



The Morgan Link

Vol 7 No 7

The Magazine of the Pacific Morgan Owners Group

July 2022



From the Editor's Desk...

As the summer progresses, it is great to see so many Morgans being driven and attending events. There are also several for sale, so if you know people looking for one, have them check out our ads of members' cars for sale.

Thank you to the people remembering to send me articles and photos for the Morgan Link. I appreciate receiving them and enjoy sharing them with the members. I am always looking for more so don't forget to take photos when you are out in your Morgan!

We have a variety of articles by different writers this month. Dennis Glavis has sent in two submissions, the first being a photo essay from MogWest 39 at Cambria and the second is his story of driving for the second time, his Morgan Flatrad, the Flying Haggis, in the 1989 Carrera Panamericana. Brian Tomlin, the editor of the Morgan Ear, the magazine or the Morgan Owners Club of Australia, has shared several stories with us. The first appears in this issue. Laurel Gurnsey has again given us something different to think about with her story of two Heroines, one on each side of the War of 1812. Chris Bright has told the story of Gilberto Colombo and his success making tubular frames for Ferrari and racing bicycles! These along with several other interesting articles.

We have reports on several events this month. We had one club run and a few other British car events that were attended by one or more of us. We also have some events that are reported by members living further afield in our Out of Range! section.

July has been a busy month and we look forward to a continuation of interesting events scheduled in August.

Happy reading and safe driving!

*Respectfully,
Steve Blake*



The Morgan Link

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

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

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

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

Report from the Executive- July 2022

By Steve Blake, Chair

Bart Shaw was a friend of many of us and joined in many of our events either in his Jaguar or his TR4A. Our sincere condolences to Audrey. We will miss his good nature and friendship.



SHAW, Barton John Oliver

Barton Shaw was larger than life, both in stature and personality; but quietly slipped away from us on Sunday July 10, 2022 at the age of 91. Bart was a treasured father to Lauren Veitch (Brian), Linda Linforth; Grandpa (Papa) to Connor Veitch (Shauna), Braedon Linforth, Spencer Veitch, and Ryan Linforth; Great-Papa to Maxwell; and loving husband and lifelong companion to Audrey, always seen holding hands for the past 72 years of their life together.

Bart possessed an incredible sense of humor... he loved life! He also loved music, starting at a young age drumming in the Boys Brigade, later joining the Seaforth Highlanders; he had a passion for the pipes and drums. He also joined a Jazz Band, playing at the "Y" every Saturday night, where he met the love of his life, their singer, Audrey.

Bart had a successful career working for Borden Chemicals for 40 years. Over the years he developed a love for the sea, retiring in 1993 to cruise on his beloved 'Shalady'. He started with the Royal City Power Squadron, and later joined the Royal City Yacht Club, where he and Audrey made lifelong friends travelling the beautiful Pacific waters for 46 years.

Planning for their next adventures, he looked to his second love, his love of cars, joining the British Car Club with his beautiful Triumph TR4A; expanding his wealth of wonderful friends. Fortunately, he never had to stop driving. Dad taught us all so much about living and loving life. It was important to Dad to celebrate every aspect of life... with so many birthdays and anniversary parties, bringing family and friends together. Please join us one more time for a special celebration of his remarkable life, to be held Monday, July 18, at 1:00 p.m. at Richmond Funeral Home, 8420 Cambie Road in Richmond, BC.

"I think that being in love with life is the key to eternal youth"

~ D. Hutchison



Richmond Funeral Home Cremation & Reception Centre
604.273.3748

New Members

Garry and Carol Wagenaar
1978 Morgan Plus 8

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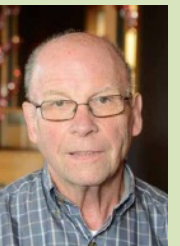
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Contents

| |
|---|
| Page 2 – From the Editor’s Desk |
| Page 3 – Report from the Executive - Bart Shaw |
| Page 5 - On the Road |
| Page 7 - Out of Range - Grand Forks |
| Page 8 - Morgan Overtime |
| Page 9 - MMC - Thomas Kiesele |
| Page 10 - BC Collector Car Appreciation Day |
| Page 13 - MOGWest 39 |
| Page 15 - Brits on the Beach |
| Page 17 - Boundary Bay Air Show |
| Page 18 - Shop Talk - Gilberto Colombo |
| Page 22 - Morgan West |
| Page 23 - Screaming with Frustration |
| Page 24 - Heroines, Classic Cars and Chocolate |
| Page 26 - A Morgan Plus 4 Experience |
| Page 30 - The End of Car Tours, Sports Car Market |
| Page 32 - Morgan Cars Mid-Atlantic |
| Page 33 - Valentin Tanase |
| Page 34 - Jacques Gallien |
| Page 35 - Famous People with Morgans - Savoye |
| Page 37 - Brake Adjuster |
| Page 38 - Pelling Insurance |
| Page 39 - Fender Restoration |
| Page 41 - Morgans in the Movies |
| Page 42 - Malvern Memories |
| Page 43 - Dorg’s Morg |
| Page 45 - Morgan Fantasy Photos |
| Page 47 - Looking Back - Carrera Panamericana ‘89 |
| Page 52 - Events |
| Page 56 - Car For Sale Last Month |
| Page 57 - Marketplace |
| Page 60 - Membership Application |

Non-voting member attending Board Meetings as Secretary

Susan Blake
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Cover Photo Credit:

This month’s cover photo was taken by Steve Blake of Pat Miles and Susan Blake with their Morgans in Steveston at the end of the BC Collector Car Appreciation Run.

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, Andrew Smith, James Gilbert (MMC), Alistair Crooks, Valentin Tanase, Jacques Gallien, Gary Bell, Laurel Gurnsey, Roger Mulloy, Chris Brunt-Tompsett, Don Morgan, Matthew Howell, Keith Martin, Dennis Glavis, Mike Holtz, Chris Bright, Brian Tomalin

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

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PACMOG Constitution:

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

On the Road!

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



Karen in their 1989 Morgan's Plus 8 on the Adam's Lake Ferry on a drive to St. Ives in the North Shuswap (Don Morgan photo)

John Rennie and his 1969 Morgan 4/4 and Ron and Yvonne Theroux with their 1958 Morgan Plus 4 at the Ironwood Shopping Centre, Richmond (Steve Blake photo)





Dennis Glavis photo of a line-up of Morgans at Mogwest 39
 WWII Corsair at Boundary Bay Airport with 1991 Morgan Plus 8 (Steve Blake photo)



Out of Range!

Grand Forks

By Mike Holtz

Went to a very nice car show yesterday in Grand Forks. Had a great time and the car got a lot of attention and compliments. Found more than one person looking for the wooden frame/ chassis. Trophies were mostly for pickup trucks and 30's coupes. Beautiful way to spend a Saturday.

Welcome to the Grand Forks Car Show

Saturday July 9th, 2022



(Photos by Mike Holtz with his black 1964 Morgan 4/4)



MORGAN OVERTIME

Wednesday 6th July



MORGAN OVERTIME

FIRST WEDNESDAY OF EVERY MONTH

STREET FOOD | BAR | PROPER COFFEE | MUSIC

~~04~~
MAY

~~01~~
JUN

06
JUL

03
AUG

07
SEPT

MORGAN EXPERIENCE CENTRE, MALVERN



MORGAN
MOTOR COMPANY

Next Wednesday, 6th July, Morgan will host the third Morgan Overtime of the summer, an evening fuelled by an eclectic gathering of cars, great street food and Morgan Beer served to any non-drivers! The first two Morgan Overtime events were hugely successful with hundreds turning up to enjoy a summer evening at the Morgan Experience Centre.

This month Morgan welcomes the Queen Square Car Club, their members will support the event with a range of classic, unusual and interesting cars so why not bring your own car to add to the mix? The £5 per car charge will be donated to Mission Motorsport as part of Morgan's ongoing commitment to the Armed Forces Covenant and to Armed Forces veterans.



Morgan Motor Company Appoints Thomas Kiesele as Chief Commercial Officer



Morgan Motor Company is excited to welcome Thomas Kiesele, who joins the company as Chief Commercial Officer.

Reporting directly to Chief Executive Officer, Massimo Fumarola, Thomas will be responsible for the sales and aftersales functions of the business, helping to shape a strategy that develops commercial opportunities for Morgan globally.

Thomas brings 30 years of automotive industry experience to Morgan, having worked for some of the world's leading premium and luxury automotive brands.

He joins Morgan following the successful introduction of Super 3 – the latest addition to the company's model range – which joins Plus Four and Plus Six.

Thomas Kiesele, Chief Commercial Officer, Morgan Motor Company, commented: “I am incredibly proud to join the Morgan Motor Company, a unique and celebrated British brand with a promising future. I am excited about the role I'll play in growing Morgan internationally and helping to achieve the potential of the brand. I look forward to supporting our community of customers and dealerships.”

Massimo Fumarola, Chief Executive Officer, Morgan Motor Company, commented “We are delighted to welcome Thomas Kiesele to the Morgan Motor Company in the key position of Chief Commercial Officer. Thomas brings with him a wealth of industry knowledge that will prove critical in maximising business opportunities for Morgan. We will leverage Thomas' experience in the premium and luxury sectors as we continue to strengthen the Morgan brand at what is an exciting time in our history.”

BC Collector Car Appreciation Day

By Steve Blake

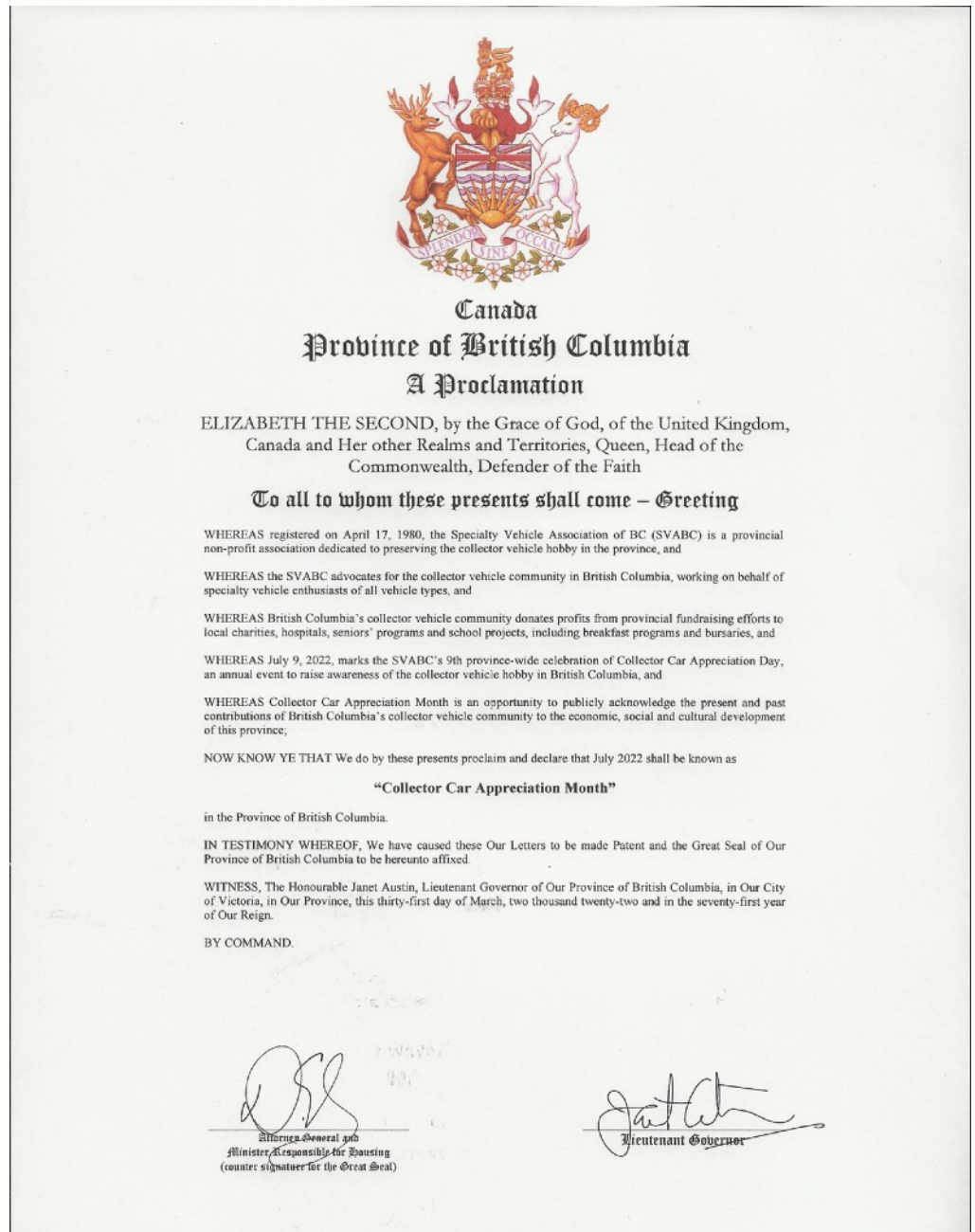
On July 9, 2022, it was decided that we should have a drive to support our hobby and the work done by the Specialty Vehicle Association of BC. The latter lobbied the provincial government to have a day in July proclaimed the BC Collector Car Appreciation Day, this year being on July 9. In fact, the whole month has been declared a Collector Car Appreciation Month.

