

MAR/APR 2023

Vol 456 Issue 2

The Morganeer™



THE JOURNAL OF THE
3/4 MORGAN GROUP, LTD.

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But Not As We Know It



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COVER PHOTO

The cockpit of a Plus 6
Morgan Motor Company

CONTENTS

Photo Caption Contest	p. 3
In Case You Missed It	p. 4
Drive Your Morgan Day	p. 6
Events Calendar	p. 8
On the Spot	p. 9
In Search of History	p. 10
The Flying Haggis	p. 11
La Carrera Panamericana	p. 12
Two Different Flavors of Morgan	p. 20
Gentlewoman Racer	p. 22
A Morgan Factory Tour	p. 25
Installation Project Part Two	p. 28
Delays, Delays, Delays	p. 30
Les Morgan Fabriquées en France	p. 32
Word from the Works	p. 34

FROM THE EDITOR

Jonathan Kinghorn

By mid-February I feel that we are over the hump, with more winter behind us than ahead, and I start getting ready for the upcoming driving season and making concrete plans. So far, we've enjoyed a mild winter and while it is still very much with us, the COVID pandemic is less of an issue. Hopefully, my Morganeering will begin a little earlier than usual this year. Later in this issue I argue that we should inaugurate a Drive Your Morgan Day on April 4, and I plan to put my money where my mouth is by taking to the road then—we'll see how that goes. And I've already committed to attending The Show of Dreams in Hudson, NH, on July 22. I know I want to attend MOG again, having had so much fun at last year's. And, although it hasn't been announced officially yet, I am reliably informed that the New England British Reliability Run will have its fourth iteration in September. That event is limited to just 25 or so cars, 25 years or more older, and places fill uber fast so I will pounce as soon as registration opens. It would be great to have another Morgan taking part; you won't regret it. What I haven't done yet is to figure out any Morgan-friendly drives that I might lead this summer; note to self—just do it!

How are your plans coming along? Hopefully there are shows and club activities on your horizon and maybe other car club's activities too. Please consider planning and leading club drives in your locality, preferably with an interesting destination or a good lunch involved. I hope that I can persuade you to drive your Morgan on April 4, even for a brief excursion, so we can start a trend that I hope will be picked up by other Morgan clubs. And while you are having all this Morganeering fun please take lots of photos and send them along with a brief write up to your humble editor for publication here. Club members always enjoy events, even other people's!

To help you plan your activities this issue contains our first **Calendar of Events** this year. Inevitably, this is a work in progress as details for many events are not yet available, but it is a good start.



Talking about looking forward, this issue's cover sports an image of the new Morgan Plus 6 chosen because the model pays tribute to the trad Morgan models but is an entirely different beast under the skin. Its bonded aluminum platform, electronic stability control, airbags, and superformed aluminum dashboard with LCD screen look more forward to a sustainable future in a changing world than back.

I hope you are looking forward to reading this issue. We have lots of good stuff to educate and entertain you. As well as proposing **Drive Your Morgan Day**, we introduce a new feature, "**On the Spot**", and continue the the **Photo Caption Contest**. Both of these features are intended to encourage member engagement so please enter the contest (sorry, no prizes) and respond when I get round to putting you "**On the Spot**". Looking back rather than forward we have a terrific story from **Dennis Glavis** and an article from **Michael Satterfield** about the driver of the first Morgan to race at Le Mans, the indomitable Prudence Fawcett. There's also a comparison of two 1985 Morgans by **Glen Donaldson** and **Paul Fredricks** takes us on a fascinating journey in search of his car's history. If you're wondering what the Morgan works is like these days or planning a visit this summer, **Craig C. Ligon** recounts his factory tour last year. And on the technical side of things, **Paul Fredricks** continues to share his winter project and **Gilles Lachance** presents part two of his fuel injection and programmable ignition installation project. The issue concludes with an article from yours truly about the French-built Morgans. Enjoy!

Jonathan

Mailbag

Wow! I'm overwhelmed. I love it! I had no idea that you could print so much, with so many large detailed photos. (It's really impressive on my big computer monitor!) Each of you worked hard, and I really appreciate your talent and efforts. Thank you Spider, Steve and Jonathan!

Cheers, for the New Year!

John
at midnight
I couldn't resist

Can't speak for the rest but it was my pleasure and I really enjoyed doing the interview with you.

It gives me a great deal of satisfaction when an article comes out just right and I think you and I, John, nailed it. Thanks for allowing us to do the interview and a very Happy New Year to you and yours.

All the best, Steve

John,

This was fun and, at the risk of Spider quoting Spider, "You built a beautiful car." It is an impassioned piece of work.

Enjoy. Merry Everything and Happy Always!

Spider

"Oh, John what a cute little red car. Can I have a ride in it?"

"Weeeelllllll, no one has ever been in it before. Well, ok. Let's see, to get in you have to put one foot here and one hand there from the driver's side, and watch your belt buckle, see that it doesn't hit the paint, don't touch the red parts, and now slowly, slowly sit down. Ah, there, you're in! Hang on, I think we can drive a bit before it rains."

I hung on! We went a few miles, fast, it was great, the car hummed along, it seemed pleased to be admired and enjoyed. I did both.

The very small car is bright red, John fully restored it, beautifully, from a rusted pile of body parts from a 1959 4/4. It has a Ford engine and a 1950s Devin fiberglass body and it really liked to go fast around the curvy roads near Jiminy Peak.

John had to make the Morgan car frame smaller to accommodate the body. The restoration is perfect, the paint is perfect. And since there is no room for creature comforts, there are none. None were missed.

Thanks, John, for a great ride. Hopefully we'll do it again next year.

Shayna

Ed: This slipped through the cracks and should have appeared in the previous issue—my bad!

Jonathan,

Thank you for a great issue. I have been quite smitten by the Bigler Devin/Morgan and Spyder's detailed article explains why.

I was one of the many who admired your inspection light. On my old +4 of 28 years I never used those dashboard terminals for a light but I did commit the cardinal sin of using the terminals for winter trickle charging. I could let the car sit unused for all the cold spells and take advantage of the occasional nice day by just unplugging the charger and drive off without ever opening the bonnet (rear end in a 2-seater). Guess I was very lucky.

Bob Cohn

To Gill Bevan, Membership Secretary, Morgan Sports Car Club, February 20.

Dear Gill,

I am writing to resign from the Morgan Sports Car Club. As you know I have been a long time member (No. 1446), and I had frankly hoped this would not be necessary. I feel though, that I can no longer support the MSCC.

I am also a long time member of the 3/4 Morgan Group Ltd. While I now hold no office in the 3/4 Group, I have in the past, and I was closely associated with the early years of our group's "Morganeer." Indeed, back in the late 1970s, I carted finished copies home from my law firm's print shop (where we did the printing gratis). We stamped and addressed them—often accomplished over pizza and beer—in Jeanne's and my kitchen with Spider and Stephie Bulyk and Bob and Cindy Mitchell. Bob and Spider were successive editors of *The Morganeer*. Our *Morganeer* has come a long way since then!

Since 1983 I was less "hands on," which coincided with my becoming the head of Lotus' U.S. operation, during a particularly trying time in its existence. However, I am again quite close to the 3/4 Group and I actively participate in its activities with my Plus 8.

I had expected, or at least hoped, that the MSCC would reconsider its use of the 3/4 Group's name for its electronic newsletter. Regardless of what may or may not be the legal right of the MSCC to appropriate the name "Morganeer," we have, as you know, used it over here for approximately five decades. I am very disappointed and frankly saddened that the MSCC is so cavalierly proceeding with the use of another club's trademark.

This past April I renewed my and Jeanne's membership for three years. Rather than return any refund to which we may be entitled, please contribute it on our behalf to any charity supported by the Morgan Motor Company on behalf of its employees who may be facing personal challenges.

Please note that these comments are from me personally. I have not been an officer of the 3/4 Group for many years and I do not speak for it.

As always, many thanks for your personal courtesies, for which I am most appreciative.

Regards,
Wesley C. Fredericks

MOG Photo Caption Contest

In our previous issue (January/February 2023)
we shared the entries for the MOG Photo Caption Contest
and asked you to vote for the winner.

We can now announce that the winner is —drum roll please—

Steve Schefbauer, Editor-at-Large.

Thank you Gerry Willburn, Warren Mann, Frank Wnek, and John McNulty for your entries. Kudos and bragging rights to Steve!

Caption Contest 1 Winner: Steve Schefbauer

I don't know what happened,
there used to be a Ferrari motor in there!



*The Caption Contest was fun,
so let's keep it going.
Just when you thought you were done,
here is another photo for you to caption.
Have fun!*

Photo Caption Contest 2

Send your best caption to Jonathan at jkinghorn4@gmail.com



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IN CASE YOU MISSED IT ...

DEVIN DETAILS

If you'd like to know more about Devin bodies like the one featured in our January/February 2023 issue, Hagerty has just the article for you. Daniel Strohl's "A Devin-Crosley Project Wraps Up 75 Years After It Began" shows how even the longest of long-term projects can cross the finish line.

It is online at <https://www.hemmings.com/stories/builds-75yo-devin-crosley-project/>

LONG RUNS

On February 9 *Classic and Sports Car* posted "29 long-lived classic cars," an online slide show compiled by Alisdair Suttie. Cars with lengthy production runs are featured, among them obvious candidates such as the Mini (41 years), MGB (18 years), Citroen 2CV (42 years), Model T Ford (19 years), and VW Beetle (55 years). Less familiar models include the Fiat Panda (23 years), Jeep Wagoneer (28 years), Toyota Century (30 years), Renault 12 (37 years), and Hindustan Ambassador (57 years). The Volkswagen Type 2 minivan is featured at the head of the list at #29 for its 63 years of production from 1950 to 2013. It will come as no surprise to Morganeers that the Morgan 4/4 makes the list but only at #28 with 63 years of production from 1945 taken into account; somehow the pre-war production from 1936 was missed! Were robbed!

Catch the feature at <https://www.msn.com/en-us/autos/enthusiasts/29-long-lived-classic-cars/ss-AA12x85e>

A MEMORY FROM THE LATE 1960S

On February 1 *The Portland Press Herald* posted "Jan Weichert, Waldoboro: The elements of cool." This is a short piece about how when a green Morgan "showed up with a roar" the Ferrari driving jazz trumpeter Miles Davis stayed cool, very cool.

Enjoy at <https://www.pressherald.com/2023/02/01/jan-weichert-waldoboro-the-elements-of-cool/>

IN GOOD COMPANY

What could a London pawnshop possibly have to say about Morgans? Well, New Bond Street Pawnbrokers—which aims to bring one of the oldest trades in the world into the 21st century—has a blog that recently discussed their pick for the "Top 10 Best British Cars of All Time as of 2023 (Including Classics)." As the title suggest, the cars are ranked and unsurprisingly the McLaren F1 is deemed the #1 vehicle. Several of the usual suspects make it onto the list, which also features the Mini Cooper S, Range Rover Mk1, Aston Martin DB5, Jaguar E-Type, Rolls-Royce Silver Cloud II, Land Rover Defender, Ford GT40, and Caterham Seven. The Morgan Plus 8 makes the grade at #7. "This classic and sports car," we are told, "combined old-fashioned British elegance and style with modern and effective handling and general performance."

