakfast at the Morgan Experience Centre.

The theme for the day is Autumn Classics and we hope to see an array of cars from every era lined up in front of the Experience Centre. 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.

SHOP TALK

Lancia and the Birth of the V6

By Chris Bright

Today the V6 engine is one of the most common engine configurations in road cars, as well as powering the entire contemporary Formula One grid. It is a workhorse due to its compact size combined with its power-to-weight ratio. However, it arrived quite late on the scene due to the technical challenges of balancing an odd number of cylinders in each bank.

While there was some early experimentation with the V6 configuration, it took a small, scrappy, and ingenious team at Lancia to finally crack the V6 code. They presented their solution in the 1950 Lancia Aurelia saloon car. Over the next few years, Lancia would prove the V6's worthiness by using it to power race-winning sports cars. The lineage would be carried on in the successful Dino program at Ferrari.

Lancia's Innovative Mindset

The Lancia & C. Fabbrica Automobili (pr. "laan' chya") emerged in 1906 in the automobile hotbed of Turin. Founder Vincenzo Lancia introduced the company's first car, the Tipo 51 or "12 HP," which had a small four-cylinder engine.



Lancia Aurelia earning 2nd overall at 1951 Mille Miglia



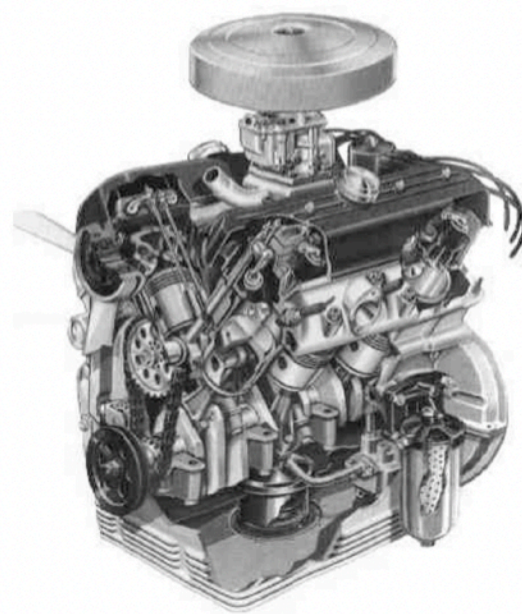
Francesco De Virgilio at his drafting table at Lancia.

The marque quickly earned a reputation for innovation with a number of “firsts” such as the first European production car to have a complete electrical system as standard equipment, an independent front suspension that had the spring and shock in a single unit (“sliding pillar”), and the first monocoque chassis in the 1922 Lambda. More importantly, the Lambda was also the first production car with a V-4 engine using a 20-degree narrow-angle “V.” It would not be the last of the “firsts.”

Vincenzo died of a heart attack in 1937 and his widow Adele and young son Gianni took over the company. Gianni Lancia was born in 1924, so he didn’t emerge as a leader until after the hostilities of WWII concluded when he was in his twenties.

In the meantime, serendipity smiled on the company when famed automobile designer Vittorio Jano was persuaded to join the firm. Having led Alfa Romeo to the highest heights of motorsport, Jano had a falling out with Alfa's management, and he was shoved aside in 1937 by Wilfredo Ricart. It was said he was “too old” to design a successful car any longer.

Jano joined as the head of Lancia's “experimental department” where his vast experience was put to good use. There he would partner with Francesco De Virgilio who joined Lancia in 1938, fresh out of engineering school. Later, the dashing young engineer officially became a member of the Lancia family when he married Rita Lancia, a cousin of Gianni.



Solving the V6 Puzzle

The V6 was not a new idea when De Virgilio started pursuing it. It had been produced in limited quantities and independently by Marmon (USA) before 1910, Deutz (Germany), and Delahaye (France) with their Type 44 which utilized a 30-degree 3.2L V6 engine, the first time a V6 was put into production in 1911. Amédée Varlet was credited with that invention, but the Type 44 was a failure and only a few were built. While there was some early dabbling with the V6 engine, it had some challenges that never allowed it to displace an inline configuration.

In 1936, Franco (as he was known) De Virgilio graduated from the Turin Polytechnic with a mechanical engineering degree -- and a keen interest in automobiles. Through his connections, he joined Lancia after a year of military service in 1939. He would work there for the next 36 years.

Surprisingly, Lancia continued operations during the war. De Virgilio decamped along with the rest of the technical department to Padua in 1943 to escape the torrid Allied bombing in Turin. This is where De Virgilio began exploring how to make a proper V6 engine.

Up to this point, V6 engines were thought to be unworkable due to their violent vibrations. The challenge was balancing the engine’s rotation and firing order to get a smooth-running engine despite the uneven number of cylinders per bank.

Lancia Aurelia 2.5L V6 Engine



End view of V6 crank.

He ultimately arrived at the solution: a 60-degree “V” coupled with a crankshaft with individual crankpins for each cylinder that fired sequentially every 60 degrees of rotation. The ingenious solution balanced the internal inertial forces in the engine. He drew his first sketches in April 1943, and refined them throughout the rest of the year.

Before he could see his solution come to fruition, De Virgilio had to work through other proposed options being investigated by the technical department. He was asked to review a design for a 39-degree V6 which, using his theoretical knowledge, he was able to understand was unsuitable. However, perhaps owing to his youth, he had to test the other options first. Using an experimental engine, they tested the 39-degree angle in 1944-45 and the 50-degree angle in 1946. Finally, in 1948 in close collaboration with Jano, De Virgilio was able to start proving that his 60-degree design was the way forward. He drew up plans and started testing the B10 engine.



Aurelia's Arrival

The Lancia Aurelia was introduced in April 1950 Turin Motor Show with its centerpiece being the radical 1.8L V6 engine with a light-alloy block. That wasn't all it had to offer, though. True to Lancia's innovative mindset, the Aurelia had independent front and rear suspension, a rear transaxle, inboard-mounted drum brakes, and a monocoque (or “unitary”) chassis. The B10 Aurelia was well-received, so in 1951 they made substantial improvements by way of the B20, a more sporting version with a larger displacement 2.0L V6 engine. Aurelia's had three configurations with a berlina, coupe, and convertible (i.e. spider).



Jano and Gianni Lancia.

In 1947 with Jano at the helm and 23-year-old Gianni Lancia as CEO, Lancia wanted to prove the Aurelia, and the V6 engine, in competition. At the 1951 Mille Miglia, a 2.0L Aurelia B20 GT scored a shocking second place overall followed by a virtually stock Aurelia taking first in class and 12th overall at the 1951 24 Hours of Le Mans. Lancia won overall in the 1952, 1953, and 1954 Targa Florio road races in Sicily. The 1953 race was won in a D20, which was a modified Aurelia B20 using a 3.0L supercharged engine. Lancia continued to up its game which resulted in the D24.

The D24 featured a 3.3L V6 that was naturally aspirated and produced an impressive 265 hp that could push that car past 160 mph. The D24 had tubular frame chassis with a gorgeous Pinin Farina body, and a transaxle for balanced driving. Lancia lured Juan-Manuel Fangio to drive it in the 1953 Carrera Panamericana and Alberto Ascari in the 1954 Mille Miglia. Both won.

Unfortunately, Lancia struggled with the cost of expensive prototypes and a disjointed product line. In 1956, Gianni Lancia sold the company to Carlo Pesenti of Italcementi. Gianni moved to Brazil. De Virgilio stayed on and continued to design engines and components until his retirement in 1975.

Ferrari's Dino Program

Jano, now in his golden years, moved on to become a consultant with Ferrari. He mentored Enzo Ferrari's son, Dino, until he passed away. They collaborated on a V6 engine that would be known as the “Dino” engine. Many elements were similar to the Aurelia engine, including the 60-degree angle individual crankpins for each piston.

Yet there was one final chapter for Jano and the evolution of the V6. He also led the development at Ferrari of a 65-degree version with individual six crankpins, offset by 55 degrees for an even firing order. This is the engine that was used in the Dino mid-engined sports cars. In a final twist that closed the circle, this version was used in the all-conquering Lancia Stratos rally car in the 1970s.



Dino 206 GT

Since its beginnings as a modern power plant that emerged in war-torn Italy, the V6 has risen to such popularity that it is nearly equal in market share for road cars with the V-4. Once De Virgilio cracked the code, it unlocked a transformative evolution that allowed all of us to benefit from a powerplant that was compact and powerful. So much so that we watch it regularly on Sundays in the most popular form of motorsport in the world!