Our drive was organized by Steve Blake and seven Morgans showed up to do the drive. Four seaters outnumbered the two seaters 4 to 3! Steve and Susan Blake led the group in their 1991 Morgan Plus 8, followed by Bob and Judy McDiarmid (1995 Morgan Plus 8), Brian and Sandi Nixon (1970 Morgan 4/4), and the four seaters of Ken and Pat Miles (1965 Morgan 4/4), John Rennie (1969 Morgan 4/4), Jon Moss (1960 Plus 4), and Ron and Yvonne Theroux (1958 Plus 4).

The drive stayed on Lulu Island, touring along the north arm of the Fraser River to Queensborough. After snaking through this New Westminster suburb, we followed the south arm of the Fraser back into Richmond, ending up in Steveston. Steveston is a historic fishing village and has museums on shipbuilding and canning fish. These museums are in the old Gulf of Georgia Cannery building and the Britannia Shipyards. Worth a day if you are travelling to Vancouver.

We did a great job showing our cars off to the public along our route and got many thumbs up, horn honks and photos taken. As people bled off from our little group to attend other events, we ended up with four cars at the end and a table for seven at the Buck and Ear Bar and Grill for lunch. Great food and cold beer!

The only request was that next time there be less speed bumps (speed humps, sleeping policemen, traffic threshold, speed breakers, speed cushions, or speed tables plus several other variations). The bouncing over the bumps made for a mad dash to the restroom at the end of the drive!







(Steve Blake photos)

MogWest 39 Cambria photo essay
By Dennis Glavis





| 2022 AWARDS | |
|--|-------|
| MEN'S DARTS | |
| 1. 209 STEVEN HUNCE | |
| 2. 192 DENNIS GLAVIS | |
| 3. 102 MIKE HATTEN | |
| WOMEN'S DARTS | |
| 1. 189 SARAH HATTEN | |
| 2. 181 ELLEN JO BARROW | |
| 3. 124 KAREN EMBOLD | |
| RALLYE - 4 WHEEL MORGAN | |
| 1. 947 early Houlletts | Neo |
| 2. 1547 late Bill BREWER | body |
| 3. 1549 Mike & Julie Hatten | " |
| RALLYE - 3 WHEEL MORGAN | |
| 1. 11 mid late STEVEN HUNCE / LARRY DALPHY | " |
| RALLYE - NON-MORGAN | |
| 1. 1057 late KATHERINE BARO / DUKE | |
| RALLYE - CAPTAIN WRONG WAY PEACH FUZZ | |
| 1. DIKE & TOBY TUTTLE | Tabor |
| FURTHEST IN A MORGAN | |
| 1. 350w Michael & Peggy Luper | |
| HARD LUCK AWARD | |
| 1. PAUL MARCHAND | |
| PERPETUAL TROPHY | |
| 1. SARAH HATTEN | |
| CONCOURS - BEST OF SHOW | |
| 1. PETER MORGAN AWARD | |
| 1. MICHAEL & PEGGY LUPER | |

| 2022 AWARDS | |
|---------------------------------------|--|
| CONCOURS - MORGAN DROPHEADS | |
| 1. LARRY DALPHY 1955 | |
| 2. DANIEL WAYS 1951 | |
| CONCOURS - PLUS 8 ROADSTERS | |
| 1. 19218 DR. ALAN SCHWARTZ | |
| CONCOURS - 4 & 4/4 ROADSTERS | |
| 1. DAVID PLATT 6746 | |
| 2. BRUCE PLATT / TALLWORTHY "Peaches" | |
| 3. BILL BREWER 54 PLAT 6044 | |
| CONCOURS - 4 SEATER ROADSTERS | |
| 1. SARAH HATTEN 6244 | |
| 2. CHRISTIAN 6344 | |
| 3. TIM DAVIS 6844 | |
| CONCOURS - MODERN MORGANS | |
| 1. BRIAN / HARVEY LEWIS 2005 | |
| 2. BEVERLY SWESEY 2005 | |
| CONCOURS - 3 WHEEL MORGANS | |
| 1. LARRY ALEXIS 244 | |
| 2. DENNIS GLAVIS 2013 Broodh | |
| 3. JOHN WILLBURN 1930 FAM | |
| CONCOURS - LIMITED PRODUCTION MORGANS | |
| 1. DENNIS GLAVIS 60 DIC 60 | |
| 2. RICHARD TOWNE 6044 Luf | |
| 3. JOE CIBIT 6844 Luf | |
| CONCOURS - PREMIER CLASS MORGANS | |
| 1. DAVE REDMON 5944 41 | |
| 2. MICHAEL HATTEN 27 PWS | |
| 3. JIM TAYLOR 2002 +8 | |
| CONCOURS TERMITES MOTEL AWARD | |
| 1. JOHN WILLBURN 3 Wheeler FAM | |

Editor's Note: Dennis Glavis placed 1st Concours Limited Production Morgans and 2nd Concours 3-W Morgans (Dennis Glavis photos)

Brits on the Beach

By Chris Brunt-Tompsett

Brits on the Beach is an annual event organized by the Central Island Branch of the Old English Car Club. It is held at Transfer Beach Park in Ladysmith. While not actually on the beach, it is across the street in a park, the atmosphere is what you would expect at a beach event.

Transfer beach was named after one of the four wharves in Oyster Harbour that put Ladysmith on the map. The Transfer Wharf was used from 1900-1955 to offload full railcars so they could be sent from Vancouver to Vancouver Island without the costly and time-consuming unloading and re-loading of boxcars. You can read the full story at the following link.

<https://www.ladysmithhistoricalsociety.ca/histories/transportation/the-transfer-wharf-story/>

Ladysmith came alive with the sound of English Cars on July 10, 2022. There were over 250 British cars and motor cycles in attendance. The sun came out and so did over two thousand people to admire all the cars parked at beach. There were six Morgan's in attendance. The show raised over two thousand dollars for the Ladysmith food bank. This year had the most vehicles ever at Brit's on the Beach. Thanks to a great job by the Central Island Branch of the OECC .





(Chris Brunt-Tompsett photos)

Boundary Bay Air Show

By Steve Blake

After two years absence, the Boundary Bay Air Show returned. This year in association with the Langley Area Mostly British car club, a classic car show was organized to entertain the spectators between flying performances. Thirty vintage, mostly British, cars attended along with 7 vintage military vehicles. Steve Blake's 1991 Morgan Plus 8 represented the Morgan marque while others included a 1924 Vauxhall, a Jaguar Lister, Triumph Mayflower, Thames pickup, TR8 convertible, MGB, and assorted others.

The air performances were highlighted by the Yellow Thunder, two brothers from Alberta with their yellow Harvards (one brother owns a 1976 Morgan 4/4), three Pit specials, a Corsair, and a Bearcat. Next year maybe we can have more Morgans attend!



(Steve Blake photos)



COLLECTOR PART
EXCHANGE

SHOP TALK

Gilco: The Secret Weapon of Italy's Success

By Chris Bright (Courtesy of <https://home.collectorpartexchange.com>)

The 1950s were the Golden Age of sports car and Grand Prix racing in Europe, and Italian manufacturers were at the forefront. The Italian cars of that era account for a large number of the most desirable and expensive cars in the world. It was a time when Italy was at the forefront of innovation, and little-known Gilberto Colombo had a great deal to do with it.



Colombo revolutionized how chassis were constructed, both from a technological and production perspective. While he didn't invent the tubular space chassis, he perfected it. So much so, that most of Italy's top car builders of that era outsourced their chassis building almost exclusively to Gilco, Colombo's company based in Milan. Many tend to think that Ferrari, Maserati, Alfa Romeo, and Lancia built their cars from the ground up, but that was not the case. Gilco provided the skeleton for these great cars that were strong and lightweight chassis, and carried famed race car drivers like Farina, Ascari, Fangio and others to World Championships and countless race wins.

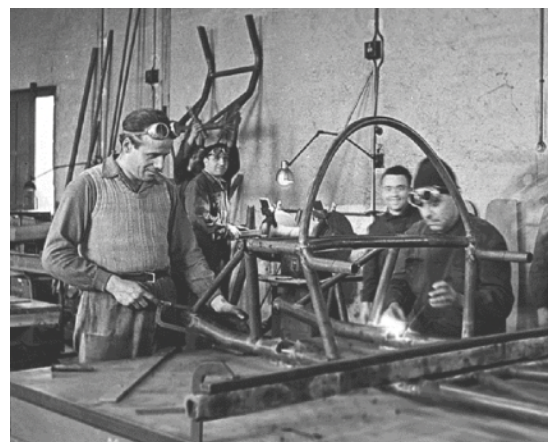
The 'Cold' Secrets

The Gilco story gets its start with Angelo Luigi Colombo, Gilberto's father. In 1919, he opened a metalworking shop in Milan. The shop originally focused on making steel tubing for bicycle chassis, but then added products for use in aircraft and even rationalist furniture (which was all the rage in Italy during the '20s).

What the elder Colombo had mastered were revolutionary techniques for forming and shaping metal tubes. The shop did "cold-drawn" tubes that were seamless, formed by hydraulic pressure rather than high heat. Secondly, he also applied the "cold forming" process to tubes which allowed curved tubes to be precisely formed without any welding.

By eliminating joints, and the resulting weaknesses brought about by the heat of welding, these designs were much stronger and lighter. The shop became a leading producer of furniture in the 1930s, and also became the leading provider of steel tubing for bicycles, a reputation the company still holds today, sold under the brand name Columbus.

Gilberto was born in 1921. By age 17, he was working alongside his father at his business. He researched the characteristics of using different types of alloys and perfected the company's chrome-manganese and chrome-molybdenum products. Further, he developed an innovative way to taper the tubes.



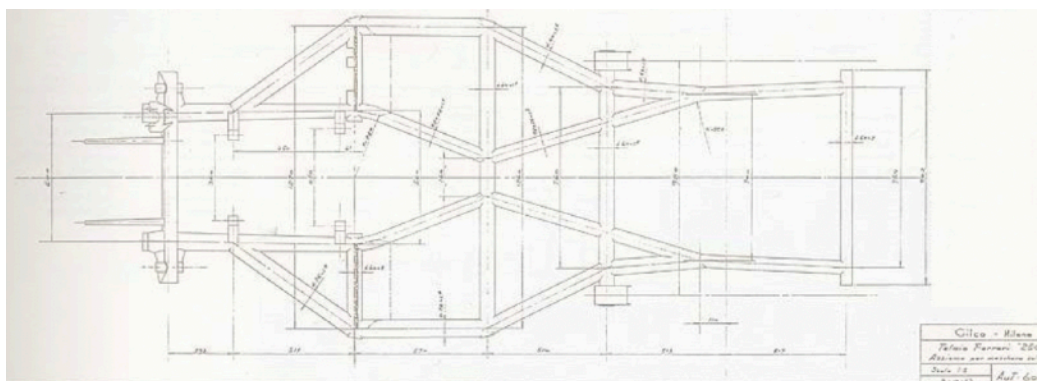
Building a Gilco chassis.

While attending Milan Polytechnic, Gilberto Colombo heard a lecture by a motorsports engineer. He saw an opportunity in 1946, and immediately set out to design lighter racing chassis in a design studio inside of his father's plant. In 1947, Gilco Autoelai (Chassis) was officially created as a separate business.

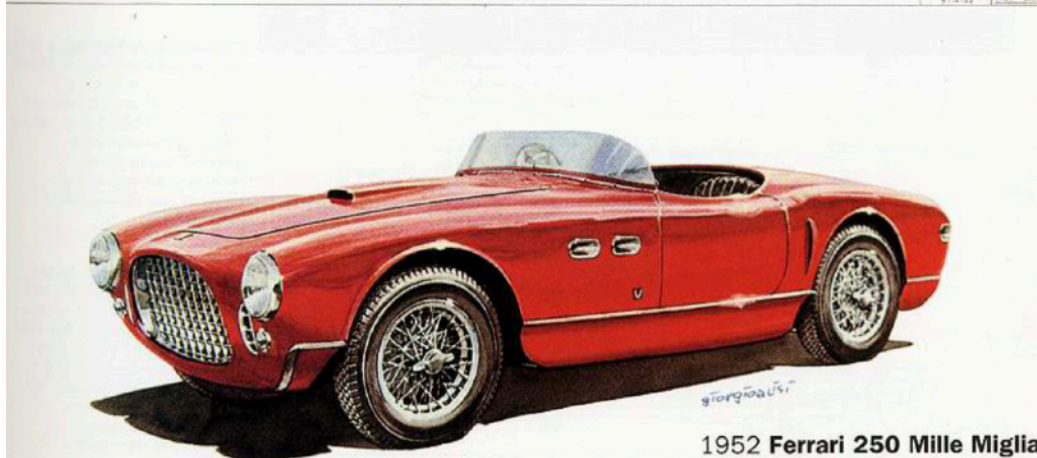
Fateful Meeting with Enzo

Gilberto Colombo started creating chassis of his own design, the first being the Gilco 203, designed for small-displacement road racing that became popular immediately after the war. He also began collaborating with upstarts Stanguellini and Cisitalia on their race cars.