Read the post at <https://www.newbondstreetpawnbrokers.com/blog/the-best-british-cars-of-all-time/>

IN WEIRD COMPANY

In another article for Hotcars.com Jason Garbutt proclaims, "The 10 Most Unusual British Cars Ever Made." The ten cars include the diminutive Peel P50, the amphibious Gibbs Humdring (more boat than car), the Argyll GT Turbo, the 1957 Meadows Frisky Sprint (styling a little left field), the Unipower GT, the Lotus Mark VIII (function over form), the minimalistic Leyland Mini Moke, the Ginetta Akula, and the gas turbine powered Rover JET1 (to be found today in London's Science Museum). At #7 Garbutt lists the Morgan 3 Wheeler, which is, he argues, "an unusual mix of old meets new harking back to the 1930s." He notes "the 2.0-liter V-Twin engine mounted externally ahead of the front axle" and that "in normal circumstances, this would have been to the detriment of handling. Yet, Morgan has managed to dial this trait out."

See for yourself at <https://www.hotcars.com/most-unusual-british-cars-ever/>

PRAISE FOR THE PLUS 8

Hocars.com published "These Are The 9 Most Reliable British Sports Cars Ever Made," an article by Jason Garbutt about 'Brits at the top of the game in both thrills and dependability.' The vehicles discussed are the Lotus Elise S1, Jaguar F-Type S, Caterham Seven, Triumph Herald 13/60, MG MGB GT, Triumph TR2, Ariel Atom 3, Lotus Élan M100, and Morgan Plus 8. The Morgan is lauded for "old-world charm in a sports car still reliant on carpentry skills" and its "woofly exhaust note."

Read the article at <https://www.hotcars.com/most-reliable-british-sports-cars-ever/>

CHEAP DATE?

Hotcars.com likes to publish articles in list form, and in January posted a piece by R J Waldron about "9 Proper British Sports Cars That Are Surprisingly Cheap To Own And Maintain." Along with the Lotus Elise, Triumph TR6, MG Midget, Caterham R500, Jaguar F-Type S, Aston Martin DB7, Mini Paceman John Cooper Works, and Vauxhall VX220 Turbo Waldron discusses the Morgan Plus 4 (Annual Maintenance Circa \$1500). "Gorgeous to look at, captivating to pilot, the Morgan Plus 4 propels drivers back to a golden age of motoring."

Catch the article at <https://www.hotcars.com/cheap-british-sports-cars-easy-to-maintain/>

A MODERN INTERPRETATION

The Wall Street Journal, of all publications, posted "Morgan Super 3: A Modern Take on the Classic Three-Wheeler" on February 2. The article, by Dan Neil, is a positive review following a test drive "in England, blasting through quaint villages and picture postcard countryside on the wrong side of the road."

Create a free account or subscribe to read it at <https://www.wsj.com/articles/morgan-super-3-a-modern-take-on-the-classic-three-wheeler-11675361264>

Drive Your Morgan Day

Jonathan Kinghorn

Every year on February 10, Triumph clubs here and abroad celebrate Drive Your Triumph Day. The date was chosen to mark the birthday of Sir John Black, the man who acquired the bombed out and bankrupt Triumph Motors for Standard and launched the successful post-war revival of the marque (see my article in the May/June 2018 *Morganeer*). Noting this year's Drive Your Triumph Day, our very own Frank Wnek asked in email, "Shouldn't WE have a 'Drive Your Morgan Day'?" Jolly good idea I thought, so why don't we start the ball rolling?

The Triumph guys' goal is simply to wake their cars up to go for a spin and to share photos of themselves doing so. Rye Livingston, Activities Chairman of the Triumph Travelers Sports Car Club—and founder of Drive Your Triumph Day back in 2015—outlined the concept in a recent email to members:

Take a scenic drive on a country road or out to lunch, to the market, to work, wherever. Go for a drive alone or in a big group from your local Triumph Club. Take your spouse, buddy, child, grandchild, or your dog; then take a photo.

The photo is mainly of the car, and the owner or passenger, if possible, ideally in front of a cool spot, landmark, scenic view or in your driveway. If it's the middle of the winter where you live and your car is in hibernation, or in the middle of a restoration, take a photo of it in the garage. Have fun with it.

It's that simple. We could easily do something very much like that, individually or in groups, with or without destinations. The \$64k question is, when?

February 10 is far too early in the year for most of us northerners to contemplate Morganeering, even with a heater, flying jacket, and thermal undies. And that date is of minor significance to Morgan owners, even those of us driving Plus 4s with Triumph motors. We could

follow the Triumph lead and mark H. F. S. Morgan's birthday, but he was born on August 11 (in 1881, don't you know). Driving our Morgans on that date, however, is surely far too easy—it would be much harder to stop ourselves! There should be a bit of a challenge if this is to be worth doing. H. F. S. died on June 15 in 1959, and as well as being not the most joyous anniversary to mark, it is also barely any better.

So, I am suggesting April 4 as the date we should aim for, and not because it just happens to have been my father's birthday and parent's wedding anniversary! I picked it because the date can be written on either side of the pond as 4/4, which should make it easy for Morgan owners to remember, rather as Star Wars fans are reminded to mark 5/4 every year (May the fourth be with you ...). April 4 is also early spring and by then the northern weather should be better than winter's

worst while still, admittedly, being a bit of a lottery—it can be terrible, passable, or sometimes, on rare occasions, almost nice. And hopefully it is late enough in the year for the winter's accumulation of crud on the roads and at least some of the potholes to have been cleared up.

Drive Your Triumph Day may have originated with the Triumph Travelers Sports Car Club in the San Francisco Bay area but in just a few years it has been taken up internationally by many other Triumph clubs. Among them is New England Triumphs in our neck of the woods, some of whose members manage to hit the road on the appointed day even in lousiest of weather. Anything they can do, we can do better!

Driving your Morgan in early April, with or without a heater or flying jacket, should be doable, at least for a short excursion; driving it in poor weather will



Joe Patneaude driving his TR6 through Wellesley and Needham in Massachusetts on February 10 this year (Joe Patneaude, New England Triumphs)



Barry O'Rourke's 1959 Triumph TR3A in the snow on Drive Your Triumph Day (Dave Simms, Toronto Triumph Club)

earn extra brownie points and bragging rights. We are, after all, the mad hardy souls known for driving around with our soft tops down in the rain. Let's show how great Morgan drivers—and by extension, their cars—are, and generate lots of smiles, waves, and thumbs ups by hitting the road so early in the season.

Inconveniently, for a not yet retired person like me, this year April 4 is a Tuesday. Nevertheless, I plan to test the idea by waking my Plus 4 up from its hibernation a couple of weeks ahead of schedule (half decent weather permitting—we'll see how that goes). I will try to get some photos if my Plus 4 emerges successfully I'll share them here. If you want to fire your car up then too, please send photos along to me for publication in May/June issue of *The Morganeer*. And if you have suggestions for a better date, let me know. I think we could be on to something big here. Should be fun too. And hopefully other clubs in the Morgan community within the U.S. and beyond will pick up the idea and run with it. Let's be the ones to inaugurate Drive Your Morgan Day and set a trend!



Bruce Penttinen of New England Triumphs with his TR7 in Amherst, MA, on Drive Your Triumph Day 2023 (Bruce Penttinen, New England Triumphs)



Other marques can tag along (Joel Justin, Central Coast British Car Club)



Poor weather is no excuse (Joel Justin, Central Coast British Car Club)

EVENT CALENDAR 2023

The 3/4 Morgan Group Ltd.

As far as 2023 events are concerned it is early days yet and few dates and details have been published. This calendar is therefore just the first appearance of a work in progress, and we'll post updates from time to time to keep you informed. These events have already been confirmed, so mark your calendars now!

DATE	EVENT	HOSTS
May 20	BOW ROTARY CAR SHOW Bow, NH, 8 a.m. – 1 p.m.	www.BowRotaryCarShow.com
May 5-6	RHINEBECK 2023 Rhinebeck, NY, 8 a.m. – 5 p.m.	https://rhinebeckcarshow.com/
May 21	BOOTHE MEMORIAL PARK ANTIQU & CLASSIC CAR SHOW Stratford, CT, 9 a.m. – 4 p.m.	https://www.portfiveusa.com/carshow
May 28	HAGERTY CARS & CAFFEINE CAR SHOW AT LIME ROCK PARK Lakeville, CT	http://speedtour.net/ st/?lib=product&pid=665&cat=11
June 2-4	GREENWICH CONCOURS D'ELEGANCE Roger Sherman/Baldwin Park Greenwich, CT	Steve Schefbauer sschefbauer@aol.com https://www.greenwichconcours.com/
June 4	BRITISH BY THE SEA Harkness Memorial State Park Waterford, CT	Fred Cohen fsc541@verizon.net http://www.ctmgclub.com
June 9-10	BRITISH MOTORCARS IN BRISTOL, Bristol, RI	https://www.britishmotorcarsinbristol.com/
June 10	SCHOHARIE TUNRPIKE-KAATER- SKILL CLOVE ROAD RALLY Catskill, NY	www.1903autorun.com
June 17	KLINGBERG VINTAGE MOTORCAR SERIES EVENT New Britain, CT, 9 a.m. – 2 p.m.	https://klingbergmotorcarseries.org/
July 9	BAY STATE ANTIQUE AUTO CLUB CAR SHOW Endicott Estate, Dedham, MA 7 a.m. – 2 p.m.	https://www.bsaac.com/
June 18	NEWPORT CO. FATHER'S DAY CAR SHOW Portsmouth Abbey, Portsmouth, RI 9 a.m. – 3 p.m.	https://www.facebook.com/ RotaryclubofPortsmouthRI
July 15	FOUNDER'S DAY & CLASSIC CAR EXHIBIT South Paris, ME, 9 a.m. – 5 p.m.	http://www.hamlin.lib.me.us/founders_day.html
July 22	SHOW OF DREAMS Hudson, NH, 10 a.m. – 3 p.m.	https://www.bcnh.org/show-of-dreams/
July 21-23	MISSELWOOD CONCOURS Beverly, MA	http://www.misselwoodconcours.com

DATE	EVENT	HOSTS
Aug. 11-13	VERMONT ANTIQUE AND CLASSIC CAR SHOW , Waterbury, VT	https://vtauto.org/vermont-car-shows/antique-classic-car-meet/
Sept. 17	BRITISH CAR DAY , Oakville, ON	http://www.torontotriumph.com
Aug. 31-Sept 3	LIME ROCK HISTORIC FESTIVAL , Lakeville, CT	http://www.sschefbauer@aol.com or http://www.limerock.com
Sept.8-10	NEW ENGLAND BRITISH RELIABILITY RUN , Route TBD	https://www.nebritishreliability.org/
Sept. 15-17	THE BRITISH INVASION Stowe VT	https://www.britishinvasion.com/
Sept.16	NEW YORK CITY CONCOURS Rooftop at Pier 17. NYC	http://www.thenyconcours.com
Sept. 24	THE BOSTON CUP Boston, MA	http://www.thebostoncup.com
Sept. 28 - Oct. 1	AUDRAIN NEWPORT CONCOURS & MOTOR WEEK Newport, RI	https://www.audrainconcours.com/

In non-COVID times 3/4 Morgan Group Ltd. members regularly get together in smaller, regional events on a less formal basis: Noggins, lunches, BBQs, tours, work sessions, and casual parties.
Contact your local Area Captain to host one yourself or just to stay in the loop.