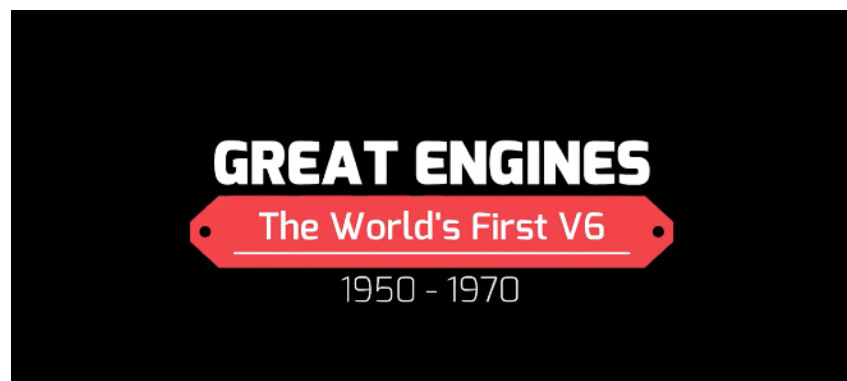
Acknowledgement: Geoff Goldberg deserves a special recognition for his tireless and exhaustive research that resulted in [Lancia and De Virgilio: At the Center](#). This important work highlights De Virgilio's contributions through primary research. If this article inspires you to learn more, your first stop should be that publication.



Fangio driving a Lancia D24 at the 1953 Carrera Panamericana.

Sources:

- [1953 Lancia D23 Spyder Pinin Farina](#), Historic Automotive Promotion.
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Watch this video on the V6 engine and Lancia. Click below.

<https://www.youtube.com/watch?v=ESiJgc-Np3w&t=55s>

The Comeback of the Straight 6 Engine

By Vern Dale-Johnson

The new Morgan +6 uses an inline BMW 6, turbocharged. Why is there a resurgence of the straight 6 over the V6? An article in WhichCar explains what is happening. Below is a quick summary of the article. You can read the full article at the following location.

<https://www.whichcar.com.au/car-advice/inline-6-versus-v6-why-are-straight-sixes-making-a-comeback>

Everything you need to know about inline-six engines

By Louis Cordony

You may have heard that a bunch of carmakers are returning to six-cylinder engines arranged in-line. Interesting, but why should you care?

In 2019, Jaguar Land Rover announced it would once again be putting inline six-cylinder engines into its cars and SUVs, phasing out its venerable range of V6 petrol motors in the process. But why is this engine overhaul important? With both the old V6 and the new inline-six displacing an identical 3.0 litres, will you even notice the change from behind the wheel?

It's a question that also applies to those following developments at Mercedes-Benz, which has also made a similar switch from V6 powerplants to inline sixes. BMW, meanwhile, never moved away from the inline-six format. So, why the resurgence of interest in a type of engine that many thought was dead? Well, though the cylinder count remains the same, the switch from arranging them in two banks (as in a V6) into just one brings some surprising differences. Here are the ones that will matter most to you, the driver.

Refinement - In an inline-six, each cylinder that's undergoing a combustion stroke is balanced out by another cylinder that's undergoing an induction stroke, and with these 'paired' cylinders often being located symmetrically around the centre point of the crankshaft, there's very little vibration generated by an inline six-cylinder engine as a result.

Performance - With turbocharged six-cylinder engines effectively taking the place of bigger V8s in many modern cars, the simpler in-line layout provides more space to put performance-enhancing devices such as turbochargers, superchargers, and their associated plumbing.

Sound - This benefit can vary depending on how an individual car is engineered but generally speaking, inline sixes tend to generate more pleasing exhaust notes than their V6 counterparts.

Cost and Complexity - Here's the REAL reason why inline sixes are making a comeback. It's now more cost-effective for carmakers to simply set some core dimensions for their inline engines and add or subtract cylinders as necessary – an engineering technique known as 'modularity'.

No Safety Compromise - Safety concerns were a primary reason why V6s took over from inline sixes, with their shorter length allowing bigger crumple zones and minimising the chance that the engine might enter the cabin in a massive frontal collision. Technological advances mean that the engine's 'accessories' – the power steering pump, air conditioning compressor and alternator – no longer have to be mounted off the front of the engine, a position that added overall length.

There are so many performance car heroes of the past that feature inline six-cylinder engines. If the new brace of straight-six engines are anywhere near as good as this lot, we're in for a good time.

Morgan's 6-Cylinder Evolution

2004-19 Morgan Roadster (V-6)

Technical Specifications

Engine Ford Cyclone V6 3700cc

Gearbox Ford 6-speed manual

Max power 209 kW (280 bhp) @ 6000rpm

Max torque 380 Nm (280 lb ft)

Acceleration 0–62 mph (100 kph) 5.5 seconds

Top speed 140 mph (225 kph)

Combined MPG 27.4 mpg (10.3 litres/100km)

Combined CO2 250 g/km

Dry weight 950 kg



2019 - present Morgan Plus Six (Straight 6)

Technical Specifications

Engine BMW B58 TwinPower Turbo inline six-cylinder engine

Gearbox ZF eight-speed automatic with sport, sport plus and manual shift modes

Maximum power 335 bhp (250kW) @ 6,500rpm

Maximum torque 369 lb ft (500Nm)

Acceleration 0 – 62 (0-100kph) 4.2 seconds

Top speed 166mph (267kph)

Fuel economy (combined) 34 mpg (8.2 l/100km)

CO2 emissions 180g/km

Dry weight 1,075kg

Length 3890 mm

Width 1756 mm

Height 1220mm



(Morgan Motor Company photos)



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1930 Morgan AERO VAN – MX4

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2019 Morgan Plus Four –

Sports Blue, Honey Leather, '65 Tribute chassis // **1.18K MILES!**

2005 Morgan 3.0 V6 ROADSTER

– Aston Martin Racing Green / Dark Tan leather // **7K MILES!**

ANNIVERSARY EDITIONS

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



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

2002 Morgan Plus 8 – BRG, LeMans '62, Only one in North America // **#1/140!**

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 // **SALE PENDING!**

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

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

1963 Morgan Plus 4 SUPERSPORT

– Dark Blue, Black leather, Black 72 spoke wire wheels // **LEGENDARY RACING RECORD!**

1960 Morgan Plus 4 DROPHEAD

COUPE, GRAND LUX – Ivory on Regency Red, matching Red leather interior, counours quality // **MORGAN RESTOROD!**

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**



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Meandering in Blighty

By Allstar Crocks

Your faithful scribe has recently returned from the UK where he encountered a number of interesting people and situations. These events were overshadowed by the death of Queen Elizabeth II which had a unifying effect against an ongoing contentious political backdrop.

It was while in deepest Devon I visited a shed in a rural location that was akin to an Italian time capsule. It contained no less than three classic Maseratis all proud upholders of the famous trident. Two of these cars were being prepared for the Goodwood Revival which was to take place the following weekend. The first was an immaculate 300S with both front wheels removed revealing sculptured finned brake drums. Lurking in the background was the engine block with 3 Weber twin choke carburettors, a fitting tribute to 1950s engineering artistry. (See photo)



The 450S Maserati was that raced by Stirling Moss in the 1957 Mille Miglia. According to Moss's navigator Denis Jenkinson, they were the last car to leave Brescia and as such bore the number 537 (05.37 hours). They had high hopes for this car with its mighty V8 engine that produced 400 bhp and with a dry forecast it might just be possible to beat the record they set in 1955 in the MB 300 SLR. Equipped with an

overdrive on 5th gear they calculated on rare occasions they would be able to cruise at 285 kph. Within a mile of leaving Brescia the V8 was buzzing at 6700 r.p.m. which was equivalent to 168 mph! Regretfully, by the time they had driven 8 miles their race came to an end when Moss slid the car to a halt and pointing to his footwell Jenks saw the brake pedal had sheared off. I recounted this tale to the keeper of this magnificent piece of automotive history and he confirmed that they still have the offending brake pedal.



The third Maserati was possibly the Company's most famous car, a 250F Grand Prix car. This car was in the middle of an extensive overhaul and is reputed to have been driven by one J.M.Fangio who won his fifth World Driver's Championship in such a vehicle.



(Reddit photo)

Last but by no means least was a most desirable Alfa Romeo 2.9 8C finished in Alfa's Ox blood red. Yet another connection to the Mille Miglia as Scuderia Ferrari entered 3 of these cars in both the 36 and 37 events taking the top 3 and 2 positions respectively. It was a workshop steeped in history.