The biggest moment came from a chance meeting with Enzo Ferrari in 1946, as recounted by Martino Colombo, Gilberto's cousin. In response to a classified ad selling milling machines that he wanted for his shop, Gilberto traveled to Modena, to meet the seller -- a fellow by the name of Enzo Ferrari. Ferrari had licensed the rights to manufacture milling machines, so he was selling some off to finance his not-yet-formed automobile company. The price for the milling machines was outrageous, which Ferrari revealed was due to his need for capital. The ensuing conversation would change both men's trajectories. Ferrari shared some details on his new car endeavor while Gilberto spoke about the lightweight chassis he was making at his father's shop.



The pair went into the back where Gioacchino Colombo, Ferrari's right-hand man in the early years, joined the discussion. The session went until midnight and ended with a handshake deal between Ferrari and Colombo to build the very first 125 S chassis, the first to bear the Ferrari name. Over the next decade, nearly every Ferrari was constructed in the Gilco shop.



1952 Ferrari 250 Mille Miglia

Illustration from *Gilco: Le Macchine di Gilberto Colombo*

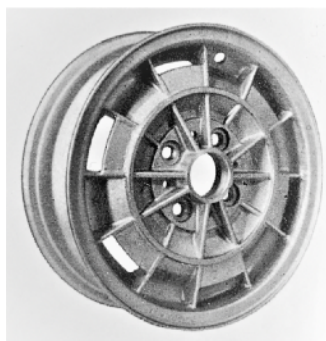
Boom Times

Business took off because if one needed a chassis, Gilco would build it. The list includes the aforementioned “big names” but all of the “etceterini” went there too. At its peak, the shop employed just 20 workers, but they were still able to keep up due to Colombo’s efficient manufacturing processes.

At around age 30, Gilberto Colombo was running the show, yet he was a young man filled with ambition who wanted to build a car of his own. From the start, he had developed multiple designs under the Gilco brand for both motorsports and road cars. After the formative 750 Sport race car design in 1946, he had plans for the Gilco 203 (1950), 205 MM (1950), 240 Competizione (1951), and 750 Berlinetta (1952). None of them made it beyond the prototype stage.



1952 Gilco 750 Berlinetta concept.



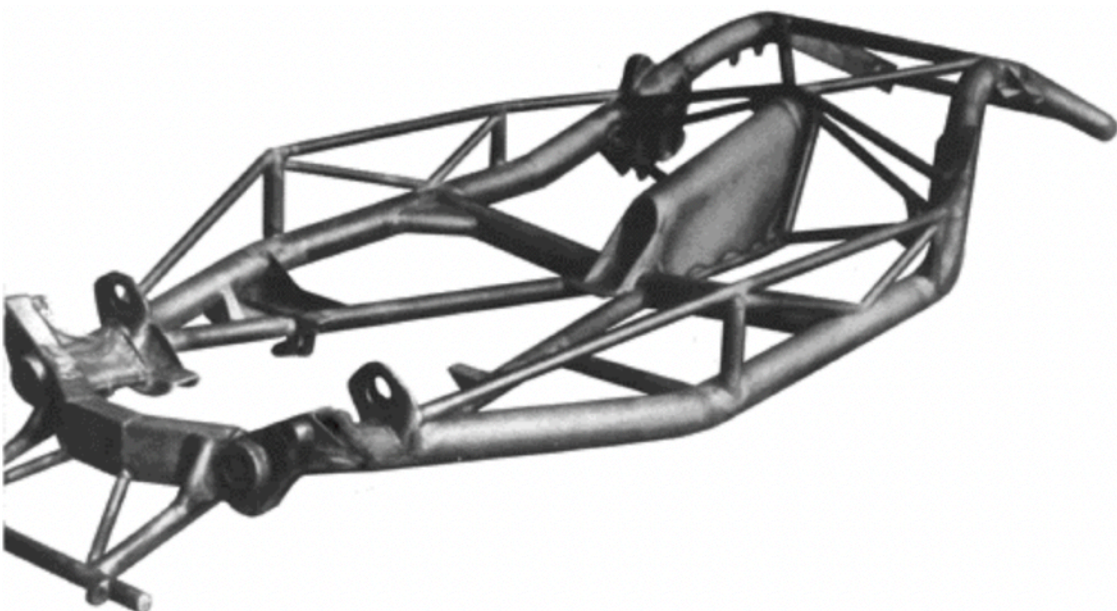
Gilco wheel

One contribution that Gilco does not get credit for, but should, was one of the first designs for an alloy wheel. Colombo developed it as a replacement for complicated and heavy wire wheels. His design had a series of reinforcing ribs to strengthen the wheel with minimal weight. The wheels were made by Amadori in Bologna. When Amadori was bought by Campagnolo, and after Gilco’s patent had expired, these became the iconic Campagnolo wheels -- all originally designed by Gilberto Colombo.

By the end of the 1950s, the car business was moving beyond them. The death of Ascari and the Le Mans tragedy in 1955 put a damper on the company’s racing activities. Ferrari’s last project was a Testarossa in 1958. The need for differentiation through proprietary designs became paramount. At one point, Enzo Ferrari asked Colombo to come work for him in Maranello, but he declined the offer because he

wanted to have more creative freedom, a decision he admitted later may have been a mistake.

He left his father’s factory in 1966 and continued with Gilco independently. He acquired Trafiltubi, which continues to this day, and is where the Gilco archives are kept. Colombo consulted with Lamborghini on cars ranging from the 350 to the Diablo, with Alfa Romeo on a Group B rally car, as well as with Daimler. Gilberto Colombo died in 1988 at age 67.



Ferrari 250 GT Testarossa chassis

The Innovations of Gilco

Gilco's contributions hardly get the recognition they deserve. They provided cutting-edge technology and made it accessible to all the big names in Italy as the country was rebuilding after the war.

The use of cold-drawn and cold-formed steel, made from their proprietary alloys, produced a stronger and lighter chassis that made a huge difference on the track. Additionally, they pioneered new shapes, such as ovalized tubing and tapering, that further improved cars.

As Serena Omodeo Salè wrote, "Gilco made an impact on automobile racing, but became synonymous with a method of designing and building which is characteristic of Italian industry: a blend of innovative initiative in developing new technological solutions and deft agility in the use of bare-bones manufacturing facilities markets by extreme specialization."

Next time you see a 1950s Ferrari race car command \$40 or \$50 million at auction, spare a thought for Gilco. Gilberto Colombo made a significant contribution to making not only that car a success, but also lifted the entire automobile industry to new heights, including the most famous name of all: Ferrari.

Editor's Note:

Chris provided the following video that shows Gilbert Colombo's contribution to the world of cycling.

<https://www.youtube.com/watch?v=OBsrs1KLu40&t=20s>

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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

3k miles 2017 Morgan THREE

WHEELER – Black, loaded // ONE OWNER – SOLD BY US NEW

1934 Morgan MX4 SUPER – Matchless water-cooled engine, modified with foot pedal gas feed, dash mounted choke and spark advance // **SIGNIFICANT PRICE REDUCTION**

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 – 6 speed, Rolls Royce Velvet Green // **172 MILES!**

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

2019 Morgan PLUS Four – Red/Black // **NEWLY ARRIVED!**

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!**

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!**

1958 Morgan PLUS 4 – Two tone Blue, Black interior // **100% COMPLETE + RELATIVELY RUST FREE**

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

OTHER MARQUES

NEW 2021 Allard J2X MkIII – Coming soon!

2003 Caterham Super Seven WIDE BODY – 2 Liter Zeetech!

1974 Lotus EUROPA – Twin Cam 5-speed!

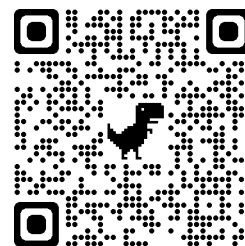
1965 Sunbeam TIGER Mk1A – Race Rally Prepped!

1962 Fiat O.S.C.A.

1500S CABRIOLET by PININFARINA. Perfection!



1949 MG TC SUPERCHARGED 973 miles since restoration!



Morgan

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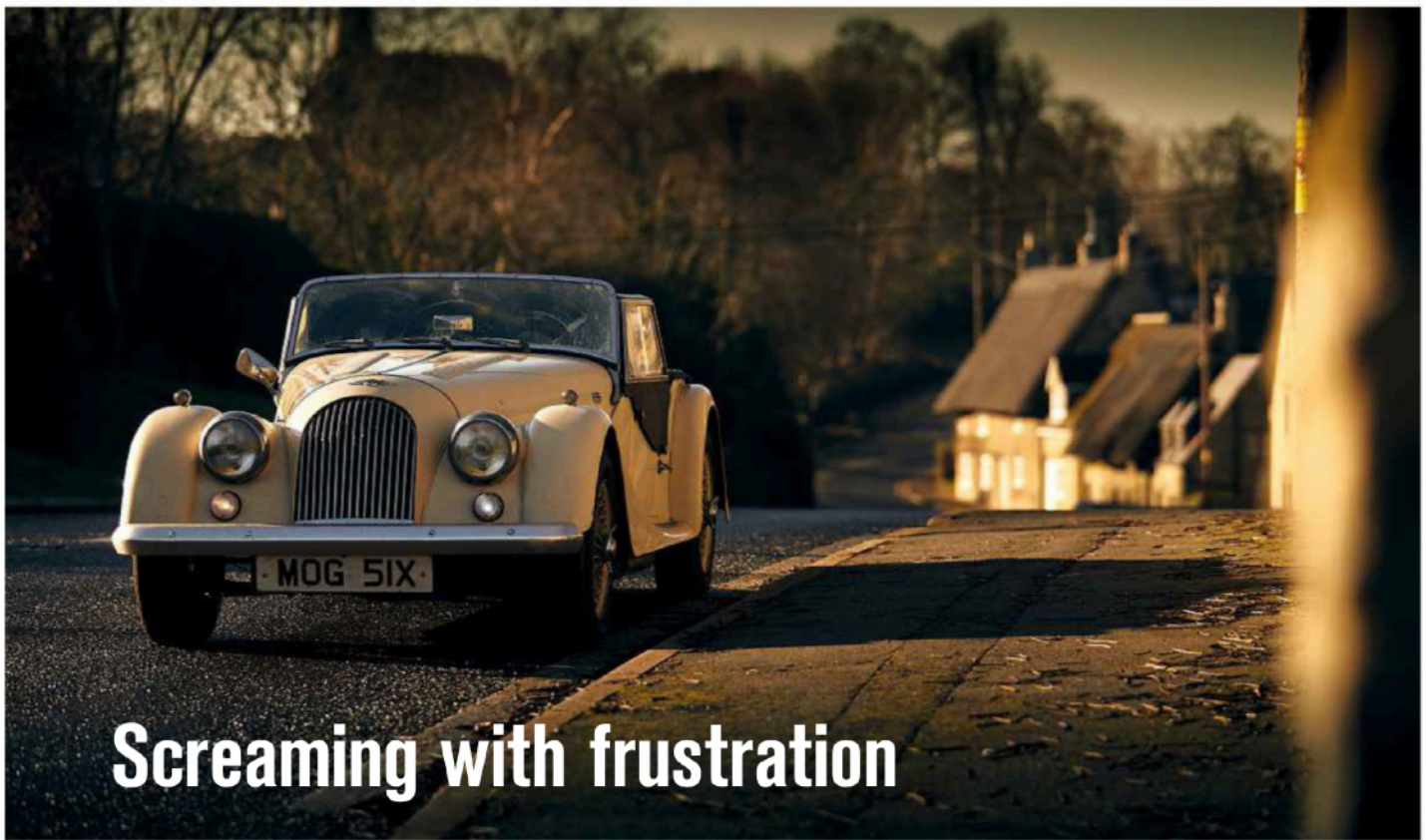
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Screaming with frustration



1982 MORGAN 4/4
MATTHEW HOWELL

CAN YOU REMEMBER what you were doing with your classic back in November 2020? Normally I wouldn't have an idea of what I was doing last week but I have a very clear memory of that month. My Morgan 4/4 was booked in for routine work with a specialist and, on the way there, as I pulled onto a fast-flowing dual carriageway, the little Ford CVH engine that hides under the louvered bonnet revved out and we slotted into the traffic.