ON THE SPOT: *Steve Schefbauer*

In this fun new feature we'll interrogate a 3/4 Group member to get some creative answers to our questions. First up, to test the idea and show you how it can be done, our very own Editor-at-Large, Steve Schefbauer was volunteered.



Steve and his '64 Plus 4

Is your car male or female?

Androgynous

Is it Fun, fast, or Flirty?

All of the above and more

Does it have a nickname?

EMMA

What would its theme song be?

"Why don't we do it in the road"

The sexiest part of your car?

It's got a great body

What would its catch phrase be?

Ralph Lauren can't be wrong

Your response to "is that an MG?"

Yes, if you mean "MorGasm"

Concours or driver?

Driver

What do you call it when it misbehaves?

%#@*&%^

Stock or tweaked?

slightly tweaked

The most essential tool in your roll?

"My cellphone to call Hagerty and a master fuse."

The most bizarre thing said to you about your car (wheel on the wrong side doesn't count)

Is that a kit car?

Most creative answer to 'why does it have that buckle thingie'

Mine doesn't have a buckle thingie so maybe its bonnet will fly off in the wind

If you could have another Morgan, what would it be and why?

'64 Plus 4 Super Sport
The ultimate '64 Morgan

You'll have to wait to see who will be put on the spot next!

In Search of History

Paul Fredricks

I imagine we are all interested in the history of our cars. There was a point in time I imagine we are all interested in the history of our cars. There was a point in time when they were new. In most cases the car had a previous owner, a previous life if you will. With some classic cars knowing something about it adds quite a bit to the value, but for most it's just fun to know.

Our '73 4/4 was purchased by my father-in-law, Henry Angel, in 1978 so we know about most of its life since then. There are bits and pieces of stories from before '78, but nothing concrete. I've always wanted more. Going through the old files I got from Henry wasn't much help.

I was recently discussing the original build info with Derek Willburn from Southern California. One item of note is that the original color is listed as yellow which wasn't a stock paint code listed for that year at MMC. The closest was Light Orange. I thought it may have faded to the great color it is today. I was always fairly certain the current paint is original to the car.

We also noted that the original owner was listed as K. Tamvacakis Esq. from Atlanta, Georgia. Derek did a little searching and found there is a Kim (or Kimon) Tamvacakis in Georgia, age 86.

I searched him out on Google and found several references to Kim and his business connections. But, better than that, I found a phone number. And I called it.

AND HE ANSWERED!

I told him what car I had and asked if that meant anything to him, and he said yes. He bought the car from the factory in 1973. Back then the factory wasn't exporting cars to the U.S. due to pollution controls required by our government, so I asked him how the Morgan traveled across the pond. It seems that he had a cousin, I believe, that was attached to the Greek mission to the UN, and it was he who was able to bring the car into the U.S. It also seems there was some trouble getting permission to register the car here. Kim told me the people he dealt with had no idea what a Morgan was, so he told them it was a kit car and they allowed it in! He told me he bought one other Morgan that way, either a 74 or 75, after which his cousin was transferred to Borneo or someplace, and his connection was lost.

When asked about the color listed as yellow Kim told me that yes, he had a custom paint job as yellow was his wife's favorite color. He thought it cost him an extra \$500 for that special work.

I also asked him about the original front registration plate from the car. The rear is still there, but I've always wondered about the front. Henry had told me it wasn't there when he bought it in '78. Kim thought he had removed it since front plates weren't required in Georgia. I told him that if he finds it kicking around in the back of his garage I'd love to have it. He was sure it was long gone, but if it does pop up he'll let me know.

We had a very pleasant 20 minute conversation. He thought he might have a picture or two of the car when he bought it. If he finds it he will let me know. I sent him a few recent ones of us at Autumn MOG. Talk about coming full circle. It was so great to fill in the holes in our car's history.

A year or so ago I spoke to a guy named Gary out of Wichita, Kansas, who thought his car had come through the Greek mission and it was a '77—and the car is also yellow. I reached out to him and gave him Kim's information. He was very excited to get it. I hope they can connect.

I used to call Paul "The Morgan Detective" for some of the stories he sent The Morgan-er about tracking down problems in his 4/4. This tale gives "The Morgan Detective" handle a whole new meaning.

Great work Paul.

Steve Schefbauer, Editor-at-Large



The Angel's orange 4/4

The Flying Haggis does La Carrera Panamericana

Steve Schefbauer, Editor-at-Large

Dennis Glavis, who needs no introduction, copied me in on a reprint originally published in the Morgan Plus Four Club of Northern California's newsletter on remembering his adventures running the Carrera Panamericana in 1988 and 1989 in a 1953 Morgan Plus 4 flatrad called "The Flying Haggis." My response was, "we gotta have this piece in The Morganeer," so Dennis got a hold of Steve Blake, Editor of The Morgan Link to provide the copy and photos you are about to see.

About "The Flying Haggis"—who named it and why? Dennis's response was, "I named it because I thought it was a cool name and had recently returned from a 2 1/2 month trip to England and Scotland and when I was on the ferry overlooking Ben Nevis, somebody said, 'if you look carefully, you can see the wild haggis roaming the fields,' and I watched some tourists actually pick up their binoculars and look for them."

After editing the first part of this piece, I wondered how a 1953 Morgan Plus 4 flatrad, that—stock—would top out at about 85 mph+ could average (spoiler alert) over 100mph+ on parts of the course. Please enlighten me. "The Flying Haggis" was originally built with a 2088 cc Standard Vanguard four-cylinder engine rated at 68 BHP, but when prepared for Panamericana it was fitted with a 2138 cc Triumph TR4 engine with a three-quarter race cam, milled head, Carillo rods, nitride crank, polished and balanced engine, headers, and other mods have brought it up to around 120 BHP, THANK YOU VERY MUCH!!!

The Morganeer, will be running the first part of this adventure, "La Carrera Panamericana 1988," in this issue. Part two, "1989," will be in the next issue but I think it's worth waiting for.

So, strap on your helmet, tighten that five point competition seat belt and prepare for the adventure of a lifetime as we view a piece of vintage racing history!



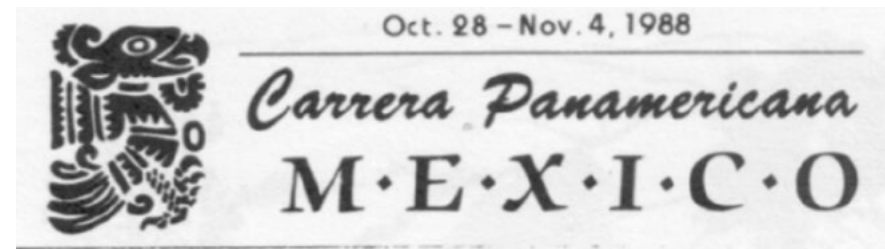
Photos above: The restored Flying Haggis

La Carrera Panamericana 1988

By Dennis Glavis

In the years 1950 thru 1954, a race known as La Carrera Panamericana was held. Covering some 2000 miles of Mexican roads over a five to eight day period, the race proved itself to be one of the most dangerous, tortuous, and deadly of all sporting events and thus its brief glory came to an end due to its high fatality rate. Yet the spirit was never forgotten and in 1988, Mexican and American organizers decided to reinstate the race as a vintage car event combining daily time and distance rally sections, open road all out speed events without traffic control, and closed road all out speed events.

Seizing the opportunity, I convinced friend and Flying Haggis co-owner, Jack Gordon, that this could be the adventure of a lifetime, and no, well maybe, we weren't out of our minds to enter! Retrieving our trusty, never fail '53 Mor-

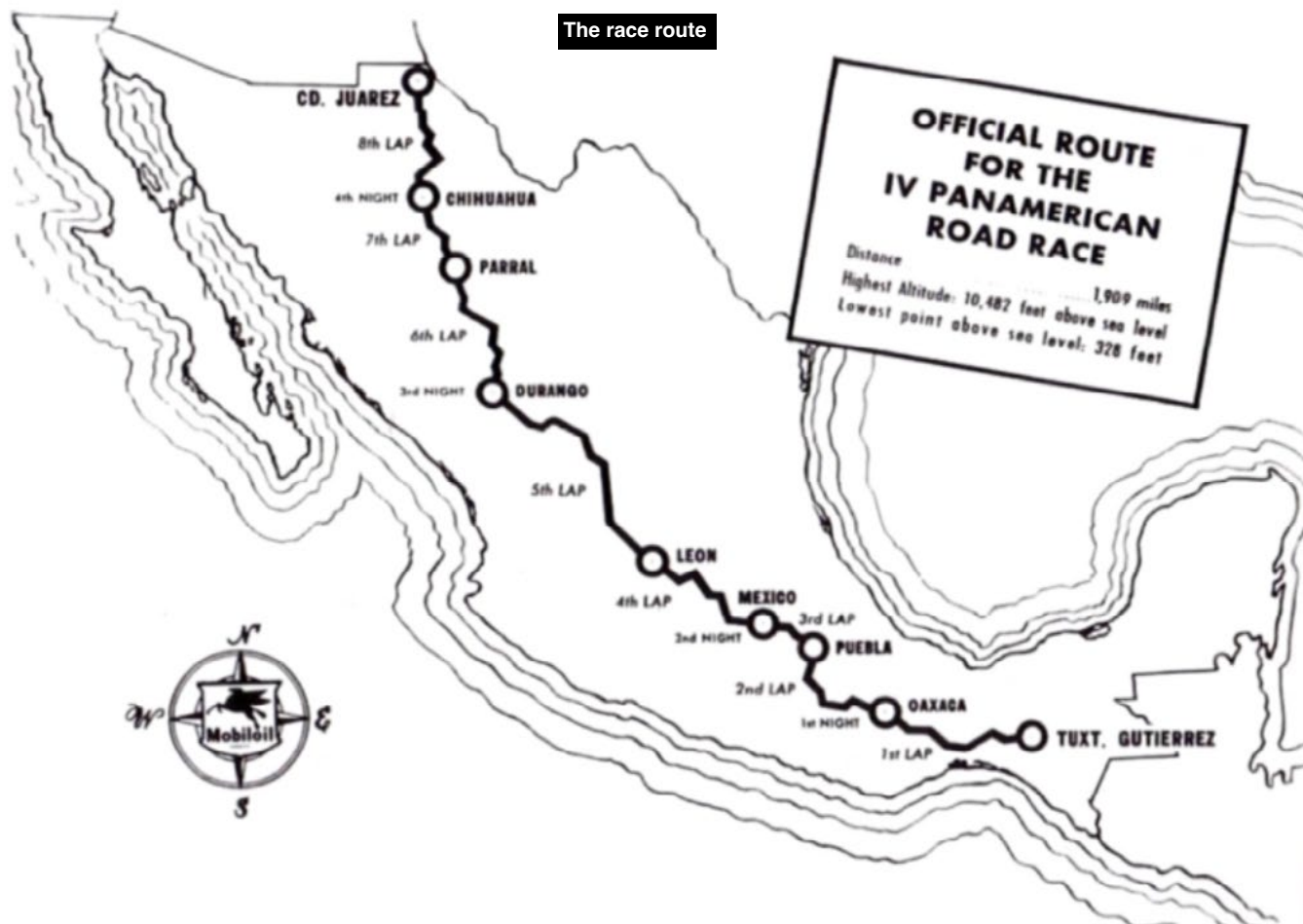


gan Plus 4 flatrad from its hideaway, it must have caught wind and decided to drop two valve seats attempting startup. A race was on to have the head modified for high RPM running, add an oil cooler, balance the driveshaft, install new Pirellis, and add a Halda Rallymaster before shipping to Mexico.