My meanderings took me to the East Midlands where I had lunch with a long standing friend, George. Aged 83 he has a 1904 Peugeot that he uses in the London to Brighton. As standby transport he has a 1904 Peugeot push bike! George has a fabled background in the classic motor cycle movement but that's a story for another day.



(Allstar Crocks photos)

On my final day I found myself exposed to a classic motor cycle collection by accident rather than design. The bikes in question were a mixture of AJS and Velocette machines. The one that intrigued me most was the one off Velocette Roarer. This unique machine was produced in 1939. With a 500cc twin cylinder engine, it featured contra rotating crankshafts with a Shorrock type supercharger and shaft drive. It was demonstrated by Stanley Woods at the 1939 Isle of Man TT.

It was in fact Velocette's response to BMW's all conquering flat twin but with the cylinders upright and BMW's defects corrected. The contra rotating crank shafts combined with the shaft drive cancelled out BMW's dreaded torque. This prevented the German machine from ever winning a World Championship without a sidecar attached. The Roarer was considered very much as an engineering exercise and was never raced but was merely a two fingered salute to a fascist funded competitor.



(Road Dirt Crew photo)

The following day I headed back to Canada via Toronto and can confirm all those negative reviews about Pearson International are not without foundation. It was there I fell 'victim' to Health Canada's random Covid selection process. It took a week to confirm I was officially tested negative.

During the intervening 7 days I had flown on 2 flights and through 2 airports in order to return to Victoria which really made a mockery of the entire process. However, this all paled to insignificance when thanks to the efforts of Britain's new team in Downing St, Sterling collapsed. This is good news for any Canadians planning to visit the Old Country in 2023 as now would be a good time to buy your Sterling.

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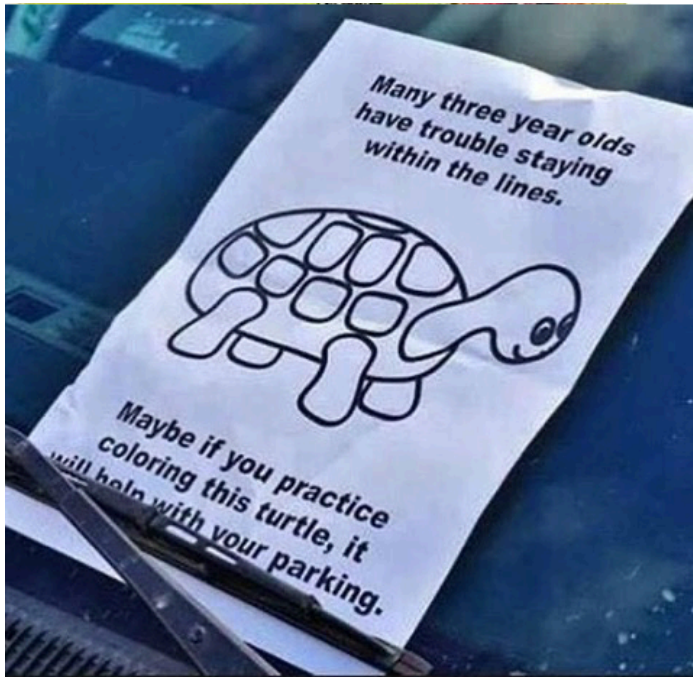
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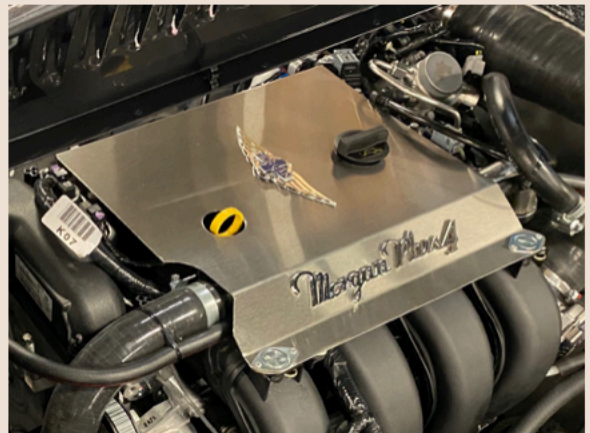
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(Thanks to Roger Mulloy)



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Upgrading a Restored 1957 Morgan 4/4

By Bob Wadden

In my last article, I provided an update on my efforts to improve my 1957 4/4. The car itself had been restored by the previous owner (mechanicals, paint, chrome, wood frame, etc), but after that it just sat unused for at least 14 years.

After I purchased the car in 2016, the initial changes I made included: New radiator, new gas tank, replaced original 1172cc engine (36hp!) with a 1600GT Crossflow (headers, rally cam), replaced 3 speed with five speed T9 transmission, shortened the driveshaft to accommodate the new engine and transmission, added disk brakes up front (+8!), replaced steel wheels with chrome wires, knock offs, with larger tires (165x16 vs 135x17), added new rear end (From a '68 in order to fit adaptors for wire wheels), added a new master cylinder separating front/rear braking, replaced pull handbrake with lever type, competition spindles and chromed kingpins, replaced heater with unit from a Spitfire, added shoulder belts, added new Brooklands steering wheel, replaced generator with an alternator and switched to negative earth, added a luggage rack.

Of course, all of this took Jim Walters a couple of years, amidst all of his other projects at the time.

When I got the car back, it had a few teething problems which we sorted through. A lingering issue however, was the transmission. When shifting, it was hard to get it from second to third. Careful as I might be, it usually went second to fifth. Downshifting would often take muscle and, while driving in fifth, there was a loud "whine". On top of this, the speedometer stopped working because a plastic gear in the transmission failed.

Because of this and few other niggles, I didn't drive the car much. Jim was, unfortunately, tied up for over a year working on the restoration of a vintage boat. While waiting to get the car into his shop, I had carpeting made for the front floor and rear parcel shelf. I also had leather trim made for the new transmission tunnel that Jim had made. My upholsterer also made a new, three zipper tonneau cover and he completed a few other missing bits of leather trim on the door sills.



Jim was finally able to take my car in last summer (2021) and promptly pulled the engine and disassembled the transmission. He had originally purchased this transmission as a fully rebuilt unit several years ago from a Morgan parts supplier in the USA, but it had never been used. Once apart, he determined it had not been rebuilt properly – pieces were actually missing and others were installed wrong. In the first picture to the right, you can see a “witness mark” where a spring is supposed to be. Both the spring and a plunger were missing. In the picture to its right you can see a brass fork that’s “beat up” from being misaligned to its detent spring. Lastly, here, the whine in my fifth gear was being caused by a rusty gear.



Using a donor transmission, he gradually rebuilt my unit. Since so much time had passed, he had no recourse with his original supplier, but was far from pleased. (I should mention that when he originally went to install the transmission in 2018, it had also been supplied with the wrong bell housing. (Getting the right one, at the time, cost me \$1,000.) He also replaced the tiny *plastic* gear (\$100) that drives the speedo cable, so now the speedometer works.



Before returning the car, Jim tightened the steering, tuned the engine and adjusted the handbrake. I got the car back in August (2022) and it has been running fine. The now properly rebuilt transmission shifts correctly, although, every once in a while, I still manage to shift from second to fifth. This may be due to the T9 transmission typically being used on sedans with longer stick shift levers. The shortened shaft would mean shorter lever throws between gears. The whine in fifth is, of course, now gone.

Since sealed beam headlights are getting harder to find, I replaced them with units that accept halogen bulbs. I replaced the incandescent single filament turn signal bulbs in the front with much brighter LEDs. However, when I did the same to the dual filament brake/turn signal bulbs in the rear, not only did the new rear LEDs no longer work, but the front ones stopped working as well. I had read somewhere that LED bulbs didn't draw enough power to allow the old style electromechanical flasher to operate, so I replaced it with an electronic version. The signals still didn't work. So, for the time being, I've put the old bulbs back in the rear and the old electromechanical flasher back. Over the winter I'll test the wiring. I suspect some wires are reversed somewhere.



My fuel gauge never did give me a valid measure of how much gas I had left in the tank. When it read “half full”, it was more than likely almost empty. To fix this, I removed the remaining fuel and measured the tank's interior height with a tape measure. I gradually added gas while “bending” the fuel sender. I finally got it to read correctly on the car's gas gauge. (In hindsight, I probably should have had the new tank made larger for the GT1600 motor. The space was there!)

(Jim Walters photos)

Yes, there's always something more to do, but I guess that's what winters are for!