It wasn't the sound of the engine (which is great, by the way, through the barely muffled stainless system) but the ever-increasing whine from behind me that I remember most clearly. It was my automotive equivalent of nails being dragged down a school blackboard: just horrible. I once had a Plymouth

Barracuda with a similarly noisy rear axle, so I knew exactly where the problem lay. The good news was that we were only a short drive to the specialist and, while the car was in the workshop, I was sure the axle could be added to the list of jobs to be done.

As expected, a noisy and too-hot differential was diagnosed and the back end of the car swiftly dismantled. The diff was then sent off to a third-party expert for a professional rebuild; not great news for my wallet but at least it should be sorted. If only.

The car came back and, on the drive home, it was audibly clear that all was not well. The whine was still present – just at different speeds than before. Aarrghh! If this wasn't disheartening enough, another Covid-forced lockdown followed, delaying the car's return to the garage for rectification. In early 2021 it was finally booked back in and the third party who did the diff asked for the whole car this time, to hear it for themselves.

To cut the painful story short, my 4/4 was still not fixed

satisfactorily when it came back; at 70mph it whined annoyingly and, after a short run, the diff casing was too hot to press your hand on. I could have cried. In fact, I think I might have done. I certainly fell out of love with the car at this point; hate would not have been too strong a word at times.

It's now 2022 and after multiple emails and a call or two the good news is that I have got my money back for the failed axle repair. I have lost a year of driving the Morgan, I still don't know what work was actually done to my diff and I feel like I am back where I

started. On the upside, at least I have a few quid back in my pocket to fix it and the renewed enthusiasm to do so.

I believe the axle in my Morgan is a Salisbury, similar to those you'll find under most MGBs, but please correct me if I'm wrong. Recommendations for reliable axle wizards will be most welcome; do get in touch at matt@matthewell.co.uk.

Above and below

In and out of the workshop for attention to a noisy and hot-running diff – to no avail, but with a refund to start afresh.

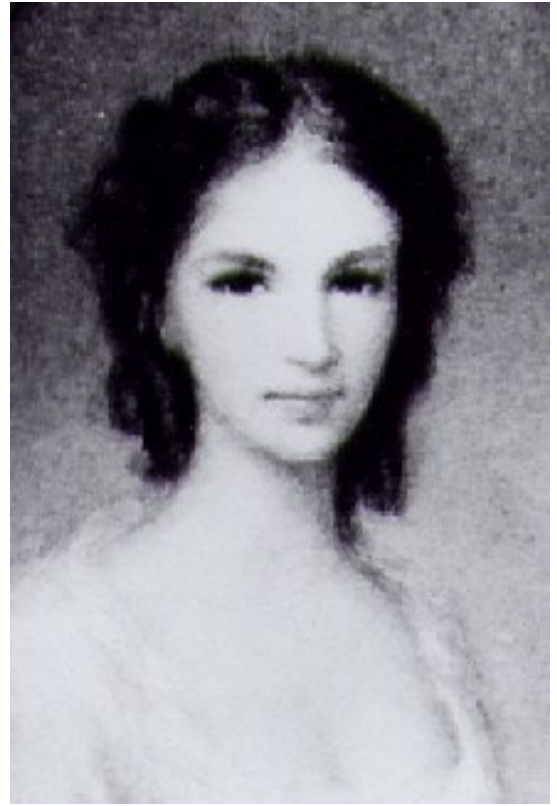


Heroines, Classic Cars and Chocolate

By Laurel Gurnsey



Betsy Doyle



Laura Secord

In 2013, when Colin and I were sourcing entries for the Crescent Beach Concours, we spent some time talking to a fellow car owner, Patrick Hart about his entry, a 1936 Cord Phaeton. Part of the sourcing process is getting a background on the entrant car and Patrick's had a fascinating history. It was sold on May 8, 1936, by O'Donnell and Mackie Limited, in Toronto, Canada, to Marry O'Connor, the daughter of Senator Frank P. O'Connor. The car was the first open Cord sold in Canada. Interesting already but the clincher was that Senator O'Connor was the founder of the Laura Secord and Fanny Farmer candy companies.

This began an article idea that led to two young heroines, one on each side of the border, during the War of 1812. Equally brave, equally patriotic. Being a Canadian, my interest was piqued because Laura Secord is a Canadian heroine we learn about in school. She appears on 'heritage minutes' segments on T.V., in books, plays and poems. Schools are named after her. She has been on Canadian currency and stamps and a chocolate company was named after her (one hundred years after her act of heroism during the War of 1812). This is the perfect time for this article because Canada celebrated its 155th birthday this July and Laura is once more a focus of anniversary interest.

Laura's family had originally lived in Massachusetts, and her father was a patriot during the American Revolution. After the war, the family moved to what was called Upper Canada at that time and Laura married a Loyalist, which must have caused some family dissention. But Laura, like her young husband, was loyal to the British Crown.

When she overheard information from a group of American soldiers about an upcoming American attack on British forces, she set out on a dangerous trek of almost 20 miles to warn British Lieutenant James FitzGibbon. She had to dodge soldiers and fight her way through difficult terrain to reach him. If she had been caught she would have been executed as a spy. She met with a group of Kahnawake Mohawk Indians who guided her for the last part of her journey. FitzGibbon later wrote 'I have ever since held myself personally indebted to her for her conduct.'

Laura wasn't officially recognized for her bravery until she was 85 years old, when she received a gift of £100 from the Crown.

When I started researching Laura, I became curious about other heroines in the history of both Canada and the U.S. Among them, I found Betsy Doyle. The 'State of New York Society' names her as a 'United States Daughter of 1812'.

The British had captured her husband, an American soldier, eventually imprisoning him in England. Betsy was left standing by with her children at Fort Niagara, which was under attack by the British.

During the battle, Betsy carried 'hot shot' back and forth from a fire to a cannon, loading it herself. The shot was used for setting fire to British installations. She risked British gunfire, cannon explosions and serious burns. Colonel George McFeeley, who saw Betsy's actions, mentioned her in official reports, saying this was 'an instance of extraordinary bravery....she showed fortitude equal to the Maid of Orleans (Joan of Arc).' Later, she stood guard at night, wearing a soldier's uniform and carrying a musket.

When the fort was attacked again and captured, she and her four children escaped and began a trek of over 300 miles to a military garrison near Albany, New York. It took them close to four miserable, cold months to get there. She worked as a nurse and in the laundry at the garrison, often without being paid. She often went hungry. Eventually, she became ill and died. Sadly, she and her husband were never reunited. She died in 1819.

Patrick Hart's Cord and its own history led me to the discovery of two young women who displayed remarkable courage. I invite you to search out other heroines in both countries, among them Madeleine de Vercheres, a young French-Canadian girl of 14 years who saved an undefended fort on her own from an Iroquois attack in the 1600s.



Article first published in the Bumper Guardian, the official magazine of the Pacific Northwest Region of the Classic Car Club of America

Worth Reading: (available on Amazon.ca or at booksellers.)

- 'The War of 1812: A Forgotten Conflict' by Donald R. Hickey
- 'Laura Secord: A Story of Courage' by Janet Lunn

Worth Surfing:

- Laura Secord/Historica Canada www.historicacanada.ca
- State of New York Society, United States Daughters of 1812 (Betsy Doyle)

A Morgan Plus 4 Experience

By Brian Tomalin (Courtesy of the Morgan Ear, Morgan Owners Club of Australia)

As a kid, I was probably a frustrated mechanical tinkerer as no one else was game to fiddle with my father's mowers, motors or boats. My pent up emotions were released in about 1963 or 1964 when I acquired a Bugeye, Mark 1 Austin-Healey Sprite, much to my father's displeasure. However, I did have a great deal of pleasure in making the Sprite into one of the noisiest, and probably highest revving Sprites on the Sydney roads at the time. I thought 7000 rpm out of BMC A series motor was pretty impressive in 1965.

My interest in British sports cars was excited from November 1960 with the opening of the Warwick Farm motor racing circuit followed by regular attendances at places like Oran Park, Easter Bathurst and later Amaroo Park.

Besides the 2.5 lt open-wheelers the Marque Sports Car category was a particular interest of mine, and very early on I decided I wanted a Morgan.

By 1967, I was thinking it was time to move from the Sprite into a Morgan. So, I took a trip to the Total Service Station on Pittwater Road, Boronia Park to talk to Ken Ward, the Morgan agent, about ordering a 4/4. Ken said there was a nine-month delivery time but he had a +4 on the water which would soon be arriving. He suggested I wait before committing until the +4 arrived and have a look at that one. So, that was it, I immediately decided I would prefer the more powerful +4 to a 4/4.

The boat carrying the two Morgans arrived in Sydney Harbour on December 24, 1967. One of the Morgans was a 4/4 destined for John St. Julian, the other was the +4. It was not until the New Year that the cars were unloaded and cleared through Customs.

The +4 was duly prepared for delivery, which included some work on the head by Colin Bond, with a port and polish and removal of the hot spots in the combustion chambers.

On January 19, 1968, I parted with \$3425.90 (including registration of \$57.90) less the trade-in on the Sprite and took delivery of ESD655, a Signal Red low line +4 Morgan chassis number 6579. I still remember the drive home!



At some stage, and I don't remember the date, #6579 became BT157.

From then until the early 1970's the Mog was my only car and even after Cindy and I married in 1971, it was our only transport.

There were many memorable and/or epic adventures in the 1960s, in the time of unrestricted open roads outside the town 30 mph speed limits. These include a mad Friday night dash in 1968 from Hornsby to Coolangatta in 11 hours on the old Pacific Highway goat track. Enjoyable pre-dawn, mid-winter, Sunday morning runs to Pitt Town to join the mates who had taken the ski boat up on Saturday to be the first boat on the river as the sun broke the horizon, occasionally with a fringe of ice on the water's edge. The absence of speed limits enabled a high-speed dice with one of the newly released Gold GT-HO Falcons from Narrabeen Lakes to Mona Vale Road.

One of #6579's idiosyncrasies was drip onto the passenger's knee in heavy rain. Cindy and I attended a ball at the UNSW Round House one night in pouring rain. The water dripping onto Cindy's crepe ball gown turned out not to be the worst thing that happened that night; one of my mates spilt a glass of beer down the back of the dress, she

spent a fair bit of time in the kitchen drying the dress and trying to save it.

Shopping was also an exciting experience as we motored home from work on different days with a large box perched on Cindy's lap, fitting neatly between chest and dash, deftly keeping contents of veg, meat and groceries on board.

At some stage the cylinder head developed a crack in the No.1 spark plug seat that seeped coolant. Although it was bored and sleeved it was not entirely satisfactory. There was always a sign of moisture around the edge of the sleeve until I obtained another cylinder head from Ken Ward. It was the head off of a Super Sports that had been written off when racing. After that #6975 became a rocket. She developed a thirst for 100 octane fuel and behaved a bit like a diesel when turning off. The compression was something over 12:1 and there was a definite skill in shutting down to stop the overrun.



For many years, I did not have a garage and as the car was the daily drive the paint deteriorated and faded fairly badly. So about 1974 I set about a respraying; that turned into a complete rebuild.

The car was stripped to the chassis, the sill panels were showing signs of dry rot and some of the coachwork joints were starting to show movement.



What came next was to remake the wooden frame. To do this I used marine ply and did away with most of the joints by cutting the shapes in one piece. The door frames were constructed by laminating sections of one inch marine ply together and shaping the contours of the doors with a plane and spoke shave. The reconstruction of the wheel archers was achieved by using the original arches with slate between them to bend layers of marine ply to

shape and laminating them with the best available marine glue.

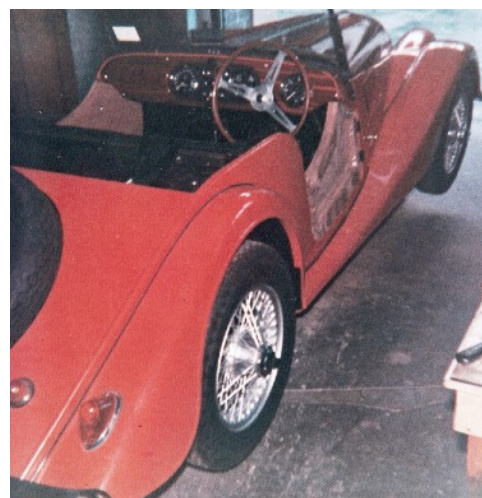
While this was going on, I also paid attention to the chassis. Peter Wagner supplied detailed drawings for chassis strengthening, with the addition of strategic gussets and a "C" section channel along the outside of the chassis from the front bend to the rear.



At the time of the rebuild, the engine had completed 50,000 miles so it was decided a complete engine rebuild was also in order. While oil pressure, etc., was still good, the wisdom at the time was that it was advisable to replace TR bearings at about that mileage as the crank had a tendency to become slightly oval above that mileage.

The doors were re-skinned with aluminum and the rusty edge of the rear guards was removed and a new strip welded on to keep the original width.