No problem, with two months to go, we loaded, along with friend Bruce Trenery's mint 1953 Hudson Hornet to be shipped to Calexico to join a 1949 Hudson (the Chihuahua Express), a Porsche 356, and (unknown to them) National RentACar rented 1953 Cadillac convert-



ible as travel-mates on a Mexican transporter headed for the starting point, Tutla Giuterrez, in the State of Chiapas, near the Guatamalan border. But hours before Jack and I were to board our flight, I received a phone call informing me that





Jack Gordon



Dennis and his new crash helmet



Dennis Glavis

the transporter had overturned outside of Guadalajara, some cars were totaled, others only suffered major damage. Which was which? Quien sabe?

Two days of expectant father-like pacing by the phone ensued, trading reports of no news with Mexico City as the soon to arrive transporter never appeared. Rumors of the cars having been stolen and never crashed abounded. But suddenly, like an angel heralding the greater glory of God, came the report: the Morgan had suffered rear suspension damage and some body damage, the Porsche had burned to the ground, the rented Cadillac had torn loose of all its suspension and was history, the two Hudson roofs caved in, the windows knocked out and nobody knew anything of their mechanicals. A junkyard in Mexico City was furiously trying to repair the cars and detailed reports were provided to us, "Morgan, Bueno."

Good enough, on to Mexico City where all our fellow pilotos and organizers appeared to have left a day early for Tuxla. No problem, we'd just catch mañana's flight out. What do you mean all flights are cancelled? What Hurricane? Help!!

Arriving at the airport at 5 a.m., we browbeat our way into two nonexistent tickets for a now reinstated flight and, look out Tuxla, here we come!

Chiapas is a steamy, beautiful jungled part of Mexico. Every inch of land was covered with vined wildflowers and brilliant mutli-hued butterflies abound by the millions taming our adrenalin-filled state into a dream-like existence.

Arriving at the hotel, we watched the Judsons, 356 Porsches, early Fords, Mercurys, Lincolns, and oh yes, the "1949" Morgan Plus Eight from Mexico City being tech inspected. Peering under the hoods and under suspensions, we were astounded. What about the rules?! Late model running gear, four-wheel disc brakes, etc. were everywhere. We were stock. We were doomed. Where was our car anyhow? That evening, we attended our first driver's meeting—entirely in Spanish (God, it is hot in here!) Battles ensued between the stock running gear proponents and the modified, each speaker making a statement and then almost being carried out on his supporter's shoulders of the same previous speaker's supporter. We received our log, or course book, some 150 pages of symbols, mostly "left—VERY DANGEROUS!!!" or "right—VERY DANGEROUS!!!" Oh Boy! We retreated to our room to study our 20 page rule book, trying to call someone at Stanford Law School to see if they could figure it out—we couldn't!

It was now midnight, et voila, the cars had arrived! Dashing to the street, we found a mob of people surrounding the transporter as the two cars were slowly, so slowly, unloaded. The Haggis fired up but there was no way to drive it as people crushed us in every direction. We discovered that every tool, every spare, and the passenger's seat platform to be missing—oh well, that's what hotel pillows are for anyhow.

Came the dawn. Throngs greeted us at the pre-dawn grid, i.e., we were gridded 64th out of approximately 100 entries and 85 survivors of the trip down. Ten,



The Morgan served us flawlessly

five, three, two, one, Blast Off!! Driving through a solid wall of people that parted before us like the Red Sea. The Mog felt great!

The 4500 RPM stumble disappeared in a minute. Our destination lay in Oaxaca and the Morgan made rapid distance. Soon, we passed inverted VWs (the Mexican VW Distributor's car —“We shall win!”), Porsches with caved in noses—and a brief dalliance with an unlucky canine. People lined the roads everywhere, even in the most remote mountain paths.

Cheering voices would appear out of nowhere. We were pelted with flowers as we drove through village and town. Cowboys would lasso their charging panicked cattle to save us and cows alike. By the time we got to Oaxaca, some 9 hours and 15 minutes later, we felt as though we had liberated France as well as walked on the Moon. We had done well in the speed events that day, picking up valuable bonus points and arriving at all checkpoints on schedule thus avoiding penalties. We discovered that the rear wood body had cracked away from the chassis in the transporter accident with the right rear tire rubbing against the exhaust on hard right turns and the wood body rubbing, smoking, smelling like it had ignited, against the left rear tire on hard left turns. Ever onward!

The second dawn run to Puebla confirmed our beliefs—we were gridded 22nd overall!! Rain greeted us in the misty mountains just prior to a speed stage but the greatest surprise was yet to come—at the small city of Tehuacan a mob of 300,000 swarmed us, giving us gifts, well wishes, having us autograph their clothes and bodies! Suddenly, it was time to drive through the sea of people and mariachi bands but our memories will never leave that town.

That night in Puebla, it was off to what was to be a nightly ritual, a banquet of endless speeches in Spanish, endless government officials thanking other government officials, endless sponsor provided beautiful women passing out sponsor provided cigarettes, endless gratis lubrication and occasional food to absorb said lubricants. However, a protest over the missing placement a “300 YDS to Checkpoint” flag nullified the day's results.



Pushing the car harder and harder



A wall of people parted like the Red Sea



A sea of people and mariachi bands



Day Three, Puebla to Mexico City: we had been told that if our car survived this day, it could survive anything.

These were tortuous, ill-paved mountain roads climbing to 10,000 feet. The Haggis felt like lead in uphill speed event, giving away horsepower to the big five-liter American V8's who passed us seemingly at will.

We decided to show them all in the downhill velocity run, tires (or body) smoking in every turn, being thrown from lane to lane as the road and speed kept us airborne against our wishes. Both of our banged about stopwatches malfunctioned in the drive and we, suddenly, realized that we had beaten the minimum bonus time, something we never thought possible, incurring a 1000 point mandatory penalty and knocking us back to 42nd position overall at Mexico City.

The attrition rate was starting to climb. Porsches were burning valves, American cars were displaying inverted flight patterns on the winding, steep (26 degree grade!) mountain road but, following all night repairs, continued. Leaving Mexico City, we were warned of ice on the road and drove into a surprise fog bank wondering why we had removed our single wiper and motor that I'd bloodied my head onto while removing my helmet three times the day before.

Out of the mountains and into the high plains, the pace quickened. To capture maximum bonus points, we had to average 94 mph on truck and bus infested roads, people still everywhere joined by the odd cow or two playing lane divider. Pushing the Haggis harder, it seemed to thrive, boosting us to 24th place overall by day's end. We had averaged 102.34 mph in the afternoon speed run and had passed a few cars gridded just ahead of us. We discovered a lost fender bolt and replaced it as other vehicle owners, busy rebuilding their engines, transmissions, suspension, replacing 3 or 4 blown tires daily watched as the spunky Morgan displayed its inner strength. Ah, yes, as we barely completed the day's last speed event, I found myself sprayed with raw gasoline and leaping from the car found the forward float bowl to be totally disengaged and dangling solely by its rubber fuel line. More banquets, more lubrication.

The following three days found us pushing the car harder and harder as plains became desert, checkpoint stops allowing us to enjoy an occasional road-kill taco, at times averaging 96.62 mph on 90 km runs. Vados (sudden dips for drainage during desert flash floods) caused us to work hard but not as hard as the Mercurys, Fords, and Lincolns that found their heavier selves with punctured gas tanks, broken driveshafts,

and falling-out transmissions. At one 236 km transit section en route to a 70 km speed section, we ran out of gas and spent some 45 minutes hailing a passing farmer, siphoning and swallowing a gallon of gas, forcing us to now average over 100 mph in order to get to our speed section checkpoint on time. Arriving seconds late we zigzagged at breakneck speed through the line of vehicles awaiting their start, pilotos, co-pilotos, and spectators alike literally diving through their car window to safety as we made a sliding entry via a local ditch through the checkpoint only hoping that our car's number had been observed. Our penalty had been minimized, gridding us to 25th overall for the final day's leg, Chihuahua to Ciudad Juarez, the Texas border. The adrenaline, which we'd learned to live with on the previous seven days, rose further as all surviving pilotos and co-pilotos wished each other well to the finish. The day's closed road velocity run might be cancelled, we were informed, due to very slippery conditions, potholes the size of the Mariannas Trench and huge crowds. It was not and the Morgan, once again, served us flawlessly passing several broken or more careful vehicles ranked ahead of us, in particular one immaculately prepared 1954 Porsche Speedster crewed by fellow Californians. Juan Manual Fangio, perhaps the great-



The Morgan earned the respect of everyone

est driver of all time, and past winner of La Carrera Panamericana, gave us the checkered flag and drivers and co-drivers flew from their cars to hug, cheer, and as always, sign autographs while guzzling cold cervezas at day's end.

The Awards Ceremony, held at the Juarez Dog Racetrack, featured Fangio presenting us all with trophies. We learned that we were the 3rd fastest Americans (of 25), 6th in class (drat those 4-wheel disc brake, 1800 cc-engined, 6-and-a-half-inch-wheel-equipped 1953 Porsches!), and 23rd overall of approximately 85 starters and 55 battered but running finishers.

We weren't sure what it would be like to return home and be mere mortals again. We only know how thrilled we were at the Morgan's tenacity and reliability, mostly due to great mechanical preparation by friend Dick Tuttle and Bill Martinson. We know that, despite our humble finish, the Morgan had earned the respect of everyone involved. We had experienced emotional lows that evolved into some of the greatest highs of our lives. Those smiling, cheering, wonderful people, especially the schoolchildren with their shrill chorus of cheers, will remain with us forever.

Viva la Carrera Panamericana!