1938 Morgan Avon Coupe

The Drop Head Coupé prototype known as “Uncle George’s Winter Carriage”

By Richard Lentinello (Thanks to Hemmings Magazine)

(1st and 3rd Photos by Hemmings, 2nd by conceptcarz.com)



If you're a fanatic about a particular marque, the ultimate reward is owning a prototype built by that company. While owning a limited-production model is rewarding, being in possession of a one-off prototype is considered by many to be the Holy Grail of car collecting.

For life-long Morgan enthusiast, collector, and restorer Mark Braunstein, of Sanford, Florida, the dream of owning a truly special Morgan came true back in 2005 when he spotted a 1938 Morgan listed for sale on the internet in the U.K. He tells us, "This was the prototype of a classic Morgan model. It was an early car, and I collect early Morgans. I couldn't resist the history and provenance of this car."

In the town of Warwick, about 75 or so miles northwest of London and about 60 miles east of the Morgan factory in Malvern Link, there was a small coachbuilding company called Avon Coachworks. This was the coachbuilding firm that H.F.S. Morgan contracted to build a coupé-bodied model for his growing car company. His goal was to have a more upscale sports car, one that would be far more comfortable and better appointed than the small three-wheelers that the manufacturer was well-known for. Although the prototype that Avon produced had a folding convertible top, it was referred to as a “coupé.”

In August 1937, Morgan introduced its new 4-4 model—which stood for four wheels and four cylinders—and it was one of these bare chassis, constructed by Rubery Owens and stamped with chassis number 600, that Morgan sent to Avon to be clothed in a coachbuilt body. Avon built just a single coupé prototype—it's the very same car featured here. Since its production, this car has been well documented by the Morgan factory and several noted Morgan historians to be the very first Morgan Drop Head Coupé ever built.

After this one-off Morgan was created, it was used by the company's founder's son, Peter; then his sister, Stella, took the one-off Morgan on her honeymoon in 1939. But where it got its nickname—"Uncle George's Winter Carriage"—came about because the manager of the Morgan factory, George Goodall, used the car extensively for trialing (aka hill climbs) during the winter months.

In addition to being Morgan's first Drop Head Coupé, it's also the first Morgan fitted with trafficators and the first powered by the Standard Special four-cylinder engine. Prior to using this engine, the early four-wheel Morgans were motivated by a Coventry Climax four-cylinder; this was the early flathead design. The Standard Special, which was produced by the Standard Motor Car Company, was an overhead-valve design, which was quite modern for its time. Sporting a cast-aluminum rocker cover with the name "Morgan" cast into it, the little engine displaced 1,267 cc. Fed by a single Solex carburetor, and having a 63 x 100-mm bore and stroke along with a 6.8:1 compression ratio, it put out a somewhat delicate 38.8 horsepower. Although power delivery is sluggish, the engine's long stroke makes its running quite smooth. Behind the engine sits a manual Moss four-speed gearbox, while four-wheel drum brakes slow the car down.

According to Mark, who is well versed in Morgan history and also owns two three-wheelers, one of which is a 1934 Matchless V-twin; a '51 flat-radiator two-seater; an '81 4/4; and an '86 Plus 8, "This Morgan prototype differed from the production two-seater in that the Coupé had high doors that opened from the rear, a fixed windscreen, and a three-position hood that was fixed to the rear of the body. It also had a spare-tire cover and a rounded rear deck, both of which were not economical to produce, so Morgan decided not to include them on the production Drop Head Coupé's design. Besides its unique bodywork, it also has a modified roadster dashboard not seen in any other Morgan."

If you own the book, *Original Morgan 4/4, Plus 4 and Plus 8*, you will see this car profiled on page 19; same license-plate registration number, but painted an incorrect red instead. This was before Mark found it, when the Coupé needed to be properly restored. "When I found it, some restoration had been started, but it had to all be redone as it wasn't correct. Only the engine rebuild was retained. The rest of the car was a basket case and came in boxes," Mark tells us.

As a result of his painstaking work and authentic, factory-correct restoration, Mark's Morgan won First in Class at the Morgan Owner's Group South 40th meet, and a Judges' Special Award at the Morgan Car Club Washington, DC, Concours, as well as many other first- and second-place awards.



Nowadays, Mark adds about 250 miles to the Morgan's odometer each year, telling us: "I try to drive it on a short run at least once a week. But this car is small. Folks in the U.K., in the 1930s, were much shorter and slighter than Americans of today, so I don't fit well. On the road it drives like a vintage car. I don't really think I go fast enough for 'handling' to be a consideration. It has good power and acceleration for a car of this age. The manual brakes make things a bit scary in modern traffic, and no one knows what the trafficators mean, so I use arm signals. I usually don't go above 50 mph, but there is still some power left. The gearbox shifts smoothly except when I forget that there is no synchromesh on first gear. And the brakes work adequately, although the cables tend to stretch, and setting them up correctly is the key. Once set up, they work well enough."

"This car is a genuine piece of Morgan, and really British, automobile history. It is elegant, and I enjoy just looking at it. It's a real piece of 'garage art.'"

SPECIFICATIONS

Engine OHV four-cylinder

Displacement 1,267 cc

Horsepower 38.8 @ 4,500 rpm

Compression ratio 6.8:1

Gearbox Moss four-speed manual

Steering Burman-Douglas cam-and-peg

Brakes Cable-operated 8-inch Girling drums

Wheelbase 92 inches

Total production 1





Ready for Halloween! (Bob Wadden photo)



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Editor's Note: The following article was published in the Edmonton Classic Sports Car Club newsletter, The Open Road, and I found it particularly amusing. Thank you to Howard Jewell, the Editor, and John Crawley, the writer for permission to reprint it here.

God Save the King...

By John Crawley

On September 19th 2022, Queen Elizabeth the second, with great ceremony, is being buried in London in the presence of many of the world's heads of state. Her life and service has personally touched many around the world including myself in a very small way.

In 1958 I was 15 years old and a member of the 224 Squadron of the Royal Canadian Air Cadets. I had attained the rank of Warrant Officer second class and also had earned the opportunity to attend summer camp on Sea Island, Vancouver (now the site of Vancouver International Airport). After arriving at Sea Island, my qualifications were reviewed and I was required to give a demonstration of my abilities to command a full squadron in parade marching drill. I was thereby chosen to be a member of the 61 person RCAC National Drill team. At the first parade our flight-sergeant drill-instructor told us that we had been selected to be the Honour Guard for the upcoming visit of Princess Margaret to Canada. Since she would arrive in just 10 days, we immediately began to practice drill sequences for up to 6 hours per day.

The day before the big event we had a full- dress rehearsal, in our woollen "blues", -- there was even a ramp and an airplane for us to practice with. A small group had to roll the ramp up to the plane's door, roll out a red carpet to the foot of the ramp and then march back into formation; we practiced this until we had it down perfectly. Suddenly the door opened and out stepped our grizzled old flight sergeant in a princess dress; he yelled out, "One smile, one smirk and you'll spend the rest of the summer days peeling potatoes and the nights in the brig."

On the big day, just before noon, we were spit and polished, standing in formation and ready for the princess's plane to arrive; the only thing that was strange was that there was no official reception group except for the base commander. The plane landed, rolled up, the ramp was pushed into place and the door opened and out stepped Princess Margaret. She was supposed to wave and demurely walk down the stairs to be greeted by the Commanding Officer; instead, she hopped up on the handrail of the ramp and slid all the way to the bottom. The C.O. dropped his salute and rushed to try and catch her but she dodged around him, ran under the plane's tail and jumped into the back of the C.O.'s Jeep that was parked on the opposite side.



With her legs kicking up and down over the side of the Jeep she ordered the driver to slowly drive past the Honour Guard and stop in front of each cadet. He did as requested and she yelled out that she was going to present us each with a pin as she tossed a small envelope to the first cadet; it hit him on the chest and fell on the pavement. "The flight-sergeant will order the cadets to catch the pins.", she commanded. The flight-sergeant did as he was ordered as she started throwing the pins in every direction creating utter chaos in the ranks of the Honour Guard. "See you." She laughed as the C.O. ran up and jumped in the Jeep. They drove off to the reviewing stand, a short distance in front of the airplane, where 600 cadets stood at attention, waiting for the Princess, totally unaware of what had just taken place. Back in formation, and once again in perfect order, the Honour Guard marched over and took our position in front of the reviewing stand.



The Princess walked up to the microphone and gave a little speech about being in Canada to celebrate the centennial of the establishment of the Colony of British Columbia.