All the panels were painted separately in signal red and everything started to go back together and #6579 was reregistered again as BT157.



Fortunately she was no longer our only transport although she was used as much as possible and competed in many Club events until 1980 when we purchased a grazing property at Hanging Rock southeast of Tamworth. At that stage we had 25 kilometres of not very good gravel road so #6579 was put on the market with an asking price of \$20,000. The value of Morgans had jumped very rapidly after about 1970. She was eventually sold in 1983 for \$18,000.

That was the end of our Morganeering until 2008 when the Morgan Club made a visit to Tamworth and came for a run to Nundle, our nearest village. I met a lot of the MOCA members I had known all those years ago. At the time Cindy was trying to get me to buy another Morgan as a hook to make me retire from the farm.

We decided to attend the Golden Muster at Bathurst in 2009 where three gold Morgans were displayed at the opening gathering. In December 2009, we purchased one of those Morgans, a 1961 Plus 4 owned by Ross Knights. This is #5000 which left the factory on November 13, 1961, bound for BI & KC Ward in Sydney.

The history of #5000 from the mid 1960's to 1989 is unclear. However between 1989 and 1993 she was subject to a chassis up rebuild. I have to report that she has the same water leak onto the passenger's knee as #6579.

However we still remained on the farm until 2016. This necessitated loading the car onto a trailer to get to the end of the gravel which by then was only 15 kilometres away.

In the summer of 2010-2011 it was apparent that the cooling system needed attention. To that end I changed a rather battered old core for a more efficient modern core. The bottom radiator mounts were modified to enable the radiator to be moved forward slightly, this allowed the fitting of a slim electric fan behind the radiator and do away with the mechanical fan. A high capacity Racetorations water pump was also fitted.

A Morris Mini or Triumph Spitfire overflow tank was already fitted and I considered it would benefit from a larger one. To this end, I had a dead Leyland truck in the paddock with a fairly large overflow tank. While looking at it the thought struck me that it would make a good auxiliary header tank a la Super Sports Style. The Super Sports fittings were available from Melvyn Rutter. When the system was installed #5000 carried an additional five litres of water.

I was also able to source an old style sleeve type thermostat from Moss Europe. This enables the bypass to be shut off when the thermostat opens directing all the water through the block.

The next job was to block off all the air gaps around the radiator and fit an air dam underneath the radiator. The air dam creates a low pressure area in the engine bay, draws out the hot air and allows more air to pass through the radiator. To date the temperature has not exceeded 80°C.

All was good until one Sunday morning on a run, there was a loud banging and clanking from the engine. Home on a flat bed and look for the cause.

As the farm shed had a dirt floor, I borrowed a shed from a neighbour with a lot of room and a concrete floor. So, the engine came out and was stripped down.

The top had come off number three piston at the oil ring. There were more surprises, two head gaskets were fitted, and there were three Triumph pistons, three lightened conrods, one Vanguard piston and one heavy con rod. Someone had done a pretty good job of a bodgey engine job. There had been a slight vibration at certain revs which I was thinking might be the tail shaft.

The cylinder head was highly modified, obviously for racing, and according to my measurements was somewhere between 12.5:1 and 13:1 compression, hence the two head gaskets. The combustion chambers had been reshaped and fitted with enormous valves. There had been so much taken out of the inlet and exhaust ports that



there was not enough meat left to fit inserts to enable the use of unleaded fuel. I also estimated that 0.178 in had been skimmed off the head to give the extreme compression ratio. A TR4A head was obtained and now adorns the motor.

The crankshaft was 0.010 in undersize but no two journals measured exactly the same, so another regrind to 0.020 undersize was required. All parts were balanced and the motor reassembled with 87 mm sleeves and pistons and the rear oil seal modified to take a neoprene seal. The Holden HB17A Harmonic Balancer) with 0.1mm (0.004in) off the bore fits the Triumph crankshaft, this was also fitted. There is no longer any sign of a vibration.

Everything was reassembled with a new wiring loom and the engine ran silky smooth. However, it was not long before it became obvious that the rear oil seal modification was not right. The usual Triumph coating of oil on the underside of the car required constant cleaning. A patch of oil under the car every time it was parked was also embarrassing. The next problem was the clutch throw out pin broke, so, the engine came out again and the rear bearing cap seals repacked, but this did not fix the problem. A steel throw out pin instead of the alloy one was installed.

In 2016, we moved off the farm and we now have a sealed road to the driveway and I have a purpose built workshop/shed with a concrete floor and a hoist. Luxury!

A couple of attempts to fix the oil leak problem by removing the sump and repacking the bearing cap seals with the motor in situ and oil dripping on my head were unsuccessful. So, it was motor out again for a crankshaft-out neoprene seal replacement. The main cause of the perpetual oil leak was that the seal had been kinked in assembly. So, the motor was reassembled with a new set of bearings, new oil seal and copious amounts of shellac to soak the felt seals beside the bearing cap. There has not been any sign of a leak since the motor was reinstalled.

The next thing that required attention was the leaking rear lever action shock absorbers. To rectify this, with the help of my bulldozer mechanic, we constructed a mounting to take two adjustable Koni telescopic shock absorbers. While undertaking this task it became obvious that the rear springs were getting very tired so they were replaced with a new set sourced from Melvyn Rutter. This presented a challenge as the centre pins were not in exactly the same position.

A Panhard rod was constructed and fitted to the rear axle which has reduced some of the well-known +4 understeer.

The dreaded Morgan front-end wobble was cured with four new ball joints. The challenge here was that one of the threads in the drag link needed re-tapping. Nine sixteenth inch left hand BSF thread taps are rarer than hen's teeth. The solution was to chase the thread on a lathe.

On the trip to Bathurst for the Diamond Muster, a patch of oil on my left knee indicated that the oil pressure gauge had sprung an internal leak. All the instruments have now been serviced and #5000 now has a non-leaking oil pressure gauge and an operational temperature gauge in the 4-in-1 cluster.

I was still managing the farm when we decided to find another Morgan, so, I decided I was not looking for another rebuild project. The one we decided on looked like it would fit the bill, the body and coach work were in good order and would only require normal Morgan maintenance. I was not expecting the engine problems. The engine rebuild and subsequent tinkering just goes to prove that the pleasure is in owning it, not just driving it.

(Brian Tomalin photos)



The End of Car Tours?

By Keith Martin (courtesy of Sports Car Market)

The next five years will be a telling time for car tours. If entrants and organizers don't play their hands correctly, tours as we know them may disappear.

There is a growing dichotomy between the performance ability of new cars and the consequences of a mishap. We were reminded of this by [news of a fatal incident during a recent tour](#) that has been widely circulated on social media.

The specifics are not so important. Suffice it to say that participants in an event geared to modern, high-performance sports cars were going 140 mph on a public road. At those speeds, your chances of recovering from an unexpected issue or driver error are miniscule.

This accident could have been much worse. Imagine if the car, hurtling at 140 mph and rolling end over end, had crashed into a van full of school children.

As I write this, entrants in our SCM 1000 AMG Invitational are beginning to check in to our host hotel in Bend, OR. We have 1,000 miles of two-lane roads laid out for them in our route book.

During the driver's meeting, our job will be to impress upon the participants their sense of responsibility to the inhabitants of the communities we are passing through. We are guests and visitors here. We want to leave behind memories of gorgeous, exotic cars being driven responsibly, rather than scenes from "Hot Rods to Hell." As tour organizers, we have serious questions to ask ourselves about future events.

At SCM, we are committed to limiting classic tours to cars from before 1975. While there were hyper-performance cars in this era (think: Ferrari Daytona), these classics simply don't go as fast as easily as new cars. Our vision for SCM tours includes enjoyable cultural immersion in the communities we are passing through and camaraderie between the entrants in our evening "Conversations With Collectors." Safe driving is essential. If car owners wish to explore their car's performance envelope, they belong on a race track, not on a public road. We continue to stress that our tours are an "automotive Chautauqua," a chance to enjoy the company of like-minded enthusiasts while passing through fantastic scenery.

To ensure the continued availability of collector car tours in the SCM style, we have a shared responsibility. First, as organizers, we need to inculcate a spirit of enthusiastic yet responsible driving. This is a tour, not a rally or a race. As participants, we need to respect and appreciate what a gift it is to be able to take our old cars out on the open road. At the moment, we don't need special permits or permission from the towns and counties we are passing through. That could easily change.

Or the end of our tours could come about due to insurance companies simply refusing to provide liability coverage. Securing such coverage is already growing more difficult.

I want to encourage all tour organizers to reflect on their events, and how they can offer the greatest pleasure to their participants in the safest way. Let's work together to make it possible for car tours of all types to continue.

Editor's Note: This article is a good reminder for us to use our cars responsibly and to realize that every time we are out on the road we are an ambassador for the brand. Whether you are in your Morgan, another collectible, or your daily driver, you have to not let other's testosterone goad you into being a less than careful driver. Be safe and let's all have fun while enjoying the journey. We want people's thumbs up and having them enjoying seeing our cars, not their looks of disdain if we overly flaunt the rules of the road.

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— Norman Gile,
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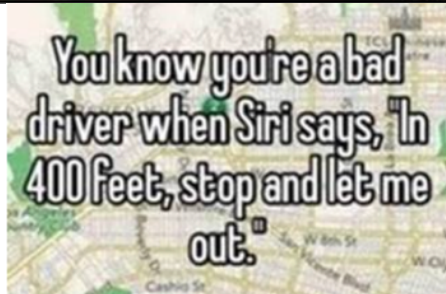
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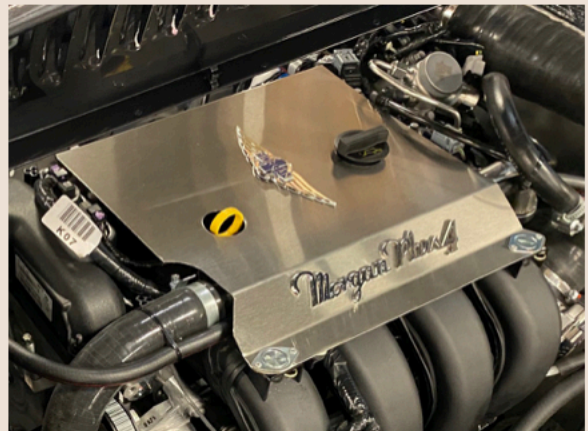
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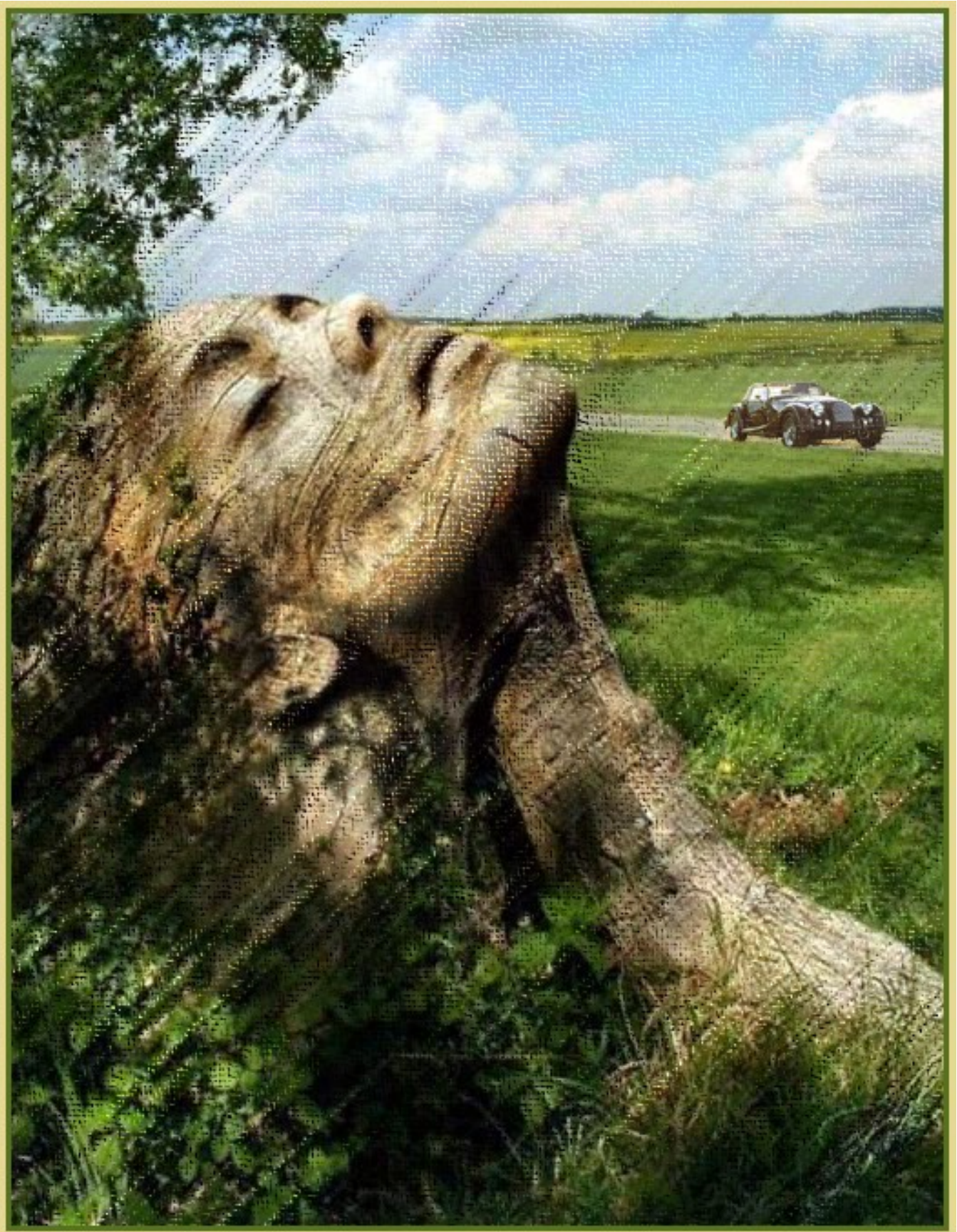
Morgan Art by Valentin Tanase

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



Morgan Treasures from the Jacques Gallien Collection

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



Famous People with Morgans

By Allstar Crocks

Jean-Claude Savoye, Morgan Rally Driver

October 21, 1952 - July 2, 2012

While ruttling around in some 'files' I had forgotten about, I came across this sepia like photo of a Morgan sans top competing in the 1964 Monte Carlo Rally. According to the stamp on the back I had purchased it from the British *Motor* magazine. I never got around to framing it which probably explains why the photo has hardly faded.