Juan Manuel Fangio with Dennis Glavis



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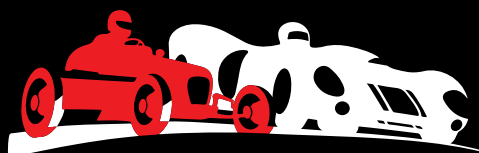
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Love it, or hate it, the Morgan Aero is here to stay. Developed by Charles Morgan, Chris Lawrence, and many others after the biggest development project ever undertaken by the Morgan Motor Company, the Aero 8 was in production in one form or another from 2000 to 2018. It led to the creation of the AeroMax, Aero Supersports, and Aero Coupe designed by Matthew Humphries. It was the first new Morgan model for decades and the first to adopt the bonded aluminum platform that has now entirely replaced the trad's steel ladder chassis.



2010 Aero Supersports, 2018 (Rodsbye)



Aero 8 cockpit, 2009 (Brian Snelson)



Aero Supersports Coupe during production, 2012 (Andrew Bone)



2009 Aero Supersports GT3 (Brian Snelson)



2008 Aero 8, Parramatta Park, NSW, Australia, 2016 (Jeremy from Sydney)



Aero 8 exits the Esses at the 2004 Le Mans (Martin Lee)



Aeromax at the 2019 Lancaster Insurance Classic Car Show
Birmingham, UK (andreboeni)



2009 Aeromax photographed in 2012 (Andrew Bone)



Aero, 2023 (Carelyn88)



Aero chassis at the Science Museum Swindon
Festival of the Future 2007 (Peter Turvey)



Aero 8 GTN at the Techno Classica 2011 (Triple-green)



2010 Aero Supersports Coupe, Pickersleigh Road, 2012 (Andrew Bone)

Two Different Flavors of Morgan

Glen Donaldson

Ed: This article first appeared in the Summer 2021 edition of The Blurb, the magazine of the Morgan Sports Car Club of Canada.

While the two 1985 Morgans that we have do share many similarities they also differ greatly in feel and experiences. I thought I would try and convey the two different experiences that each Morgan represents.

The 4/4 four-seater is royal ivory with tan interior and is powered by the Ford 1600 cc CVH overhead cam four cylinder that Morgan were able to turn sideways so that it could be hooked up to a Capri five-speed gearbox and drive the rear wheels in a Morgan rather than the front wheels as in the Escort that Ford made it for in the 1980's. Our car is fitted with a 'sports kit' so the Weber carb was re-jetted, and a tubular exhaust manifold, sports muffler and K&N air filter added to produce 100 hp and 110 lb. ft of torque. The automatic choke works well, and she warms up smoothly and pretty much stays at the 90 degree mark on the temp gauge. The sports exhaust sounds like a 1960's four-cylinder British sports car should and adds to the enjoyment of rowing through the gears as we drive around town.

Suspension-wise the front has the famous sliding pillar set up that HFS Morgan is known for—almost like an early independent suspension. Morgan used this set up pretty much from 1910 to 2021 when the traditional steel chassis cars ended production. The front end has a smooth gentle ride, and the louvered bonnet seems to glide down the road. Out back the rear axle passes over the steel chassis rails and uses two leaf springs along with rotary Armstrong lever shock absorbers. Large bumps should be avoided as you can hit the rubber bump stops with the axle—but generally the solid rear axle happily follows along and can slide through corners. The clutch is cable operated, and the clutch and brake pedals are hinged from the floor—now you know where Porsche and VW got the idea from.

The Plus 8 is a darker slightly more sinister—powered by the wonderful Rover 3500 cc aluminum V-8 as originally seen in the early 1960's Buicks. Rover continued development of the engine once GM decided it was too expensive to manufacture and it basically lived on in England until 2004 when it had reached 4000 cc. The Plus 8 is now fed by a Weber Edelbrock four-barrel carburetor having swapped out the four big Weber down-draft carbs—yes, the Webers looked great and sounded fabulous at full chat on the highway, but they were a pain to start and around town they did not like traffic. This often resulted in anti-social driving to clear the carbs. Now we pull the manual choke twist the key and we have a wonderful V-8 burble. The choke gets pushed in and we will burble away all day long at 550 rpm. Fuel mileage is vastly improved, and the garage air quality is also much better.

The V-8 still makes for a visceral experience as the combination of the open-air filter, headers, SS twin sports exhaust, and the John Eales camshaft upgrade makes a glorious V-8 sound that really is special in this day of silent cars or sports car with buttons to make things go pop and bang. We row the gears through a Rover LT77 5-speed gearbox and a mildly heavy hydraulic clutch. Truth be told, the torque is so good that you really do not need all five gears. Keeping the Plus 8 cool was greatly improved when we installed a Mulberry aluminum radiator and larger electric fan—the Plus 8 now runs at about 80 degrees and only gets to 90 degrees in traffic on really hot days. Then the fan kicks in and we stay calm, cool, and collected.

The Plus 8's front end still uses the sliding pillar but is much firmer than the 4/4. It does have the rack and pinion steering so the Plus 8 is lighter in steering than the 4/4 which has the sought after Gemmer steering box. Maybe the higher tire pressure in the Plus 8 at 21 psi versus the 4/4's 18 psi add a little to steering effort. At some point in the Plus 8's life it

was converted to Koni tube shocks on the back axle—but the car still dislikes big bumps in the road. Our Plus 8 came with a brand new Quaife limited slip differential as the stock differentials were prone to wear under hard driving. The Plus 8 always seems to feel relaxed and it is far easier to get the back end to slide as one comes around a sharp corner. Driving in the rain does require a lighter approach as there are no safety systems—well we have seat belts—to keep you on the road. Then again that is part of the charm of Morgans and older cars—they were meant to be driven and not synched with electronic devices.

The differences in the two cars are subtle—the Plus 8 is 60" wide at the front wings whereas the 4/4 is 56" wide. The Plus 8 bonnet is 50" long and the 4/4 is 47". The front wings and the width of the tire space is the same on both cars at 9", however, the Plus 8 has wider wings as the distance from the middle of the wing light to the side of the cowl is 16" and only 13" on the 4/4. I seem to recall reading that the wings were trimmed to fit so maybe more of the inside edge of the 4/4 wing ended up in recycling? Both cars have the 12 1/4" tall windscreens and of course the three windshield wipers. This might be more of a North American spec requirement.

Also, interesting to note in the photos is that both of our 1985 cars have no separate front turn signal light as the wing top lights do both the parking lights and turn signals. I wonder if the other four Morgans sold new in Canada in 1985 also had this arrangement?

The 4/4 is a high cowl car which means the top of the cowl or dashboard is about 2" higher than the low cowl car like the Plus 8. This gives you a little more height from the bottom of the dashboard to the floor and adds to the feeling that the 4/4 is taller and skinnier than the Plus 8. The 4/4's seat is 14" off the ground whereas the Plus 8's seat is 12" above the tarmac. Ground clearance is also greater on the 4/4 with 10" ground clearance from the road to the bottom edge of the front wings—the Plus 8 is 8 3/4". And the frame is 6 1/2" above the ground on the 4/4 and 6" on the Plus 8.

Interior-wise the 4/4 is narrower being 43 3/4" wide at the seat backs and the Plus 8 is 45" wide. This also means

the Plus 8 had the extra space for us to add a center console and armrest. The shape of the gear box cover differs too with the 4/4 having a lower narrower gear box cover than in the Plus 8. In the 4/4 you can put your hand down and onto the gear shift whereas in the Plus 8 it is more forward under the dashboard. Both cars have fly off handbrakes by the driver's right knee. The doors also differ with the 4/4 having a door that is 28" long and the Plus 8's door is 29" long. Door height also varies and the 4/4's door is 12 1/4" tall measured in front of the 'optional exterior door handle' and the Plus 8's door is 10 1/2" tall, which would make sense given the high and low cowl versions of the cars. One other strange difference is that you can see your feet on the pedals in the 4/4, but not so easy to see your feet in the Plus 8. Both cars are very comfortable once inside and there is plenty of front seat legroom.

Out back they are very different with the 4/4 being a 4-seater with a back seat, and yes, we have had adults ride back there, but the Whiskey hounds are the regular occupants safely strapped in. The Plus 8 being the sloped back with a luggage rack attached to its spare wheel where the 4/4 is more upright. The width of the rear wings does differ and contributes to the narrow appearance of the 4/4 as its rear wings are 4" wide and the Plus 8 wings are 6" wide. The 4/4 wears 155/65 15" radials and Plus 8 should have 205/60 15" radials—but try finding a good summer tire in that size. (Hey Blockley Tyre, are you reading this?)

So, while yes, they are both 1985 Morgans they really are two very different flavors and they do feel different on the road with the 4/4 being lighter in controls (steering exception at low speeds) and the Plus 8 being heavier in controls but a more visceral experience and more eager to just get up and go. The color differences likely add too to the impression of size with the lighter royal ivory appearing smaller than the darker Jaguar racing green. Either way both cars are wonderful to drive and enjoy—maybe just with different attitudes—light and sweet or dark and sinister?



Gentlewoman Racer

PRUDENCE FAWCETT

Michael Satterfield

Ed: This article is reprinted here courtesy of Michael Satterfield, Founder/Editor at The Gentleman Racer.com

Prudence Marie Blake Fawcett grew up with a love for cars encouraged by her uncle Percy, a Bugatti enthusiast. Her first car was a Wolseley Hornet, which she would maintain herself at the age of just 17. After her lower secondary schooling was complete she left Sheffield to spend time in Genoa, Italy where she would drive an Alfa Romeo 1750 in her first racing event. She brought her love of Alfa Romeo back to the UK and with her friends, Charlotte and Lance Prideaux-Brune, became an official importer for Alfa Romeos, which were sold through their Winter Garden garage.

Prudence ran with an affluent crowd of racing drivers and friends and in 1937 she was invited to travel to Le Mans aboard the Duke of Kent's private plane, a trip that would change her life forever as she watched women like Joan Richmond, and Kaye Petre compete in the grueling 24-hour race. Prudence was going to drive at Le Mans, the next year.

The Winter Garden garage had just added Morgan to their growing list of sportscars they were official dealers for and Prudence was convinced that a Morgan 4/4 would be the perfect car for a 24-hour race. Prudence took her plan to Henry Frederick Stanley Morgan who agreed to supply her with a car, however, the Winter Garden garage would run the entire effort. To fund the rest of the enterprise Prudence approached her friend Lord Wakefield, founder of Castrol Oil, for sponsorship. She also talked Geoffrey White, the Winter Garden garage's sales manager to be her co-driver.

Morgan, registration number BNP



730 was delivered to the Winter Garden garage, and mechanic Dick Anthony began modifying the car for competition. The 1098cc engine was fitted with a dromedary carburetor, an 8:1 compression ratio, and a magneto ignition system. When tested at Brooklands the car could maintain speeds of just under 100 mph. The car was also fitted with a fold-down windshield, cycle fenders, and only one spare tire to save weight. Morgan would go on to sell a replica of this car to the general public.

The now 25-year-old Prudence and her girlfriend drove the car to France and set up their base at the famous Hotel Des Ifs, which had been used by many Le Mans racers including the Aston Martin works team. The Winter Garden garage team settled into their hotel and prepared for an exciting adventure. Prudence would be one of five women competing in the 1938 race.