She ended by saying, "When I found out that I was to have an honour guard of the Royal Canadian Air Cadets I asked that they be the only official party to welcome me to Vancouver, so that I could give them enough attention that they will never forget this day. You see, I was quite thrilled as the Air Force has always been my favourite of the Armed Forces, ever since they won the Battle of Britain.

I have reviewed the Honour Guard and presented them with an award that I now declare they may wear on any uniform they may have on, for any occasion, for the rest of their lives. And if any person, of any rank, should say that they may not wear this award on their uniform, the holder of this award has my permission to phone my sister and she will confirm what I have said; AND YOU ALL KNOW WHO MY SISTER IS; and SHE was the one who suggested to me that these pins be considered as an official award!"

Thus, this little pin, that is smaller than my thumbnail and only has "Royal Canadian Air Cadets" cast on it, is one of my most prized possessions. I have worn it with pride, in the lapel of my suit jacket, on most of the important occasions of my life.

It reminds me of the fun-loving, exuberant, 28-year-old princess who brightened the day for a handful of teenage boys. It also reminds me of Queen Elizabeth who conferred an unofficial award on me some 64 years ago.



(Bill Blake photo)

Morgan Art by Valentin Tanase

You were introduced to Valentin Tanase in January 2020, when we featured Valentin as a famous person with Morgans. I have received a collection of Valentin's artwork from Jacques Gallien, Vice-Chairman of the Morgan Owners Group Belgium and a friend of Valentin. We will highlight some of his work in each of our editions of the Morgan Link. Thank you to both Jacques and Valentin for allowing us to re-print these works.



Morgan Treasures from the Jacques Gallien Collection

Jacques Gallien is the Vice-Chairman of the Morgan Owners Group Belgium and editor of their Revue. He has graciously shared a number of his Morgan photographs and artwork for our use.



Famous People with Morgans

By Steve Blake

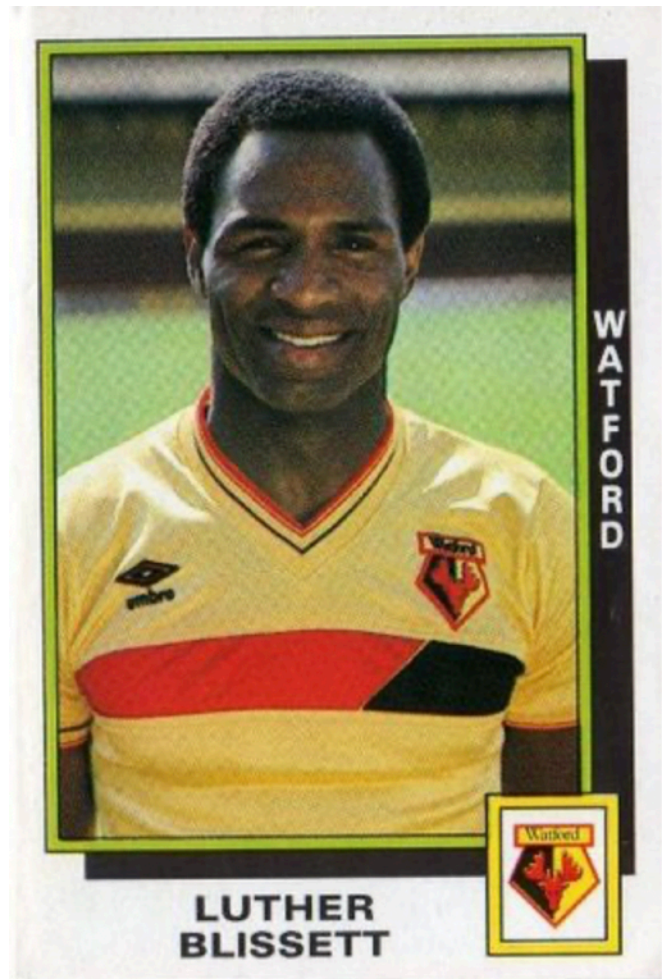
Luther Blissett - Footballer (Soccer Player)

Luther Loide Blissett OBE DL (born 1 February 1958) is a former professional footballer and manager who played for the England national team during the 1980s. Born in Jamaica, Blissett played as a striker, and is best known for his time at Watford, whom he helped win promotion from the Fourth Division to the First Division. As of 2022, Blissett holds Watford's all-time records for appearances and goals, having played 503 games and scored 186 goals.

Blissett's other clubs included A.C. Milan, who paid £1m for him in 1983 before selling him back to Watford for £550,000 in 1984, and AFC Bournemouth, for whom he had a goals-to-games ratio of nearly one goal in every two appearances. Blissett was capped 14 times by England, scoring a hat-trick on his debut. After retiring from playing, Blissett turned to coaching, initially under the management of Graham Taylor at Watford, and managed Chesham United from 2006 until 2007.

Since the mid-1990s, Luther Blissett has frequently been used as a pseudonym, most notably by members of the Luther Blissett Project.

Blissett was in a charity race of Morgans in 2011 where he had a bad crash. This was the Morgan Charity race held at Silverstone. The race was to raise money for the Bobby Moore Fund for Cancer Research. Unfortunately, coming into a corner, Blissett caught a curb and rolled the Morgan several times. His helmet was scratched but he was uninjured.





Vintage Motoring Art Poster (Morgan 0011) by Studio 18 Prints available on Etsy

From the Morgan Oasis Garage

By Cuthbert J. Twillie, Proprietor

Box 1010 - North 51, Terrace

Hoodsport, WA 98548

(360) 877-5160

Tow Bars

By Cuthbert J. Twillie



Friends,

Ten years ago the lovely Flowerbelle and Cuthbert bought a Morgan in Sunnyvale CA. Dennis Morrison loaned me a Morgan towbar to bring the little darlin' back to the rainy city. Dennis' towbar bolts to the front bumper brackets, problem was my "complete" Mog had no brackets.

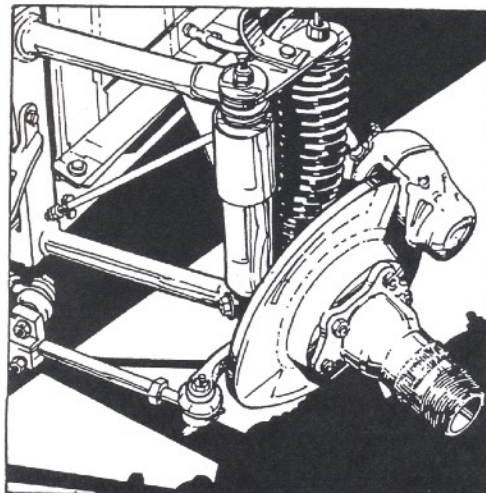
Being more than somewhat familiar with Volkswagens I knew a VW towbar would work on a Mog's front suspension, and a nearby shop had a VW towbar for \$50.00. A Mog's front end is similar to a VW's in that both have 2 crosstubes running athwartship just behind the bodywork; Dr. Porsche's crosstubes are 2 inches; HFS's are 1 1/2 inches in diameter. To fit the VW bar to a Mog we must pad the Malvern lower crosstube. An old radiator hose slit and fitted over the tube makes the towbar a snug fit. Another two wraps of hose on both sides of each end of the bar will keep the whole rig centered. All this rubber is kept in place by hoseclamps, as many as you like, or as few as you dare.