I have researched the car which I have always thought was a Dutch entry but it turns out it was a French one. The team was **Claude Savoye** and Etienne Girard and they finished 110th out of 163 finishers. The car is a 4/4 and if you look closely across the lower part of the driver's windscreen you will see a light coloured band. I am pretty certain this was an electrically operated demisting device which preceded the manufacturers installing hot air demisting vents during the 60s (Obviously not Morgan!)

I was prompted to buy the photo as I was very impressed that two hardy souls would take on this prestigious event in the middle of winter and elect to complete this snow bound stage with the top off in true Morgan style. Have you any contacts with the French Morgan Club as I wonder if these two gentlemen are still around or can any of their members supply any background information?



Incidentally in my research for this car I discovered another Morgan had entered in 1960. It was a Morgan +4 (YUY 224) piloted by Oliver Sims and Roger Jones. They finished 125th out of 149. As the car has a Worcestershire licence plate I wonder if the factory assisted. Ain't the internet wonderful to dig up such obscure information?
Allstar Crocks

From Jacques Privat (www.rallycross-afor.com)

It is with infinite sadness that we learned this Monday, July 2, of the death of Jean-Claude Savoye, victim of a ruptured aorta on the night of Sunday to Monday. Barely 59 years old, Jean-Claude Savoye had won 16 rallycross events between 1983 and 1994, first on an Alpine A 110 1550, then on a formidable Renault 5 born turbo, but equipped with an atmospheric engine and ending with this same R 5 Turbo which had found an original turbocharged engine in Division 3. Jean-Claude had never stopped preparing engines (Savoye Sport), mainly Renaults, but also historical version Formula 3 engines. It is moreover in these ordeals that I now used to meet him with infinite happiness. Moreover, last weekend he was in England, at Brands-Hatch with his many pilot friends. To his son Vincent, emeritus driver in historic Formula 3 and also a trainer like his father, to Jean-Claude's companion, Sylvie, to Vincent's mother, Evelyne, all the rallycross drivers and AFOR send them their deepest condolences. The funeral of Jean-Claude Savoye will take place in Berck (62) at the St Jean-Baptiste church at 3 p.m. this Thursday, July 5.



From the Morgan Oasis Garage

By Cuthbert J. Twillie, Proprietor

Box 1010 - North 51, Terrace

Hoodsport, WA 98548

(360) 877-5160



Brake Adjuster

By Cuthbert J. Twillie

Friends

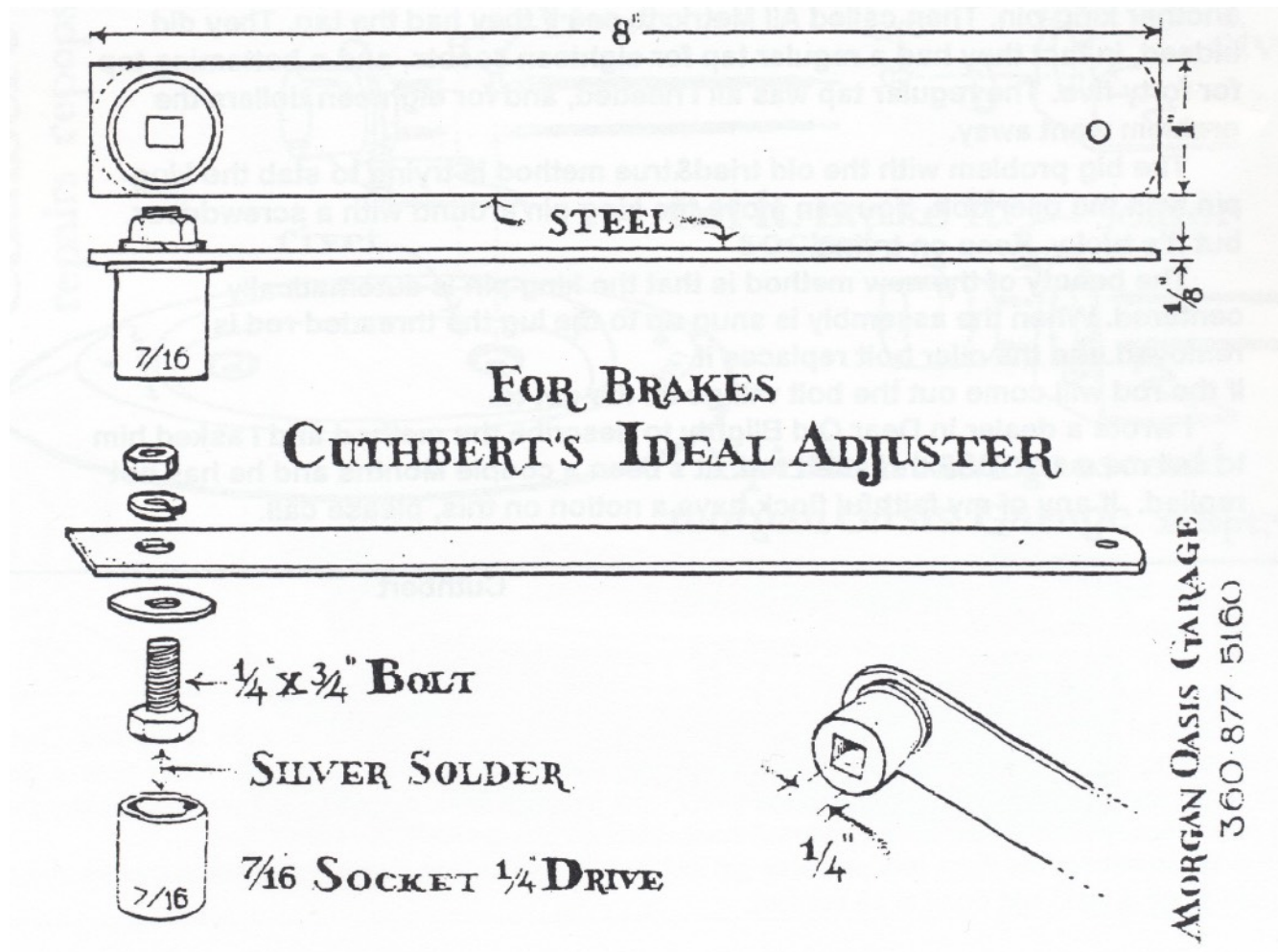
Some time back I was helping a guy get a Morgan running that had been sitting nearly two years. The material of the rear brake shoes had “grown” onto the brake drums and the car wouldn’t budge. There was nothing to do but remove the drums and clean everything so the drums could run free. The wheels were removed and the screws that hold the drums to the axle were also removed. Still locked tight. It was then suggested that the adjusters be backed off to release the drums. The owner handed me a quarter inch combination wrench to back off the adjusters. The adjusting pegs on the backing plate are quarter inch square. A quarter inch combination wrench is possibly three inches long and there was no earthly way that wrench was going to give enough leverage to move the adjusting pegs. I got the oldest quarter inch drive socket he had and fastened a vice-grip pliers on the socket as tight as I could get it. Putting the “wrong end” of the socket on the adjusting peg and turning with the vice-grip, both adjusters were backed off and the drums removed toot sweet. Soon the drums and shoes were cleaned, replaced and operating satisfactorily.

When I got home I drew up this month’s epistle and in a very short time there was one hanging on my tool wall.

A steel flat bar one eighth inch thick by eight inches long by one inch wide provided the handle. An old quarter inch drive by seven sixteenths socket, and a quarter inch by three quarters long bolt with a nut and a couple of washers gives us the rest of the material for this tool. A home style propane torch and silver solder with some tinning fluid allows the bolt head to be soldered to the socket. Then this assembly is bolted to the bar and you have Cuthbert’s Ideal Adjuster.

This works on lots of British cars if there are some of you who are that fortunate.

Diagram on the following page



Antique, Collector, Classic and Custom Automobile Insurance

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

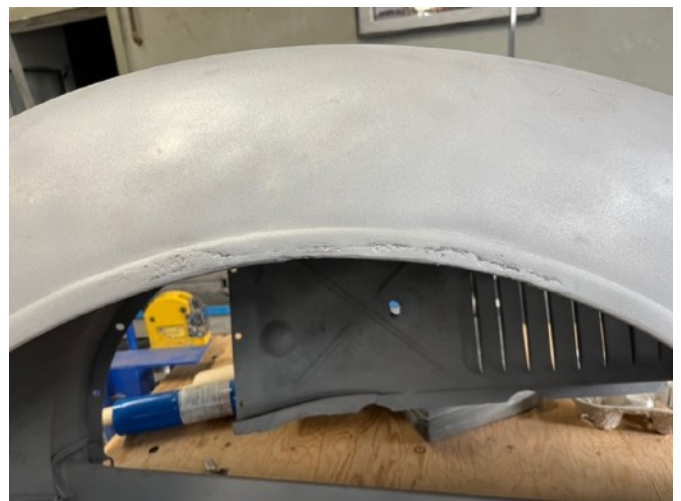


604-263-3400
info@pellinginsurance.com
8480 Granville Street
Vancouver, British Columbia
V6P 4Z7

Restoring Fenders and Running Boards - Part 2

By Steve Blake


When you flip over a rock, you never know what you may find. It was time to blast my fenders and running boards to see what was really hiding under the paint. So many people asked me why I was getting these items painted because they looked so good. Here are some of the issues we found underneath.





AR Auto Resurrection

Andrew Smith
Auto Restoration



250-516-1684
arautoresurrection@gmail.com

Morgans in the Movies

By Steve Blake

Send for Paul Temple - Starring Anthony Hulme, Joy Shelton and Tamara Desni

The hero of this black and white movie, which was adapted from radio, is a 1937 Morgan 4/4 driven by reporter Steve Trent (Joy Shelton). The movie can be found at on Dailymotion.

According to Wikipedia:

Send for Paul Temple is a 1946 British crime film directed by John Argyle and starring Anthony Hulme, Joy Shelton and Tamara Desni.^[1] Paul Temple is called in by Scotland Yard after a major diamond theft. It was the first of four film adaptations of the BBC's Paul Temple radio serials, with John Bentley taking over the lead role in future installments.^[2]

The film is an abridged version of the first ever *Paul Temple* radio serial, originally broadcast in April and May 1938 over eight episodes, also entitled *Send for Paul Temple*.^[3] The radio script was by Francis Durbridge, who immediately collaborated with a co-author, John Thewes, on a novelisation, published in June 1938. ('John Thewes' is thought to be a pseudonym of Charles Hatton, who collaborated with Durbridge on four subsequent novelisations of radio scripts up until 1948).^[4] The original radio script was used again in 1940 for a remade radio production using a Canadian cast, starring Bernard Braden.^[5]

Much of the 200 minute nominal duration of the radio production was discarded in abridging the story to fit the film's much shorter 83 minute running time, with the plot heavily truncated and considerably simplified. In his adaption, the director John Argyle reused the names of characters and places from the novel and radio script, and recycles some plot ideas and situations, and the basic storyline; but a comparison with the extant 1940 Canadian radio production reveals (unsurprisingly, since five of the eight radio episodes have been omitted) that little of Durbridge's original

dialogue, characterisation or detailed plotting survives. Durbridge's trademark ability to construct his radio dramas around the seven cliffhanger endings in his multipart serials is entirely lost.