At 4:00 p.m. on June 18, 1938, Prudence sprinted to her car and the race was begun. Prudence and Geoff would stop for fuel and change drivers every 15 laps. The Morgan performed well with an average speed of 57.2 mph covering 1,373 miles, with only a slight leak in the radiator hose and a misfire from a valve problem. The Morgan team would come in 13th overall, an amazing feat for Morgan's and Fawcett's first-ever entry in the race.

Back at the Hotel Des Ifs, Dick Anthony installed new valves and Prudence and her friend drove the Morgan back to Sheffield, reportedly averaging over 60 mph on her way to Calais. 1938 would be her last year of racing, she married Leslie Trevelyan, an amateur pilot, and the two made a pact—he would give up flying if she would give up racing.

So, in 1939 Prudence returned to Le Mans with Morgan but this time as a team owner, with Dick Anthony and Geoffrey White driving. Morgan was especially interested in supporting the 1939 race again as the opportunity to win the Rudge Whitworth Biennial Cup would be a major marketing advantage for the small carmaker. While the Winter Garden garage was still running the race team, the Morgan factory was more involved and even had their chief road test driver Charlie Cur-

tis drive the car down to the Hotel Des Ifs before the race.

The Biennial Cup would go to a Simca-Fiat, with the Morgan coming in 2nd in its class and a respectable 15th overall. With the outbreak of World War II, it would be a decade before Le Mans

would resume hosting races, and Prudence never returned to racing, but in their book *Morgan Sports Cars; The Early Years* Alderson & Chapman say that her love of sports cars remained with her until the end of her life. Prudence passed away in 1986 at the age of 73.





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WHEELER – Silver, Tan Leather // **SUPERDRY EDITION**

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– Silver, Matchless water-cooled engine // **GROUND UP RESTORATION**

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



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2019 Morgan Plus Four

– Polished aluminum with BRG wings // **850 MILES!**

2005 Morgan V6 ROADSTER –

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

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

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

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



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

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

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

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

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

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

1963 Morgan Plus 4 DROPHEAD COUPE SUPERSPORT – Green Velvet, Black leather // **CONCOURS WINNING STANDARDS!**

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

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

1960 Morgan Plus 4 DROPHEAD COUPE, GRAND LUX – Ivory on Regency Red, matching Red leather interior // **CONCOURS QUALITY!**

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

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

1952 Morgan FLATRAD PLUS 4 ROADSTER – BRG body/Black wings, Black leather interior // **SIMPLY SPECTACULAR**

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



OTHER MARQUES

1984 Land Rover DEFENDER 90

1965 Sunbeam TIGER MK1A – Race Rally Prepped!

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

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



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Craig C. Ligon



Ed: This article first appeared in the July/August 2022 issue of Mog Log, the magazine of the Morgan Motor Car Club in Texas.

As we approached our Fourth of July holiday, we wanted to do something different. We decided to travel to the UK and hoped to celebrate American independence with the Queen at Windsor. However, I guess after the Queen's Platinum Jubilee celebration, the queen was tucked out, and they didn't have the fireworks display this year. Since our initial plans were thwarted, second on the priority list was the Morgan factory tour. We were delighted to find that Morgan was still hosting tours. Anyone who appreciates Morgans, or craftsmanship in general, will enjoy a tour of the Morgan factory.

The Morgan Experience Centre initially opened during the COVID lockdown, so I don't think it has been fully running until this year. I've never been to the factory before but could see where they really needed a dedicated visitor's center, entertainment area, and a place to showcase their cars. Of course, I was as giddy as a schoolgirl. I had wanted to visit the factory when my Morgan 3 Wheeler was being built, but COVID and restrictions ensured that didn't happen.

The Morgan Experience building itself is quite contemporary and stylish. They have constant reminders on both craftsmanship and their focus on natural materials: wood, leather, brick, metals, and glass to let in natural light are everywhere. They have the outdoor parking slips for Morgans, the glassed in space for a presentation car, a small showroom for representation cars and material samples, as well as more cars displayed in the lunchroom space itself. That morning there were Morgans and a couple of MGs



A Le Mans LMP2 race care greets visitors to the Morgan Experience Centre



New CX platform Morgans lined up outside for brake replacement recall work

out in the lot for a group also enjoying the Centre.

Their showroom had a new, limited edition 24 Hour Le Mans Heritage car, one of the new Super 3 prototypes, a new Plus Four, a Roadster, and a lightly used Aero 8 for sale. Lots of photos, and some selfies with inordinately huge grins.

Thanks to Teresa for once again indulging me in my side trips. (Okay, I planned this trip around the Morgan visit, but don't tell my wife!)

Since we were early and still waiting for the tour to start, I decided to venture into the gift shop. Imagine the unplanned coincidence of Morgan at-

taching a gift shop right there! I certainly considered it a lucky chance. Since I've already spent more than I like to consider on a Morgan, what would it hurt to spend a little more? Morgan had recently released a nice Le Mans 24 hour Heritage jacket a couple of weeks before our trip. With the additional patches on a traditional wax jacket, they had an appealing sporty look. When they first came out, I thought I would be a good boy and wait for our visit. However, I was disappointed to see they had mostly sold out online in only a few days. The only remaining size remaining online was "small," and I am no horse jockey. When we arrived, I had seen one on a tailor's dummy out in the glassed-in display with the LMP2 Le Mans race car, but I didn't fancy they would appreciate me breaking in to check the tag for sizing. When I got into the gift shop, I scanned the room. They had one more on a display shelf laid out flat, but that was it. No other jackets on any of the racks. I approached with a bit of trepidation but was surprised to see the one display jacket was XL, just my size! It was pricey, but Teresa relented with the promise that I not buy anything else at the shop and I get rid of some more crap at home. Done!

Feeling giddy on my successful purchase, it was time to finish our wait on the tour. The lunchroom housed enough chesterfield tufted leather chairs and couches to remind you that you were in England at a company that really appreciated leather. Teresa said she thought it had a guy cave vibe. Well then, I must be a guy. I liked it. I chose to sit over by the blue Plus Four, and the P101 edition M3W in dazzle pattern paint. Wouldn't

you? Teresa mentioned she might want to split a beer. However, the lunch counter didn't sell any alcohol. They mentioned that I was free to go to the giftshop and buy the limited edition Malvern Morgan bottles of micro-brew, or of course the Morgan Piston gin and drink it in the lunchroom.

However, since I was under a further shopping moratorium, and packing a bottle (or bottles) in our bags was probably not good for my health, I decided that the lunchroom was not a bad place for some tea and a scone while we awaited our tour.

Tour groups are kept to about a dozen. Our guide asked a bit about those on the tour. One family had lived in Malvern for years but had never been to the factory; the guide mentioning that many Malvernians don't even know it is there. A couple from Germany said they wanted to buy one. When he asked if anyone owned a Morgan, and I was the only person there who did, he simply pointed to me and said, "If you have any questions about Morgans, ask him."

They first take you out front of the Centre and then around the rear of the factory. Apparently, they have a recall on all the new CX platform car's brake system, since the field behind the factory was filled with more Morgans than I've ever seen in one place. Lots of eye candy.



So many colors: gloss and matte, standard and two toned paint. Too bad they were just parked in a field awaiting recall resolution.

Behind the first factory building we approached they had a new Super 3 monocoque chassis. It gave a good chance to see how they redesigned the entire shell. A nice bit of engineering, but I still like the ash wood frame on the originals.

At the top of the hill, the original Admin building still houses a small collection of historical Morgans. A couple of original Three Wheelers. A 4/4 owned by Peter Morgan's wife; apparently the only automatic produced at the time since the Mrs. couldn't drive a stick. The benefits of your husband being the boss. A very nice Plus 4 Plus (I know someone who also owns one of those). They also had Car number 51 of 50 of the 50th Anniversary Plus 8 cars. The guide reported that they sold all the original 50 and then realized they didn't keep one for themselves. The benefits of being the factory.



Cars from the Morgan Collection: 51/50 Plus 8, Mrs. Morgan's car, a Plus 4 Plus & a Three Wheeler

The receiving area for the engines was busy modifying the engine layout. The BMW engines are too tall to fit under a Morgan bonnet. They need to move a number of components around to get the engines to fit.

The wood shop smelled delightful. I had read that the new CX chassis had reduced the amount of ash wood used in the frames but was surprised on how much was still included. When I asked, our guide mentioned that they had eliminated 18 wood components, which cut down the manufacturing time as well. Our guide mentioned that James May had come out to film a short series and had helped glue and form one of the fenders. I guess James had done it wrong and thus the fender component wasn't structurally sound and it promptly popped apart when James flexed it. He didn't have a good opinion of James. He had opinions on number of people, but that kept things entertaining.

One other fact I hadn't heard was that Morgan used to source ash wood from Belgium. However, the ash lumber tended to ruin a lot of tools. Much of the wood was taken from the Ardennes Forest. Some of you may have heard of that little WWII conflict called the "Battle of the Bulge" and those trees contain a lot of bullet fragments. They had an example there to see. I wondered if it was an Axis or Allied bullet? Perhaps that tree caught a bullet that saved some G.I.'s life. It was just another reminder of a horrible conflict that still leaves scars today.

Our guide also had another interesting story. As you may have read, Morgan created the offroad Morgan CXT last year. You may have heard that this was originally just a design study done for fun and pinned up on the wall, which the investors happened to see and green lit for limited production. The investors decided to pay a bunch of money to ship two of the CXT cars to Iceland where they planned to have a bit of fun with them. Well, apparently they didn't check into personal driving license requirements, or foreign car import requirements, so it was only after they got there that they realized they couldn't drive them at all. The trip continued but the cars were never used. Reportedly the cars finally made it back after sitting there for some time, but who knows where they wound up.



Evidence that Morgan believes in the design aesthetic that you should park your cars in the living room, or at least the lunchroom. A belief more spouses should support.



A collection of Morgan club badges. A recognizable shape peers at the viewer from the top shelf.

The tour winds through all the buildings. The paint shop was a bright reminder of the fact you can have your car painted in any color you like, as long as you are willing to pay for it. Along with many standard Morgan panels, they were already churning out many panels painted for the Super 3s.

Finishing was a flurry of activity. From leather panel cutting, to stitching, to final assembly. There were lots of things to watch and many nice cars to look at in various stages of completion. The finishing bay had several cars, including a few Super 3s prepping to be shipped somewhere. However, overall, Morgan production had reportedly slowed since they had refocused on recall work on those CX cars with brake replacement work. One bit of good news for me is that I discovered that Teresa's favorite car color was a midnight blue. Really good for future reference when I run across one in that color. "But honey, I thought you wanted one in midnight blue?"

After we had traipsed through all the factory buildings, it was time to return to the Experience Centre where the tour ended in the Archive room. More photos, tools, cars, including a reproduction of H.F.S. Morgan's 1909 three wheeled Runabout, a current cutaway of a CX car (I couldn't tell if it had good or bad brakes), and the never released electric three wheeler, the EV3. They had a large number of models and toys of Morgans, photos, memorabilia, all of which my wife was very keen that I never try to find for my own collection. They also had a small collection of Morgan badges, with a familiar American club's badge in the back.