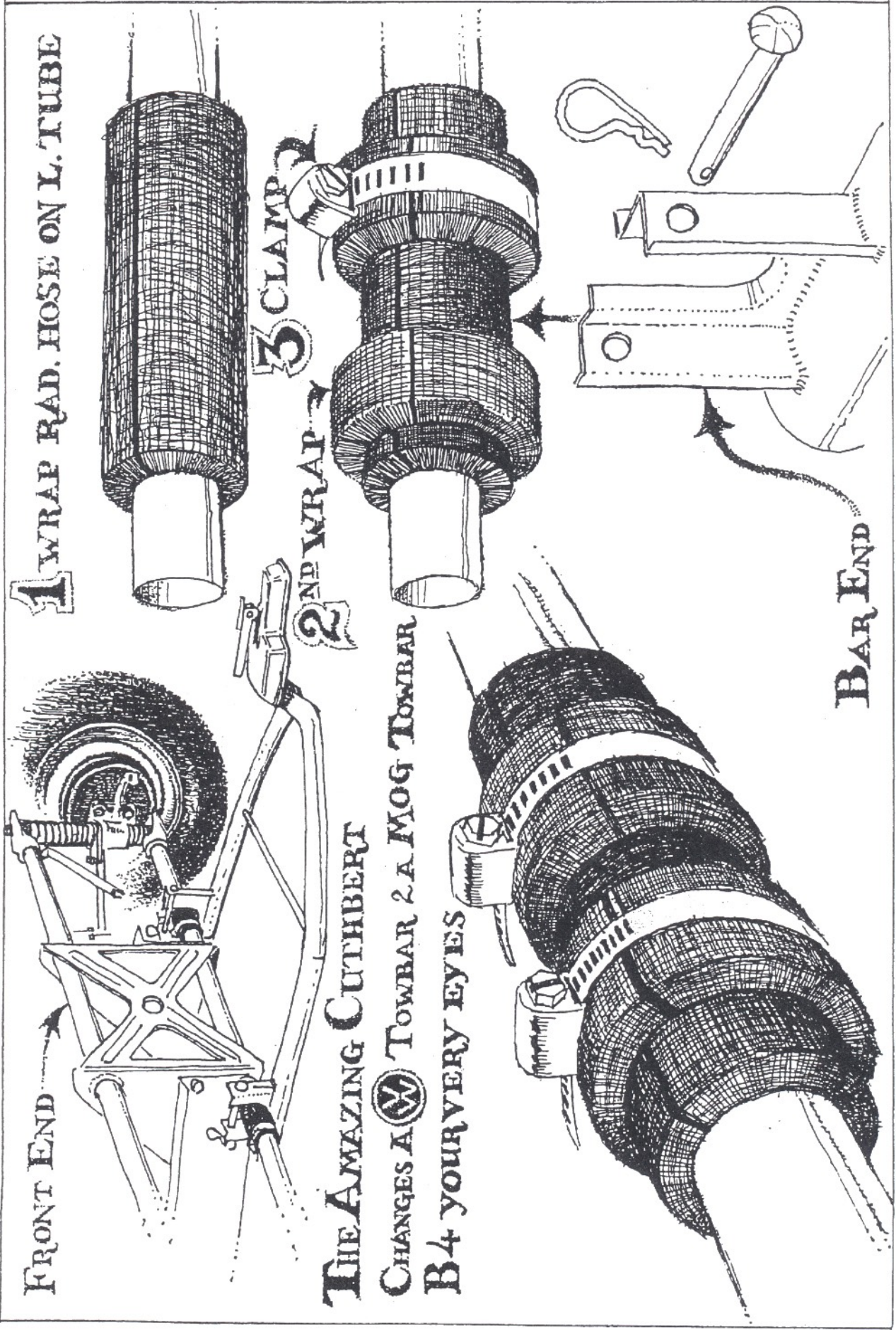
On the tow back to Seattle, I'd go back at every opportunity to adjust the rig. Most of this adjustment wasn't really necessary as the Mog was a v. pleasant traveling companion all the way back.

Towing any car one must observe some strict rules. For brake and signal lights I bought a set of trailer lights, fastened them to a board and "C" clamped them to the back of the Mog. The propeller shaft should be removed to protect that precious Mossbox, the differential needs to be full of it's fluid and all wheels need attention as to tight lugnuts and cotter pins in place, etc.

I still have that towbar and would be pleased to loan it to anyone reading this, you could leave the Rolex or wife for security.

Cuthbert





Restoring Fenders and Running Boards - Part 5

By Steve Blake

The next couple weeks were dedicated to filling, sanding, priming and getting the fenders and running boards ready to paint. All the bad metal has been cut out and replaced and now it is time to turn it over to the body and paint crew.


The parts are filled to smooth out the rough spots and for levelling. This will give the paint a good base and keeps the shape accurate. The object is to get the lines of the body to flow smoothly without any dips or rises.





AR Auto Resurrection

Andrew Smith
Auto Restoration



250-516-1684
arautoresurrection@gmail.com

A dark blue vintage convertible car is shown in profile against a dark green background. The car has a white top and is parked on a dark surface. The text "AR Auto Resurrection" is written in a bold, orange font at the top. Below it, "Andrew Smith" is written in a white, italicized font, followed by "Auto Restoration" in a white, sans-serif font. At the bottom left, the phone number "250-516-1684" and the email address "arautoresurrection@gmail.com" are listed in a white, sans-serif font.

Morgans in the Movies

By Steve Blake

My Girl 2

Starring Dan Akroyd, Jamie Lee Curtis, Anna Chlumsky, and Austin O'Brien

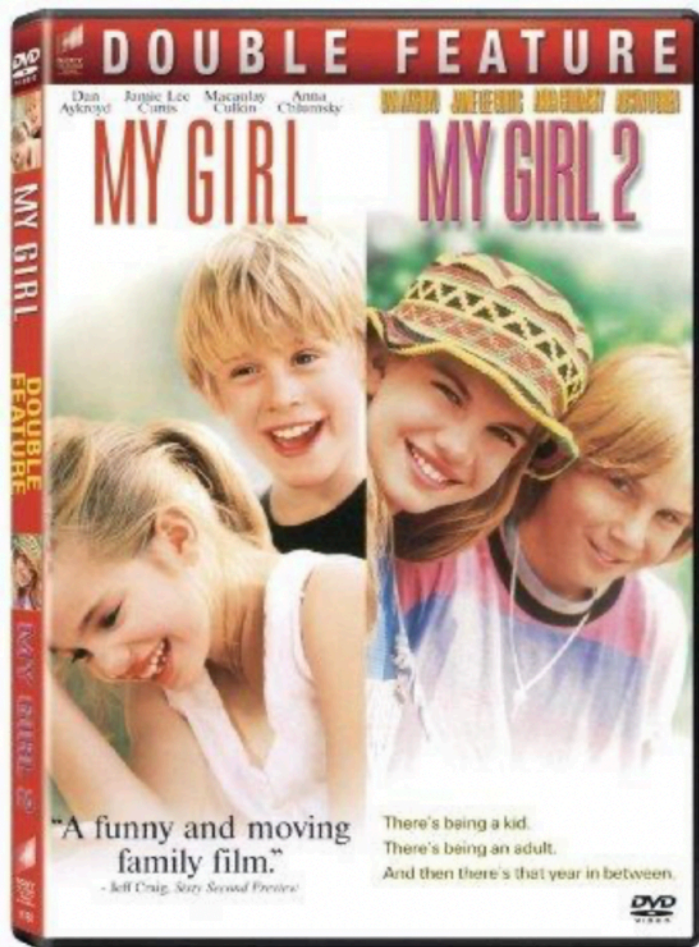
This 1994 movie is an American comedy-drama that follows the previous 1991 *My Girl* movie. After Vada's mother dies, she heads out to California to meet her uncle to learn more about her late mother. The plot according to Wikipedia is:

Vada Sultenfuss has matured from the spunky 11-year-old hypochondriac in 1972 to a more serious teenager in early 1974. Her father Harry and his new wife Shelly DeVoto, whom he dated in the first film, are expecting a baby, and they all still live in the Sultenfuss funeral parlor in Madison, Pennsylvania. To accommodate the new baby, Vada moves into her late Gramoo's old bedroom. She struggles with these adjustments, along with figuring boys out. One of them from school, Kevin, seems to like her friend Judy, but Vada wonders if he likes her, too. Both her father and Shelly try to give Vada some boy advice, but it backfires.

Vada receives a school assignment to write an essay on someone she admires but has never met. She decides to write about her late mother, Margaret Ann Muldovan (Maggie), but has few sources to go on, all confined to a small box. Among its contents are programs of plays her mother acted in, a passport, and a mystery paper bag with a date scribbled on it. Vada expresses her desire to travel someday, so Shelly concocts a plan for her to go to Los Angeles during her spring break, where she can stay with her uncle Phil and do research on her mother, who lived in L.A. growing up. Initially against the idea, believing Vada is too young to be traveling by herself, and fearing what might happen to her in L.A., Harry lets Vada take the five-day trip.

On arriving in L.A., Vada confronts a boy her age named Nick, who shows up at the airport instead of Phil. Nick is the son of Phil's new companion Rose, who runs a car repair shop where Phil is now a mechanic. Vada notices that her uncle has trouble with commitment, and that he and Rose live together. While annoyed at first about sacrificing his own spring break, Nick helps Vada with the difficult search of learning more about her mother by showing her around the city.

First planning to visit her mother's school, Vada discovers that it was destroyed in a fire. While a setback in her quest, she and Nick eventually track down a yearbook and meet several people who knew Maggie, including a police officer, photographer and film director. Vada also sees her favorite poet, Alfred Beidermeyer, who also lives in L.A., but after hearing his advice on not becoming a writer, she takes it hard. Later in the trip, Nick and Vada sneak out one evening to catch some Hollywood attractions, during which time Vada also gets her ears pierced, despite Nick's opposition to the custom.