Story

A pair of criminals, who are part an organised criminal syndicate known as the Midlands Gang, arrive by a black saloon car outside a jewellers shop in Derby and commit a daring daylight robbery stealing £4000 worth of jewellery. Whilst escaping they shoot and kill a Police officer trying to stop them.

Another pair of criminals then break into another jewellers stealing £8000 worth of jewellery. The Police arrive and in his dying breath, the Night Watchman

mentions "The Green Finger".

The Morning Mercury newspaper prints an article wondering if novelist and criminologist Paul Temple should be called to assist Scotland Yard in the investigation of the Midland Gang.



The Morgan Link



Malvern Memories

Photos of Malvern and the Morgan Factory from Years Gone By



Morgan Motor Company Drone photos





Car Breakdown in Victoria - Part V

So here it is, the long awaited, probably long-forgotten, and certainly not longed-for conclusion of the five-part sequel of my 1966 Plus Four Morgan breaking down on Vancouver Island last December.

We left off with this unsuspecting kind stranger, Steve and several others repairing my car which I left behind. The good news, and the real essence of this whole story is that Steve is no longer a stranger and is now a friend. I guess I should have put a spoiler alert in front of that sentence because I have just let the cat out of the bag now, and you can sense the story must have a happy ending. So let me rattle off all the happy details that lead to an "and they all lived happily ever after" conclusion. I'll do it in abbreviated bullet form, since I sense that by now I'm sure that all you want to do is drive this 6,000 word essay to its conclusion as quickly as possible.

- 1) Steve and his cast of voluntary helpers fixed my 1966 Morgan adequately enough to allow him to take his grand kid for a spin that weekend. They actually did a great job and it is still running perfectly. Steve's confidence in his repair that weekend allowed him to proceed with the small family outing in the car and I understand that it went well. This was a relief to me, because having small children push a car into a drive way is never a good look for a well-intentioned Grandfather to wear.
- 2) The little gift baskets that I made for Steve and his buddy were well received, and pulling them together took less time than I expected allowing me to get several sets of socks sorted that weekend while others worked on repairing my Morgan. Actually, I was very pleasantly surprised when I dropped off the baskets to see that Steve and his wife Connie had a small gift for me.
- 3) When I finally picked up the car it was spic and span clean from Steve's washing and ready to go. It took a bit longer for me to get back to Victoria than originally planned, but it seemed to be Ok with him. I can now add car storage, along with washing and repair to the list of freeloading I imposed upon this kind man.



Dave, Steve and the bees

4.) I ended up finally driving the car back to Vancouver with the top down without a hitch near the end of December. I recall it was snowing lightly as I motored down the Pat Bay Highway getting lots of sideways glances from other drivers jostling their positions to catch the ferry. Had they been aware that my car had no heater, they perhaps would have let me merge more effortlessly as we approached the toll booth. Suffice to say the car ended up being gently tucked into my dry secure garage for the rest of the winter.

The “thank you” gift baskets I made, you may recall contained a copy of my book, *Show Me the Honey*. Some of you may know that I am a bit of a bee keeper, aside from being a Morgan Enthusiast. At any rate when Steve saw the book, he expressed a real interest in our bees and we invited him to join us to go through the hives with us in the summer. I gave Steve the book in December, but since there is not much action in the hives ‘til it’s nice and warm outside, we had to wait seven months to get him out to join us. That is part of the reason that I have been stringing along this five-part series for seven-months. I wanted to wrap a nice metaphorical bow around its ending. I was also looking for that special beauty shot of a Morgan, parked in front of the bee hives in a bucolic country field with the stories protagonist, Steve and me front and center in the photograph. I think we got that shot, you be the judge.....



Finally, it was an all-round a great Red Letter day when we took this picture a few weeks ago with Steve. It was refreshing, for a change to show him

something that my partner, Jeannie, and I knew a little bit about - bees. He had become very aware by this time that I certainly knew very little about Morgan mechanics. He made the bee-keeping session even more special by showing up in his 1928 Chevrolet Roadster. This whole five-part story is really more about meeting new people, having new experiences and making new friends, than it is about cars. Our vehicles are just a vehicle to do that (do you see how I just did that?).

I look forward to seeing more of Steve and his wife Connie, and we even have another bee-related outing planned.

In closing, sometimes I think maybe it’s time to get a more modern Morgan; maybe one built in the 80’s or 90’s. One with a heater. But then I think to myself the only problem would be that they breakdown less.

(Photos submitted by Dave Doroghy)

Morgan Fantasy Photos

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





“Looking Back”

This month we have Part 2 of the Carrera Panamericana series written by our member, Dennis Glavis of Morgans West, who tells us this time of their experience driving the following year in the 1989 Carrera Panamericana with his friend and co-owner, Jack Gordon, in their 1953 Morgan Plus 4 Flatrad, lovingly named “The Flying Haggis.” This article was originally published in the Morgan Plus Four Club of Northern California’s newsletter.

Part 2 - La Carrera Panamericana 1989

By Dennis Glavis

After last year’s fiasco, courtesy of the Mexican Transporter Service, Jack and I decided to play it safe. This year, we bought a trailer to be hooked aft of Jack’s trusty Cornbinder (International Scout) and volunteers to make the drive from Santa Cruz to Tuxtla Gutierrez abounded. We should have know better! Following further frame, chassis, and rear suspension repairs by Greg and Pierre, chez Engine Room, our enthusiastic volunteers suddenly, one by one, realized that they couldn’t go because: 1 - they had to wash their hair, 2 - their girlfriend had to do her nails, 3 - their cat was sick, or, 4 - their girlfriend’s sick cat had to have its hair and nails done!

These perfectly plausible explanations were presented to us just days before the Haggis Terriblous was to depart. No problem! We would just call Lindamood Enterprises to transport said vehicle to Laredo, Texas, and get our faithful Mexican Transporter Service to careen the rest of the way. Said arrangements were made. The day after Lidamood was to have picked up the Haggis, we called to find out why they were late - “Simple,” we were told. They could only transport the car if Mooselip, Alaska, would suffice as its destination - “No trucks goin’ anywhere else, pardners.” We finally found some good ol’ boys in Arkansas to rescue us as our stomachs slowly descended from our mouths.

Off to sunny Mexico! We grabbed the Redeye Express, San Jose to Guadalajara to Mexico City to Tuxtla. Making the approach into Guadalajara, our captain announced that the fog was too thick and that we’d land directly in Mexico City ahead of schedule. We landed in what seemed like mere minutes later, our Mexico City arrival confirmed by our trusty stewardess, but as we rolled up to the tower and its

“Welcome to Guadalajara “ sign, we thought something amiss - whoops, wrong airport! Delayed a further six hours by the thickening fog, we began alternative emergency plans to get to Tuxtla and the start in time should we miss the day’s only, and fully booked, flight. But the fog lifted and we flew and landed in Mexico City in time to fly, on foot as well, to catch the sainted flight to our day with destiny.

Wonderful - we would get there by noon, the Haggis should be there two days previous, we’d look things over, spend the day and evening by the pool and enjoy the festivities in preparation for the next day’s 7:00 am start. What a couple of Stupidos! Our trusty transporter was variously reported as: one hour away, six hours away, and broken down beside the road. But nay, as the sun descended behind the jungle hills and darkness fell you car(s) arrived. Climbing aboard the Transporter, we discovered: 1 - our key had been left on and everything electrical was dead, 2 - 2 our newly repaired frame was gashed and torn while backing onto said prehistoric transporter, and, 3 - all of my new tools and spare parts, replacing last years’ stolen ones, had been stolen. No Problema - by midnight we had unloaded, found a welding shop, swapped batteries, and were enjoying a leisurely dinner at 2:30 am prepared for any eventuality, armed with our Tool Formidable, Jack’s Swiss Army knife!



This year, the course had been shortened by some 300 miles to 1700 miles, finishing further East in Nuevo Laredo instead of Ciudad Juarez. Our opponents were much more well-prepared and experienced, including teams representing the Italian Ferrari Club (former Ferrari Factory Driver Corrado Copellini, France, Australia, and some "hot shoes" from England, Robbs Langlosh and Carol Spagg, the latter piloting her immaculate 1954 Aston Martin DB2/4. Unfortunately, a delay in sanctioning the event by the FIA had caused many of the European entries to not be able to be transported across the Pond in time. We were gridded 59th in an arrived field of 87 and set off for Oaxaca, one of the world's most beautiful cities, amid cheering crowds. We were the only Morgan, though there were several other Lucas mal-equipped entries: the Aston, two Jaguar XK120s (one is triple Webered, disc braked), an XK150 DHC Jag from Mexico City, a 13 to 1 compressioned '54 Austin Healey 100/4 just arrived from Road Atlanta, two MG TFs, both from Mexico, and several Jag sedans, 3.4 and 3.8 litre alike. Alfa Romeos abounded, some 9 of them entered along with 12 Porsches, many of both Marques equipped with late 5-speed gearboxes, dual Webers, and low profile rubber, all no-nos, but this was Mexico!

By day's end, we discovered that our tires both rubbed on the rear wood framing in hard corners, but, Damn the Torpedoes, Full Speed Ahead! Some 22 kilometres of steep mountain roads had been totally washed out by a previous hurricane and being choked by dust or pounded by flying stones. We finished the day in Oaxaca, feasting on fried grasshoppers, much to the disgust and amazement of our English compatriots, Rob Lamplough and Geoff Pattinson, and found that we'd moved up to 29th place overall. Our day's end repairs: one missing fender bolt.

Ever onward! Day 2: Racing from Oaxaca to Puebla, this was the day we would enter Tehuacan, the city of 75,000 inhabitants that last year turned out 300,000 to welcome us like a liberating army. It could never be as great - boy, were we wrong! For some three hours, poolside of a magnificent Colonial style hotel, we danced for, sang to, played to, and fed every delicacy known to man (and raiding rib-caged dog). Every nation amongst us was honoured by flag and anthem and the international unity and brotherhood that events like this create swelled our hearts. Back



on the road we were pelted with so much confetti that we drove in a virtual snowstorm for what seemed forever. We knew that we'd performed well that day. We began to discover which Alfas and Porsches we couldn't out-corner and which we could, and which NASCAR equipped '54 Lincolns could go by us in a blur. But mechanical difficulties were beginning to prevail and we soldiered on, keeping our "drive at 9/10ths only" in the speed sections, and, "you can't win if you don't finish" philosophy. Arriving in Puebla, we found that our left front



suspension locating strut had broken, our exhaust had cracked, another fender bolt had gone stray, and we'd developed a high RPM miss. No problem - just behind us in the dirt lay a piece of aluminum pipe, soon to be cut, hammered and drilled into a new strut. Our spare distributor cap proved to be incorrect but was made to function via Yankee ingenuity. This later proved incapable of curing our high speed miss, later discovered to be due to the 0-11,000 foot ascents and descents we repeatedly made.

But somehow we had fallen back to 42nd place, despite passing several cars and not being passed by any on our velocity runs! We couldn't find out why and sought the Mexican Rallye Commission's assistance. Manana, we were told, our protest would be officially reviewed...Manana, in Mexico. We blasted off to find the local Ford garage who was allowing all competitors to use equipment, manpower and facilities, all night, to do any necessary repairs. There we discovered our friend's MG TF being unbent at all four corners, body and suspension having earlier excavated a beaconing cliff. Carol's Aston was undergoing oil pump repairs, and engine out affair, whilst others banged, clanged, welded, tired, braked, and engine swapped. We tightened our loose rear bumperette and returned to the Hotel to party. "Who are those guys?"

The next day's run, Puebla to San Luis Potosi, was gruelling, keeping us behind the wheel for 10 hours and 35 minute, punctuated by a scheduled stop in Mexico City at the Autodromo Hermanos Rodriguez. We were to parade the course during the Group C race lunch break. Instead, what we got was five minutes of standing in the parking lot, having missed the race, the track, the everything. Oh well, it was off to Pachuca, there to be fed, fawned and libated like Aztec gods. Saddle up, motor on, whoops, out of gas and we're in the middle of the desert - no problema, hail a passing Mexican service truck and driver who would gleefully siphon, via swallowing, gallons of gas to be happily regurgitated into our tank.



Driving at night at breakneck speeds on Mexican two-lane superhighways was fascinating. Semi-trucks would park in the middle of the road for siestas, trucks were inverted, aflame, alongside the road, lighting the way. One must never turn one's lights on and never, never pass unless it is totally unsafe to do so! The starlit sky was magnificent though, its beauty relieving the day's tensions as we sauntered on. Arriving in San Luis Potosi, a banquet (no endless speeches this year!) awaited us along with the ladies' favourites, cockfights, in our honour! Meeting with the Scoring Committee to find the err of our ways, or theirs, we were told that the man in charge, el Jefe, had gone back to Mexico City and would be replaced, manana.