After our fill in the Archive Room, we were dumped back into the gift shop. Those crazy marketing people at Morgan were really hoping I'd get that bottle of gin. Alas, I will have to save something for the next trip. Plus, I still haven't checked off that box for seeing my car being built on the assembly line. Maybe one in midnight blue!

Fuel Injection and Programmable Ignition Installation Project: *Part Two*

Gilles Lachance

In the January/February 2023 issue of *The Morganeer*, I described in detail the kit bought from Classic Fuel Injection in the U.K. and its operation. In this second installment, I describe the different steps in the installation of this kit. Since I had to start the engine to perfectly adjust the distributor to the zero advance position compared to the top dead center of the first cylinder, I waited until the month of March to open the garage door and start the engine.

As mentioned earlier, the Engine Control Unit (ECU) came programed for 10-degree locked advance, regardless of engine speed. After making sure, using a strobe lamp, that the distributor position does indeed provide sparks with 10 degree advance, the next step is to unlock the advance in the ECU using my PC connected to the ECU by USB cable.

Installation of exhaust manifold and oxygen sensor

Having had the oxygen sensor adapter welded on the exhaust manifold, I installed the lambda sensor and put the manifold back in place. As I had noticed a loss of exhaust gas at the junction between the third cylinder and the corresponding pipe of the exhaust manifold, an experienced mechanic recommended

that I no longer use an exhaust gasket, but instead use Permatex Ultra Copper «Gasket Maker» because the latter adapts better to the imperfections of the components to be joined together. After application, it is recommended to let dry for at least one hour before tightening the bolts to the recommended torque and wait a day or two before installing the other components of the exhaust system.

A small detail concerning the location chosen for the oxygen sensor: considering that the exhaust manifold is of the four into two into one type, it was preferable to install the sensor after the junction of the four pipes and in a vertical section to ensure that the sensor analyzes the gases from the four cylinders altogether while preventing carbon and water vapor from settling on it.

In addition, I drilled a one-inch diameter hole in the left inner wing to pass the electric harness connecting the sensor to the ECU and used a grommet to protect this harness.

Assembly and installation of the distributor

I installed the Hall Effect sensor in the distributor and remounted it on the engine, making sure it was positioned exactly as it was before disassembly.



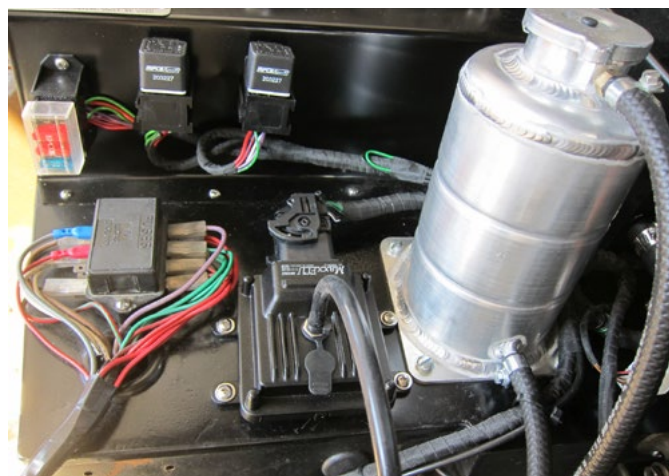
The harness in the left inner wing connecting the sensor on the manifold to the ECU



The Hall Effect sensor installed in the distributor



The reconnected distributor



The ECU installed on the bulkhead next to the radiator expansion tank

Installation of the ignition coil

As mentioned in my first installment, I bought a 12-volt ignition coil whose primary circuit is equipped with a 3.0 ohm resistor to protect the ECU. So, I no longer need the ballast resistor which had the function of reducing to 9 volts the voltage routed to the coil, after starting the motor, to protect the coil and the contact points.

Installation of the ignition module

I installed the ignition module included in the kit, on its aluminum base used to dissipate heat, on the right inner wing next to the ignition coil.

Location of the ECU and other components

This step consisted of determining, in a preliminary way, where the different components of the kit are to be positioned in the engine compartment. As you can see in one of the photos, I installed the ECU on a horizontal portion of the bulkhead, next to the radiator expansion tank. Thus, the ECU is close to most of the components to which it will be connected, namely the throttle body, the intake manifold to which I plan to attach the coolant temperature and air pressure sensors, as well as the coil and ignition module.

Shortening the harness

The electrical harness included in the kit has some sections that are too long for my needs. This is particularly the case for the harness connecting the ECU to the oxygen sensor and to the distributor's Hall Effect sensor. Since this harness carry very low values in terms of voltage, there is no question of cutting them and making welds. I contacted the supplier of my kit to obtain information about the terminals used by the harness and I was able to obtain connectors and replacement contacts from an electronic store in Quebec City. It was therefore possible for me to shorten the threads that were too long without affecting their performance.

Modification of the fuel fittings of the throttle body

The Webcon throttle body came with gasoline fittings coming out in a straight line to the right side of the car. Considering the narrowness of the Morgan's bonnet, it is preferable that the fuel lines join the throttle body from the rear. So; I bought some fittings from a hydraulic components dealer to solve this problem (see photo).

Installation of the pump and fuel filter

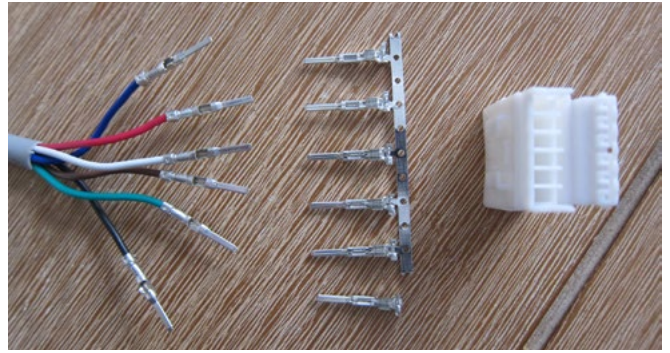
I also installed the high-pressure fuel pump and the fuel filter above the gas tank but did not connect them to anything at first. Indeed, it was expected that the engine would use its carburetor and low pressure fuel pump for the first start to check the distributor position. It is only after this first start that the installation of the kit may be completed.

Next steps

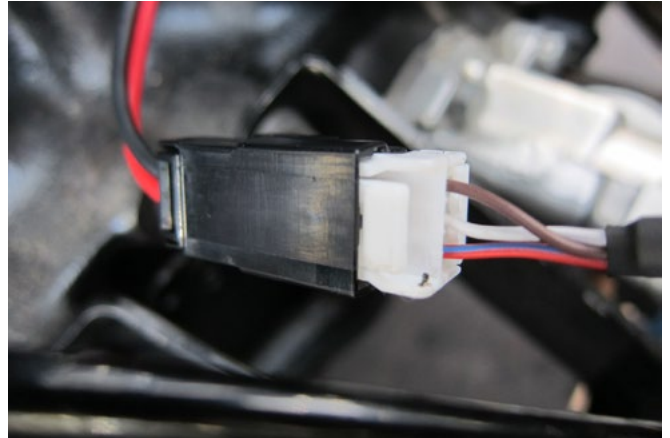
With the software now installed on my laptop, I will continue to learn how it works. I noticed that the current programming of my ECU uses for a rather conservative ignition advance. So I plan to increase it slightly, in the software of my PC, and then transmit the modified programming to the ECU via the USB cable.

That's when the fun begins!

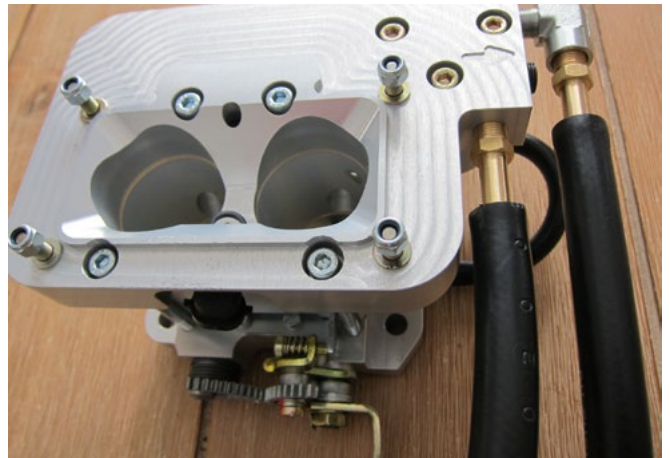
Continuation and end in the next issue of The Morganeer!



Connectors and contacts used to shorten wires without affecting their performance



Connectors and contacts used to shorten wires without affecting their performance



Fuel lines now exit the rear of the Webcon throttle body



The high-pressure fuel pump and the fuel filter

Delays, Delays, Delays

Paul Fredricks

When we last visited our hero, he had come up with an ambitious winter project list. One of the larger projects was replacing the leaf springs due to age and sagging (I can relate). The other was replacing the original four speed with a Ford T-9 five speed gearbox.

As soon as the weather turned, and salt hit the road, I dove in. I read everything I could find online about replacing the leaf springs. There is a lot of information out there, and it doesn't all agree. I went in thinking there was a specific way to perform the operation, but there are a lot of opinions on the best course of action. Filtering through the info I devised a plan.

Removing the old six-leaf springs was not as hard I thought. Putting the new ones in was a bit more difficult. For one, the new springs are stiffer and have more of an arc than the old worn out units. Again, there were many opinions: Should I attach the front of the springs first or the rears. At the moment, I'm leaning towards the fronts. But there's a problem.

I decided that since I was taking the rear of the car apart, I would replace the original Armstrong shocks with the Rutherford conversion kit with AVO adjustable shocks. The kit came with U-bolts, but they turned out to be too short. Morgan Spares had U-bolts made for the six-leaf springs, but they are too short as well. I have no idea why. So, things are in limbo while I wait for a set of U-bolts made for the seven-leaf. Delays!

While I waited for the essential bits to show up, I turned my attention to the engine. I took the opportunity to replace most of the gaskets and the front and rear seals. The freeze plugs, that looked great from the outside, were a mess inside. I sourced brass plugs from Goodson Supply (no, not that Goodson). I'm glad I decided to replace them, and the brass looks great. I also replaced the flywheel with a lighter weight model, swapped out the clutch and crank pulley, and sourced a new distributor.