Vada learns some shocking things about her mother, such as being suspended from school for smoking, and having another husband before her father named Jeffrey Pommeroy. Emotionally crushed by the latter, Vada worries that Jeffrey may actually be her father instead. Realizing he holds the key to more about her mother, but needing help from the police to locate him first, Vada goes to see Jeffrey, who instantly remembers Maggie. He provides Vada with valuable information for her essay, including a home movie and the answer behind the date written on the paper bag. Viewing the home movie touches Vada, as she watches her mother. Jeffrey also assures Vada that he is not her father.

Meanwhile, Phil tries to prove his love to Rose, after a man owning a fancy car repeatedly stops by the repair shop and tries to sweep her away by continuously flattering her. When Phil finally gets the courage to show how much she means to him, he proposes to her.

As Vada is ready to head home, she and Nick share a goodbye kiss at the airport before she boards the plane. Also, she notices a gift in her backpack from Nick—earrings. When she returns home, she finds out that Shelly just had the baby and heads to the hospital to see her new brother. To calm his crying, Vada, while holding him, sings "Smile", a song she heard her mother singing in the home movie. Vada receives an A+ on her essay, and hopes to share what she learned during her trip with her brother someday.

For us the star of the film is the 1958 Plus 4 drophead coupe.



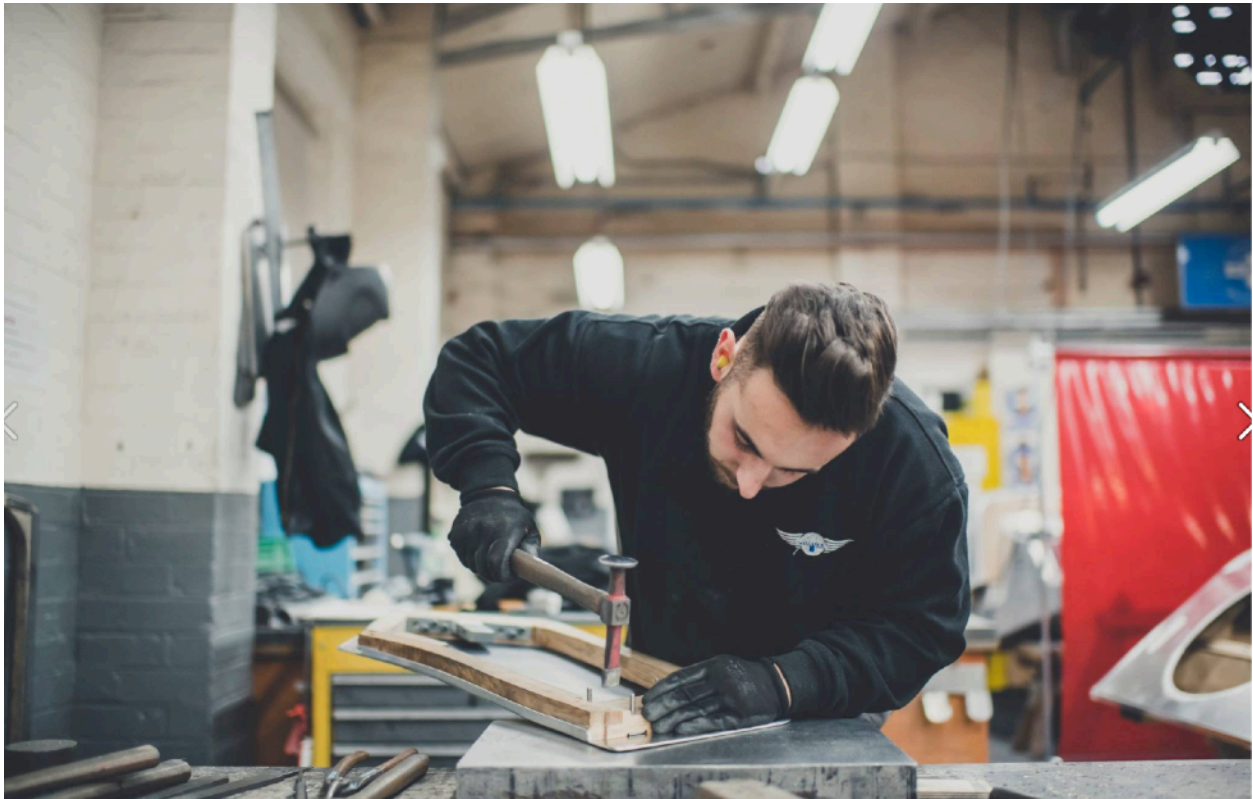
(Photo thanks to [IMCDB.com](https://www.imcdb.com))

Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Morgan Motor Company photos





Dave Doroghy is absent this month due to working a real job!
Thanks to Roger Mulloy for adding some humour in Dave's place.

I read that, by law, you have to turn on your headlights when it's raining in Sweden. How the hell am I supposed to know if it's raining in Sweden?



Le Mans Classic 2022

By Steve Blake

The Le Mans Classic has been running since 2002. The idea is to have a series of races, based on year, of historic cars. This event is actually a retrospective of the 24 Hours of Le Mans. Over 800 historic cars participate making it the largest event of its kind. Over 200,000 spectators attend this event.

This year there were 6 races or grids. There were 11 Morgans competing in the first three grids. In the results for the Sixties Endurance race of 47 cars, the Morgans placed 14, 22, and 27th. In their GT3 class, they placed 1st, 2nd and 5th.





(Photos screen-captured from official Le Mans Classic videos)

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.





(Photos from Morgan Motor Company Timeline photo collection)



(Dennis Glavis photo)

“Looking Back”

This new feature is looking back at old articles having to do with our club, PACMOG, and the club from which we originated, MOGNW. The two clubs have a close relationship and there are lots of great memories to share. In this section, we will re-print some of our old articles and photos. This month we look back at an article in the June 2002 issue of the NW Magazine. Thank you to MOGNW.

Vol. 22 No. 6

NW Magazine

June 2002

Northern Pod APRIL FOOL’S RUN

text and photo from Ken and Pat Miles

Saturday April 6th dawned with clear blue skies giving everybody the belief that the day was to be kind for the first time this year when a Morgan run was scheduled. However, by the time we reached the meeting place in North Vancouver, the skies had clouded over with little drops of rain hinting at the downpour to follow. The Morgans of Al and Helen Allinson, Steve and Liz Blake, Les and June Burkholder, Ted and Judy Carew-Gibson, Hugh Dickson, Mike Geluch, Steve and Celia Hutchens, Ken and Pat Miles, Doug and Gill Seager, and Larry Sharp accompanied by Bill Hayter were joined later at the pub by Stu Rulka. Also in attendance at the meeting place were Evan Carew-Gibson in his recently acquired Tiger, Ron and Yvonne Theroux, Mike and Rosemary Powley, David Stephen, and Walter Reynolds all in their daily drivers. It was great to see some of the new members out and a special welcome to both David Stephen and Walter Reynolds.

Shortly after 10 we all took off with Larry Sharp in the lead followed by the Morgans and then the also rans. We proceeded to drive through the roads in North Van heading eventually for the Lynn Canyon suspension bridge (DO NOT GET CONFUSED WITH THE CAPILANO SUSPENSION BRIDGE). Larry was a tough guy to follow with his speed and all the stop streets etc. so that eventually the parade was broken into several streams of car. Then to really throw confusion into the works Al and Helen decided to go home and change to their daily driver due to the rain. Unfortunately about half a dozen cars behind them couldn’t understand why they were going up streets with no exits. Eventually we all met up at the same place and proceeded to the bridge. What a treat to visit this bridge and not realize it was there. The view (once you got around the rain) was great and it allowed us all a chance to stretch our legs.

Leaving Lynn Canyon we proceeded to the pub for lunch where we had sort of a private area to ourselves. A couple of hours was spent renewing old acquaintances, watching the pub owner taking pictures of Morgans with the tops down being pressure washed by the rain, talking about the cars and often enough the subject of future plans for Morgan runs were discussed along with hope of better weather to come.



Upcoming PACMOG Events



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



When: Oct. 29th @ 6pm with Bob & Alexis

Where: 2069 Ocean Forest Dr., Surrey, B.C.