Came the dawn - this was to be our day of rest, an off day between six six 10-13 hour days of racing. We were asked to parade through San Luis - why not? Honking and waving through the cordoned off streets, the people were magnificent. Schools were let out, children shrieking and flag waving as we approached. Hospital verandas were lined with applauding habit frocked nun/nurses and wheelchair interred patients alike. Ah, Mexico!

Proceeding to the City's main zocalo, we parked, to be welcomed by the State's Governor in front of his palace. There, his carefully prepared band behind him. Quieting them with a swat of his hat, he continued, only to be interrupted once more by the cacophony of official fireworks prematurely ignited from the palace roof. The crowd went wild and we took cover in his office, there to be presented gold coins commemorating the event. From there, it was now back to the hotel and some rest. No, not yet. For as we proceeded toward our hotel, we were suddenly diverted into the Plaza de Toros where the local One Hundred and Twenty Decibel Band played in our honour, food and drink provided beyond description and where we were to witness the fighting and killing of the bulls in our honour. Two horse-mounted matadors, picadors, I think, both of whom made the likes of Errol Flynn and Olivier look deformed, quickly dispatched their tasks. Never having witnesses this, I winced at their deed but, filled with bravado, machismo, and Tequila Sauza, suddenly found myself, cape in hand, midring, facing the meanest, nastiest (adolescent) bull in Todo de Mexico, Mano a Mano. The young bull, confused though he was, did make some feeble attempts at goring my cape, and absolutely infuriated me when he stepped on said cape, preventing me from actuating my finest techniques. Eventually both Bull and I safely left the ring, somewhat more experienced and somewhat bored with each other.

Returning to our hotel with stories, of reckless abandon, we prepared to resume our quest for glory and the Scoring Committee manana.

This day's run was to be a short one, terminating in the colonial mountain city of Zacatecas, perhaps comparable in its beauty to Fisolet. The transit section traversed roads that kept us airborne more often than not, alongside river valleys and gorges of indescribable beauty, almost prehistoric in their virgin pastoral state. Arriving in Zacatecas, the fever I had suffered the last few days overwhelmed me and I took my rest and recovery period on the storefront alongside our Morgan, the Haggis. An hour later, I arose in a dreamlike state and in Holy Grail-like fashion discovered a giant jugo (juice) squeezer. This prize was mine! Some quick curbside repairs to replace a cord bared rear tire, still rubbing on our frame and we were as good as new again, though some adversaries limped in, transmissions defunct, and/or bodywork rearranged. The steep climb to Zacatecas with El Bufo, a series of very, very sharp decreasing radius, off camber corners, had reduced and devoured six of our compatriots. But, tonight's festivities were about to begin and the Main Piazza featured the Mexican National Ballet Folklórico, performing al fresco, in our honour. As we mounted the stage to receive our medals for the day's completion, these magnificent performers, now our audience, showered us with streamers and applause that moved us, honoured us, to the depths of our souls. Mexico! We wanted this race to last forever.

Last forever it could not, but two days yet lay ahead. Another dice with El Bufo, this time downhill, eliminated several more contestants including the Italian Ferrari Club drivers and bumped our compadre from Los Gatos, Ted Long, from the glory of 5th place to 40th place overall. Monterey was our destination and, as mountains became high desert, we had some of the best wheel to wheel dices of the Event. Passing several cars in the corners, the '62 Jaguar 3.8 sedan of Howard Gray and Kelly Gibbs loomed ahead. Something special happens when British marque meets British marque, a jousting of sorts. Passing each other to and fro, we left the mountain corners and ended this velocity run in a multi-kilometre straightaway. Slowly gaining on them, we ran out of RPMs and, bricklike in our frontal design, settled in an indicated 115 MPH, the Haggis panting, "I think I can, I think I can," but never could, though even at these speeds, Jack and I wanted to get out, run alongside, and push for that bit of extra the Haggis just couldn't muster. Crossing the checkpoint, we were thrilled nonetheless and settled back to let the adrenaline ebb and admire the pastel coloured mountains flanking our course. In Monterrey, we were informed that Manana had arrived, that gross scoring errors had been committed on our and one other vehicle and that the race's final results would reflect this.





El final.....Today's run, the race's last, would be short, ending in Nuevo Laredo and would include a final 28 kilometre velocity straightaway on "bad" roads. The weather had turned downright frigid, requiring down jackets over Nomex. As we approached the control section for our final run, we were all saddened yet joyful at being able to complete the course.....little did some of us know....The 28 kilometre straightaway had no corners but what this closed to racers only section did have was a slowly meandering truck sooo slowly pulling across the road in front of us, the world's biggest armadillo crossing the road in front of us just as Frank Danielson's Nascar prepared '54 Lincoln passed us at about 150 MPH, every remaining car and driver attempting to move up from 56th position to 1st, and , a road that allowed any and all cars to practice touch and skip landings and takeoffs from the top of one bump to the top of the next, freely soaring in between.

Five or six vehicles self-destructed en route. Arriving to endless tree-perched, building-topped crowds in Nuevo Laredo, we calmly assembled at a local "lubricatorium" where we were all treated to beer and champagne showers, gratis tequila flowing like spring mountain streams. We proceeded to carry five compatriots about in our tiny two-seater Morgan, hats flying through the streets as race car upon race car screamed down one way streets, wong way, of course, passengers exiting posterior over cerebrum with vehicles proceeding at flank speed.

Ah, Mexico....the jungles, the mountains, the people, the laughter, the deep fried grasshoppers....As the Brooklyn Dodgers used to say, "Wait 'till next year!"

Viva la Carrera Panamericana!!!

(Photos submitted by Dennis R.J. Glavis)

Article originally published in the newsletter of the Morgan Sports Car Club of Northern California

Upcoming PACMOG Events

By Ken Miles



| Upcoming Events 2022 | | | | |
|----------------------|-------------------------|---------------|--|--|
| August 1 | Tsawwassen Sun Festival | Contact | Register at Windskill Park from 8:00 am | |
| August 3 | Sunshine Coast Run | Contact | Tom Morris | tomm8847@telus.net |
| August 6/7 | BC Historic Motor Races | Contact | BCHMR website | |
| August 26-28 | Heritage Classic | Contact | www.jaguarmg.com | |
| Sept. 9-11 | Portland ABFM | Contact | www.abfm-pdx.com | |
| Sept ?? | PACMOG run | TBD | | |
| 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 | | |

Watch your emails for news of the next drives
(Susan Blake's photo from the navigator's seat on the Harrison Run)



Sunday July 31st, 2022

**Van Isle Show & Shine in the Community Park
on the Beach in Parksville, BC**

7am - 3pm



Thanks for your continuing support and we look forward to your participation in our 2022 show.

The organizing committee of the Van Isle Show and Shine Club is pleased to announce that plans are underway to host all Car Enthusiasts for our 2022 Show and Shine event.

August long weekend will bring the Cruise Night on Saturday July 30th, 2022, to Wembley Mall in Parksville. Loading in at 5:00 pm, and leaving on the route at 7:00 pm. No registration is required for Cruise Night. Show and Shine Day will be on Sunday July 31st, 2022, with registration starting at 7:00 am and closing at 10:30 am.

We are excited to once again welcome back everyone after a 2-year hiatus due to Covid 19 pandemic and present the 31st Show and Shine on the beach in the community park in Parksville BC.

Registration

<https://www.vanisleshowandshine.ca/registration>

English Car Affair In the Park

- ◆ English cars and commercial vehicles of all ages
- ◆ Bring a picnic or enjoy the on-site food facilities



Featured Marque:
Aston Martin



**Sunday,
August 14, 2022**
10:00am to 3:00pm

**Enrico Winery,
3280 Telegraph Road,
Mill Bay**



www.oecc.ca/sib/events/ecaip-poster

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.

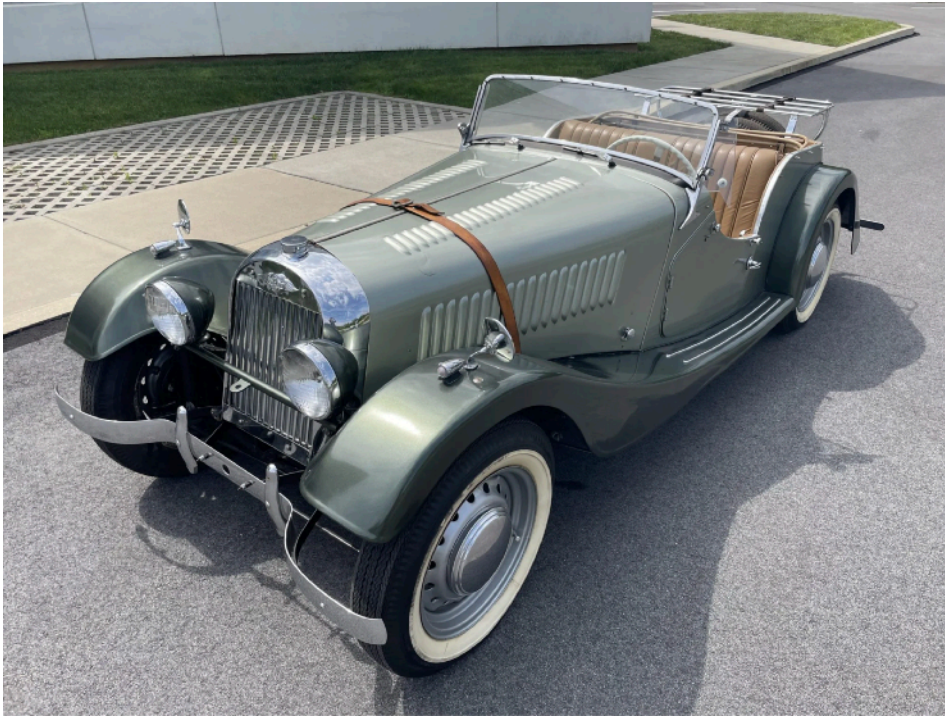
We look forward to seeing you September 24th, 2022!



1953 Morgan Plus 4 Sold Last Month

By Steve Blake

Sold on BaT on June 14, 2022 for
US\$30,000



BaT Essentials

Seller: Brttshldr



Location: West Chester, Pennsylvania 19382

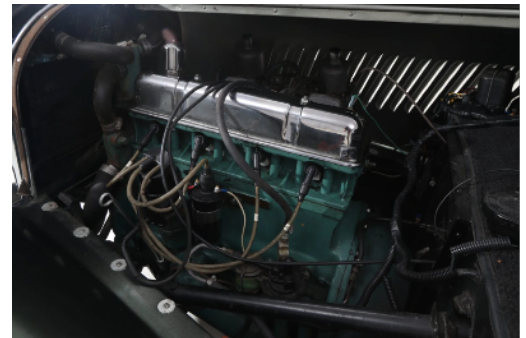
Listing Details

- Engine #TS21662E
- 848 Miles Shown, TMU
- 1,991cc Inline-Four
- Four-Speed Manual Transmission
- Two-Tone Green Paint
- Beige Leather Upholstery
- Tan Soft Top
- 14" Steel Wheels w/Chrome Hubcaps
- Chrome Luggage Rack
- Wood Dashboard
- Smiths Gauges

Private Party or Dealer: Dealer

According to Bring-a-Trailer:

This 1953 Morgan Plus 4 is finished in two-tone green over tan leather and powered by a 1,991cc inline-four paired with a four-speed manual transmission. Additional equipment includes a tan soft top, chrome luggage rack, wood dashboard, banjo-style steering wheel, and painted steel wheels. This Plus 4 was acquired by the selling dealer in 2021 and is now offered with a Pennsylvania title.



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 1933 Morgan 3-Wheeler Sports Runabout with trailer sold for US\$40,000 on June 26, 2022.



This 1972 Morgan Plus 8 bid to US\$42,000 on BaT on July 8, 2022 but reserve not met.



This 1958 Morgan Plus 4, 4-seater sold on BaT for US\$26,000 on July 5, 2022.

New Plus 4 Parts For Sale

Koni Shocks for the rear, other parts leftover from several restorations.

Contact - Gary Bell

360-877-5160 or garyb6158@gmail.com



Member's Morgans 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.

\$62,500. USD

Garry 250-741-6748 gwag@shaw.ca



Hugh Dickson's 1958 Morgan 4/4

Sara Weber is selling her Dad's burgundy 1958 Morgan 4/4 which Hugh owned since 1963. 1600 cc engine. Contact Sara Weber for more details about this car.

sara7weber@gmail.com



Hal Irwin's 1968 Morgan Plus 4, 4-seater

87,827 Miles

\$42,900

Professionally maintained, pristine condition
Serious enquiries only.

Contact Lloyd Reddington

treddington@pacificcoast.net



2005 Morgan Roadster

32,000 Miles US\$75,000

Gerry Seligman at 1-206-355-3834

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 enameled 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





REG BEER COACHBUILDER

CMC ENTERPRISES

VINTAGE & CLASSIC CAR
SERVICE & RESTORATION

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





Panel Craft

Automobile Restoration

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 #410 - 20170 Stewart Cres.
autobauercanada@gmail.com 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. _____