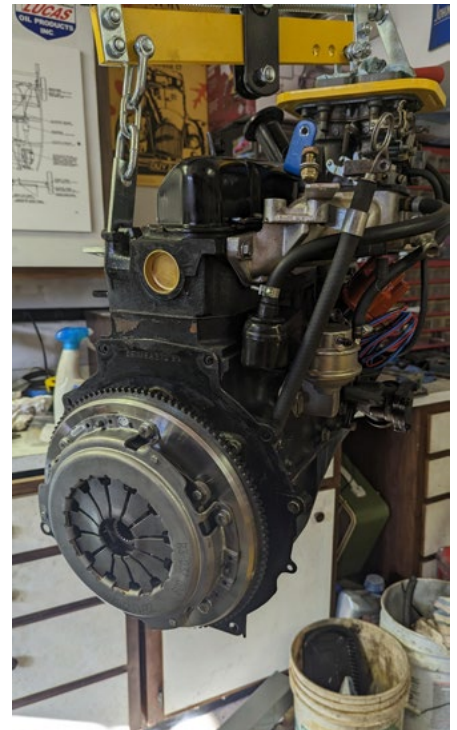
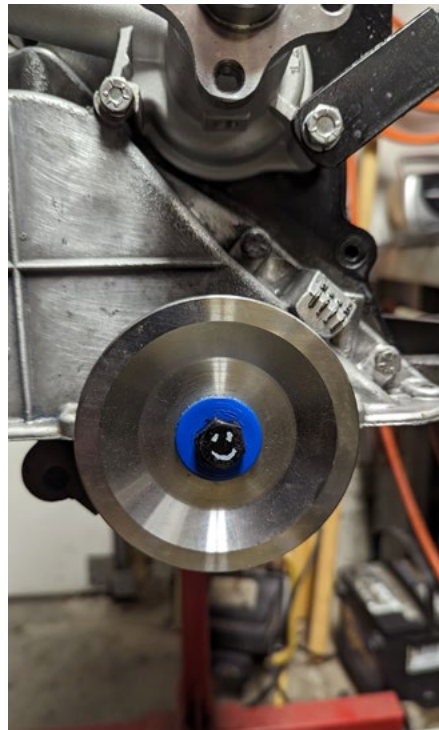
I decided on a 123 distributor. I will be the first to admit that I have very little knowledge of distributors except how to adjust the points. This is an electronic unit that has bluetooth. You adjust it using an app on your phone. The idea intrigued me so I took the leap. I'll let you know how it works out.

My five speed has been gone over by Quantum Mechanics, and has been ready for a few weeks. The hold-up is the new bell housing they ordered. It seems to have been lost in the void over the Atlantic. Delays! I finally ordered one

myself. It arrived from England in three days. Amazing!

I keep coming up with little things here and there. Just to keep busy until the missing bits show up. I have my eye on the calendar.

The biggest delay is the fact that I have never done any of this before. I keep running into things that need to be changed or updated because of the work I am doing but had no idea. It is a great adventure, and I'm glad I jumped in. You will most certainly be blinded by the glare of my teeth when I drive down the road again. I can't wait till the first warm day. I just hope the Henry A is ready to go by then.



Show and Tell

There are car shows going on at this time of year, just not in our neck of the woods. The St Petersburg Motor Classic, for example, was held in St Petersburg, Florida on February 5. More than 250 cars, motorcycles, and boats showed up for the event, which was blessed with perfect weather. This year the featured marque was Morgan!

This rather nice 1960 Drophead Coupe was spotted by a well-known member's wife's grade-school classmate. The car is from the collection of Gary & Judith Heck.

Ed: Thanks Spider for passing this along!

And a member of the Mid Maine Sports Car Club shared his photos from the event.

Ed: Thanks for sending these my way Frank.



Gary & Judith Heck's 1960 Drophead



A 1938 4-4 belonging to Mark Braunstein



A 2005 Aero 8



A vintage three wheeler



Another 2005 Aero 8

Les Morgan Fabriquées en France

Jonathan Kinghorn

From the outset, Morgans were successful in competition. One of their most important early victories occurred when W G McMinnes won the Amiens Cyclecar Grand Prix in July 1913 driving for 3 hours, 53 minutes, and 9 seconds at an average speed of 41.9 mph. The win was a huge triumph for the Morgan Motor Company, which was not slow to highlight it in their advertising and with a sporting Grand Prix model that was produced for years afterwards.

The win also had a big impact in France, where it fueled demand for the Malvern made machines. Sales picked up and the dealerships of Franquebalme, Guyot, and Badelogue were joined in 1914 by the brothers Roger and André Darmont, who had been impressed by the Morgan's performance. In 1914 a total of 150 Morgans were imported by the brothers and a further 500 were ordered for 1915 delivery. The Great War throttled this growing market but with the coming of peace late in 1918 it began to boom again.

Robert Darmont negotiated a license to build Morgan three-wheelers in France and the deal was signed late in 1919. The Darmont-Morgan factory, located in the suburbs of Paris at 27 Rue Jules-Ferry, Courbevois (Seine), produced a range of models matching those available from Malvern and using motors and some parts imported from England. A Parisian agency was opened at 178 rue de Courcelles in 1926. Roger ran the business and Andre raced the machines.

Production had reached 14 cars per week by the end of 1920. The French cyclecar business in general was boosted by a July 1920 reduction in tax paid on two-seat automobiles weighing less than 350 Kg and with a cylinder capacity of less than 1100cc to 100 Francs—a government initiative to help less affluent members of society get motoring. At a little less than 6,000 Francs, the base Darmont-Morgan model was about half the cost of a cheap four wheeled car; the sports model cost about 10,000 Francs and represented excellent value when compared to other French three wheelers.



An early Darmont-Morgan



Marcel Dhôme racing a Darmont-Morgan in September 1927

It wasn't long before Darmont-Morgan began developing their own styles of bodywork and in due course developed their own motors (based on those used in Morgans) and their own models too. Because of the damage inflicted by French roads Darmont developed a pin mounting method for the rear wheel which enabled it to be detached for repairs without having to remove the chain, sprockets, and brakes.

A wide variety of engines was used at various times; these ranged from 500cc single cylinder motors to a supercharged 1,100cc v-twin. One, a copy of a J.A.P. motor, featured the two names Darmont and Morgan cast in—the only three wheeler motor of either nationality ever to bear the Morgan name.

A sporting model, the Darmont Spécial, was launched on November 1, 1926, with an 1100cc water-cooled OHV Darmont engine, twin magneto ignition,

and either a Zénith or Solex carburetor. The Spécial was long, low-slung, and streamlined—and as with the recent Morgan 3 Wheelers, the driver had to remove the steering wheel to get in. Stripped down, the Spécial was claimed to be capable of 93 mph! The 1933 Darmont Spécial Série Normale was reportedly good for 120 mph and the Darmont Spécial Série Luxe model could allegedly reach 140 mph.

Another model, the Etoile de France, was introduced in 1933. Offered in a standard blue, it featured a two speed gearbox but with a three speed box with reverse available as an option. With the air-cooled 1,100cc v twin engine fitted it was capable of 68 mph but the optional water cooled 1,100cc Darmont-Spécial engine boosted performance by an additional 10 mph.

Darmont-Morgan presumably faced the same declining sales that the Mal-

vern Link works was experiencing in the early 1930s as cheap four wheeled cars became increasingly available. Their response was the same—they developed a four wheeled car of their own slightly ahead of the Morgan 4-4. Their V-Junior was launched in the fall of 1935. Its 11,00cc v-twin motor was the same one used in three-wheelers at the time, the steering wheel-mounted hand-operated throttle was similarly cycle carish, and a

version of Morgan's independent front suspension was used. The car nevertheless featured a three speed gearbox with reverse.

The Junior was a sporty vehicle, but it was not enough to reverse the company's fortunes and it was not followed up with another four wheeled model. Three wheeler production was abandoned in 1936 and Darmont finally threw in the towel and declared bankruptcy

soon after the outbreak of World War Two in 1939. Darmont himself evidently retreated from Paris to a small village in the Pyrenees where he remained for the duration of the hostilities. After the war he returned to Paris before retiring to his residence on the Côte d'Azur. Like their British-built cousins, the Darmont-Morgan three wheelers were successful in competition in their day but fell victim to changing market forces.



The motor on a sporting 1921 Darmont-Morgan (Thesupermat)



An Etoile de France (Cjp24)



A 1923 Darmont Sportive (Cjp24)



A 1935 Darmont Aéroluxe (Cjp24)



A Darmont Spécial (Cjp24)



A 1935 Darmont Type V Junior (Thesupermat)

Word from the Works

Morgan Recognized for Support of Armed Forces Community

January 19

Morgan has been awarded bronze certification from the Defence Employer Recognition Scheme (ERS). This award acknowledges the company's support of the Armed Forces community and its commitment to serving personnel, both regular and reservists, veterans, and military families.

Less than a year ago, Morgan signed the Armed Forces Covenant, pledging to support and champion the contributions of those who have served. Since then, the company has engaged in several initiatives to support defense personnel and veterans, including employment opportunities and fundraising initiatives.

One of the key partnerships Morgan has formed is with Mission Motorsport, The Forces' Motorsport Charity. In 2022, proceeds from bi-monthly "Meet at Morgan" events helped to raise £5,000 for the charity. A host of initiatives and support is planned for 2023, beginning with Morgan's attendance at Mission Motorsport's National Transition event on February 27 at the Silverstone Circuit.

The company has made a clear commitment to support the serving and former serving armed forces community, both locally and within its own organization. Morgan is grateful for the ongoing support and guidance from the Mission Automotive initiative and Defence Relationship Management as it progresses in its journey supporting the Armed Forces. It is proud to receive this recognition and looks forward to continuing to support the Armed Forces community in the coming years.

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Treasurer, 3/4 Morgan Group
37 Carolina Trail
Marshfield, MA 02050

ADMINISTRATION

President

Morgan Malone
mhmalone2000@yahoo.com
401-369-5639
319 Stephen French Rd
Swansea, MA 02777

Vice-President

Maura Hall
etudesmusic@gmail.com
518-587-7581 (c)
25 Webster Street
Saratoga Springs, NY 12866

Treasurer

Jamie Goodson
duratrak2000@aol.com
617-688-5778
37 Carolina Trail
Marshfield, MA 02050

Secretary

Marc Wunderman
mw@mwunderman.com
914-649-7985 (c)
11 Topstone Road
Redding, CT 06896

Registrar

Paul Fredricks
fredricksfi@yahoo.com
203-997-7056
13 Whitney Road
Bethel, CT 06801

Intl. Inter-Club Liaison

David Crandall
mogdriver@gmail.com
978-223-5081 (c)
23 NE Morgan Street
Portland, OR 97211

Historian

Jim "Plug" Nichol
jhalfdime@me.com
845-518-5453 (c)
25 Crumwold Place
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CROSSHEAD

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EDITORIAL

Editor

Jonathan Kinghorn
jkinghorn4@gmail.com
339-223-6052
31 Turning Mill Road,
Lexington, MA 02420

Editor-at-Large

Steve Scheffbauer
sscheffbauer@aol.com
203-459-4959
14 Falls Brook Circle
Monroe, CT 06468

Advertising Director

David Darby
dbdarby@aol.com
917-886-4450

Webmaster:

www.morgan34.org
Alison DeKleine
ms.morgan.maven@gmail.com
508-409-7900 (h)
319 Stephen French Rd.
Swansea, MA 02777

Graphic Design/Layout

Nicole Kachmar
nlkachmar@gmail.com



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mhmalone2000@yahoo.com
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AREA CAPTAINS

New England North Captain

Larry Sheehan
larry_sheehan@icloud.com
617-429-9220 (c)
17 Equestrian Lane
Falmouth, MA 02536

New England South Captain

Fred Cohen
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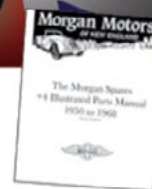
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