Provided: Main dish, Mulled wine, Coffee, Tea

Bring: Small, themed appie or dessert, anything special you wish to drink

Costume? If you like! (there "might" be prizes)

Joint Party with the Rolls-Royce Owners' Club

Confirm attendance by Oct 26 to bob.wadden@telus.net

October 30, 2022 - Breakfast or Lunch? 11:30 Meet - Skyhawk Restaurant
Boundary Bay Airport 7800 Alpha Way # 102, Turn of Ladner Trunk Road onto 80 Street
Let Chris Brunt-Tompsett know if you plan to attend cabt@shaw.ca

November 6, 2022 - London Brighton Commemorative Run (See info on the next page)

Watch your emails for news of the next drives



Pre-Registration will soon be available on the OECC
-VCB website

<https://oecc.ca/vancouver-coast-branch/>

Please register as soon as possible.

On November 14, 1896, the British Motor Car Club celebrated legislation raising the legal speed limit from 4mph to 14mph with the Motor Car Tour to Brighton. Now known as the London to Brighton Veteran Car Run, the event continues to the present day and OECC's Vancouver Coast Branch has been celebrating it since the hundredth anniversary in 1996.

PLEASE JOIN US FOR THE 27th RUNNING OF THE ANNUAL LONDON to BRIGHTON
COMMEMORATIVE RUN

SUNDAY, NOVEMBER 6, 2022

Delta Heritage Air Park, 4103 104 St., Delta.

COST: \$10.00/car Registration (Registration fees will be donated to a charitable organization - details to follow).

MEETING TIME: 09:30 am.

FIRST CAR OUT: 10:30 am.

DESTINATION: Langley Airport, Adrian's Restaurant

ROUTE DIRECTIONS will be available on the day of the event

Lunch - a buffet lunch has been arranged at Adrian's Restaurant. \$38 per person including tax and gratuity. If you wish to participate, register and pay before October 30, 2022. No refunds after October 31. If bad weather and you do not do the run and have prepaid, you are still welcome to join us for lunch.

- CONTACT: Malcolm Tait (604 -224-0938) mbtait44@gmail.com
- Delta Air Park - directions: located at the foot of 104 St. Delta, adjacent to the dyke. Access from Hornby Drive. Google: Delta Heritage Air Park.

NB - Clocks change to Standard Time (fall back one hour) on Saturday night



1952 Morgan Plus 4, 4-seater DHC Sold Last Month

By Steve Blake

Sold for US\$39,000
On September 9, 2022.

This 1952 Morgan Plus 4 was originally distributed to the US through Fergus Motors of New York and underwent a multi-decade body-off refurbishment that was carried out during prior ownership. The car is finished in red over blue leather upholstery and powered by a 2,088cc inline-four mated to a four-speed manual transmission. Additional equipment includes a "Gemmer-style" steering box, an aftermarket starter motor and radiator, 16" steel wheels, a dark blue soft top, Lucas headlights, a woodgrain dash, and a banjo-style steering wheel. It was acquired by the seller in 2015, and service performed under current ownership has consisted of repairing the fuel tank, rebuilding the rear shocks, and replacing the steering box, rear gears, clutch, and pressure plate. This Plus 4 is now offered with records from current ownership, a Chassis Record certificate, prior California registrations, and a clean New Mexico title in the seller's name.

BaT Essentials

Seller: [inkway](#)



Location: [Santa Fe, New Mexico 87505](#)

Listing Details

- Chassis: **P2408**
- 67k Miles Shown, TMU
- 2,088cc Inline-Four
- Four-Speed Manual Transmission
- Red Paint
- Blue Leather Upholstery
- Dark Blue Soft Top
- Silver-Painted 16" Wheels
- Aftermarket Radiator
- Gemmer-Style Steering Box
- Lucas Headlights
- Refurbishment Photos
- Partial Records

Private Party or Dealer: Private Party



Recent Sales and Auctions



This 1962 Morgan Plus 4 DHC sold on BaT for US\$51,500 on September 30, 2022.



This 1964 Morgan 4/4 project sold on BaT for US\$7700 on October 15, 2022.



This 2001 Morgan Plus 8 sold on BaT for US\$50,000 on October 6, 2022.



This 1955 Morgan Plus 4 DHC 4-seater was bid to US\$22,750 on BaT but did not meet reserve on October 7, 2022.



This 1960 Morgan Plus 4 bid to US\$47,500 on Hemmings Auction site. It did not meet reserve and is now listed for sale for US\$52,800.

Members' Morgans For Sale

Morgan Trailer For Sale

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

Constructed from a Morgan 4/4 chassis and frame.

Gas tank space is the wine cellar.

Ron Theroux (604 590 1770) \$6500 CDN



Do you have one of these?

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

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



1978 Morgan Plus 8

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

Asking \$62,500. USD

Garry 250-741-6748 gwag@shaw.ca

Full Restoration Befits What Could Be the Last of the Original Run of Morgan Trikes

By Daniel Strohl (Courtesy of Hemmings 10/14/22)

1952 Morgan three-wheeler rebuilt from the ground up

Many Morgan three-wheelers I've encountered in the wild have a certain patina to them: well worn, well enjoyed, leaking enough fluids to mark their territory, but nevertheless maintained in working order. It's as though many a Morgan owner sees no real need to mess with a good thing by tearing their trikes down to the chassis for a nut-and-bolt restoration. Come to think of it, I had never seen a bare trike chassis outside of factory photos until going through the restoration photos of this 1952 Morgan three-wheeler listed for sale on Hemmings.com. This one may be a special example, given that it could be the last three-wheeler that Morgan built before the more recent resurrection; regardless of its provenance, its restoration was rather thorough, with a full rebuild of its Ford four-cylinder, sliding-pillar chassis, and wood-framed bodywork. From the seller's description:

The product of \$50,000 in parts and subcontract, hundreds of hours of expert work, and the result is a beautiful, detailed, excellent running/driving Trike....reputedly the last one built. And as shown on the current title, 10,900 'actual miles since new. And who am I to dispute the Motor Vehicle Department. But truth is, seeing the owner who restored the car put 1,400 post restoration miles on it, the actual mileage is sort of academic.

As the photo show, a literal body off, frame up restoration. Lovingly done by its owner. Perfect chassis, all new wood framing and bulkheads, rebuilt Ford 1172cc E93A engine, new brakes, excellent wheels, new Avon 400:18 tires, leather seats, new wiring and electricals, beautiful dashboard detailing, Smith chronometric speedo, updated with working turn signals, electronic ignition, trickle

charger, and lots of little details. Original style luggage rack, folding windshield, all working lights and horn, brake light, even spare keys, manuals, invoices, a thick wad of info for the enthusiastic owner. As they say, 'it is all there.' And if my arm is twisted, willing to include my 'third ramp' for my trailer, a necessity for a three wheeler.

The perfect car for someone who wants to participate in shows, dazzle their neighbours by driving an ancient three wheel car, or just behold in your garage. Eligible for vintage racing anywhere and consider this.....you enter a show with your restored 356, TR3, E Type, TC or TD, Healey or whatever. And as you enter the show field, you find there are other identical cars! Being that the Trike register in England knows of 107 of these cars from 1934 to 1952, not much chance of meeting another. Sale price US\$34,500.





MORGAN SUPER 3

GET BEHIND THE WHEEL



With Super 3 now in production, the first cars have left the Morgan factory in Malvern and are heading to our dealer network across the UK and Europe. It's time to get behind the wheel of Super 3 and experience the unrivalled exhilaration and analogue driving style for yourself. Get in touch with your local dealer and arrange your drive via the button below.

ARRANGE YOUR SUPER 3 TEST DRIVE

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.

Martin Beer & Stephen Beer

933093 Airport Road
Mono, ON L9W 6C7
cmcmogrbc@gmail.com
905-857-3210



Steve Sillett

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

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

604-530-1433 www.panelcraft.ca



AUTOBAUER
AUTO METAL RESTORATION

Terry Firestein

604 910 0857

www.autobauer.ca
autobauercanada@gmail.com

#410 - 20170 Stewart Cres.
Maple Ridge B.C. V2X 0T4

Pacific Morgan Owners Group

2022 Membership Application

(Please print in block letters)

2022 Membership

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

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

Or E-transfer to pat_miles@hotmail.com

Date _____ New _____ Renewal _____

Last Name _____ First Name _____

Spouse/Partner Last Name _____ First Name _____

Address _____

City _____ Province/State _____ Postal/Zip Code _____

Phone _____ Cell _____ Work _____

Email address _____

Spouse email address _____

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

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

Engine type _____ VIN or Chassis number _____

Comments? _____

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

Engine type _____ VIN or Chassis number _____

Comments? _____

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