

Happy Holidays



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

November~December 2020



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Newsletter of the Morgan Sports Car Club of Northern California

The Morgan Sports Car Club of Northern California (MSCCNC) exists to support and further the appreciation of Morgan motoring and the related activities of its members and friends. Our common interests start with enthusiastic support of the Morgan sports car experience and extend to the friendship and camaraderie amongst all like-minded persons.

Club Officers 2019

President • Paul Marchant
morganfreak@hotmail.com

Vice-President • Elaine Fisher
togetelaine@gmail.com

Secretary • Lexa Most
lexamost2@gmail.com

Treasurer • Martin Mieger

Board of Directors • Pres/VP/Secty/Treas
plus Wendell Bain, Tcherek Kamstra, George
Tollworthy

Activity Chairperson • Angie Larsen
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Tcherek Kamstra

The Morgazette

is the newsletter of the MSCCNC. It is published 6 times a year and is mailed free to members in good standing.

We welcome any and all original or reprint articles and/or photos labeled with the following information:

- 1) event; 2) date of the event;
- 3) names of all persons appearing in photos;
- 4) name of publication (in the case of a reprint);
- 5) names of authors and photographers.

The **DEADLINES** for receiving ads, photos and articles:

- January 22, 2021

The **Morgazette** is now available in a digital format as a web PDF. Contact the editor, or see the website.

Photos • please note: All photos in the Morgazette are used with the permission of the photographers. Any re-use must acquire new permission. Ask Donna Dell'Ario for attribution.

Membership News

Richard Pedemonte

Fairfax, CA 94930

1968 red +4; chassis #65282

Skip and Sandra Snyder

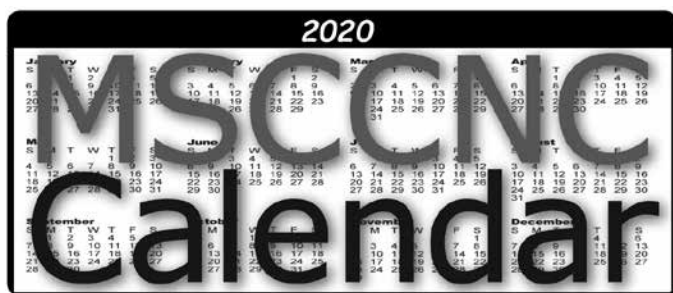
Colfax, CA 95713

1957 4/4; chassis #A249

*** Eric and Jessica Kowalskie**

Newman, CA 95360

** Eric is the kid who grew up across the street from the Tollworthys. He spent many hours helping George do maintenance projects on his Morgan fleet. Eric is now the proud owner of "Kermit", George's green plus 8. [Bob Koupal]*



DECEMBER

* 26 MON • Boxing Day – Wine Country Tour – (Rain Or Shine) – Contact – Wendell Bain



* MSCCNC Club Sponsored Event

Other events are listed for information only • Please let Activities Chair, **Angie Larson**, know if you would like to host or promote an event on the Calendar.
(Contact info pg.2)

**Take care, be safe, stay healthy.
We look forward to more good times together.**

Virtual Morganning

YouTube Adventures:

If you are looking for a good Morgan distraction while sheltering in place, this is a good option from **Larry Ayers**.

You Tube to "Morgan Sports Car Club 2017 Oyster Run" and it can be found by doing a search on You Tube. The other video with a walk around of the 1927 Anzani Aero is in the "Morgan Three Wheeler" category and you have to scroll down a ways to locate it. Others that might also be of interest are: Morgan Journey to Benicia and Morgan Trike Travels to Suisun Bay.

3-Wheeler YouTube videos

Morgan Journey to Benicia:

https://www.youtube.com/results?search_query=Morgan+Journey+to+Benicia

Morgan Trike Travels to Suisun Bay

<https://www.youtube.com/watch?v=1yUUDJvkKAE>

Morgan Anzani Tours Home Acres

https://www.youtube.com/watch?v=g0Dz6Dqk_FA

Morgan sports car club 2017 oyster run\

<https://www.youtube.com/watch?v=e6b8T0nZtbg>





Minutes of MSCCNC Board Meeting

October 25 2020 • Recorded by Lexa Most, Secretary

Due to Covid 19 restrictions, meeting was held via Zoom. Called to order by Paul Marchant at 5:10 p.m.

Present: President Paul Marchant; Vice President Elaine Fisher; Treasurer Martin Mieger; Secretary Lexa Most; Directors Wendell Bain and George Tollworthy. Members present: Larry Ayers & Donna Dell'Ario; Ellen Jo Baron & Jim Taylor; Barbara & John Burks; Mel Cohen; Brian Dearle; Phil Fisher; Joyce & Doug Hamilton; Michael Hattem; Bob Koupal; Angie & Grant Larson; Beverly & Tom Morgan; Patrick Nevis; Karen & Lynn Powell; Paula & Steve Smith; Hilary Smith-Mahon; David White.

M/S/C (Lexa/Martin) Approval of minutes of August 10, 2020 Board meeting as published in September-October Morgazette.

Treasurer's Report: Board members previously received financial statement of 1/1/20 through 10/23/20. Total income \$5930.00. Total expense \$7923.00. Leaves deficit of -\$1970.04. Current bank balance of \$4095.48 reflects reserve collected by former treasurer George Tollworthy over the years. Previously approved dues increase of \$45.00 for 2021 will still leave shortfall of approximately \$1500.00 for 2021 depending on club activity and number of members.

Discussion: Each issue of Morgazette costs approximately \$900.00 (\$6.30 per piece), depending on number of pages. We could consider electronic newsletter only. Some members voice preference for printed issue. Full color Morgazette available on club website. Michael Hattem reports So. Cal club dues range from \$50 to \$80 depending on format of their newsletter (printed or electronic) that member desires. Theirs is issued 12 times per year.

M/S/C (Elaine/Martin) Continue \$45.00 dues for 2021 as previously approved. If additional funds are needed, Board will have to re-evaluate. (This motion voted on by Board members only per our bylaws.)

M/S/C (Larry/George): When applications for membership renewal for 2021 are mailed out, include notice that members may make additional donation if they wish, in support of the club

Discussion of nominations for Officers and Board for 2021. Current office holders are willing to continue for the next year unless anyone else is interested is serving. No further nominations were offered. M/S/C (Ellen Jo/Wendell) Existing officers and Board members remain in place for 2021.

Bob Koupal will send ballots out to have record of votes. Elaine points out that Article 5, Section 3 of our bylaws requires a vote. We cannot declare election by acclamation.

Holiday Party. Elaine reports that Zio Fraedo's Restaurant in Vallejo where we have reservations this December can only allow 30 guests, at \$100.00 per person. They have offered to roll over our \$300.00 deposit to December, 2021 if club wants to cancel this year. Discussion followed. Most of our members are of an age for severe consequences if Covid 19 is contracted. Members voice hesitation to be indoors in a group. M/S/C (Paul/Wendell) Cancel this year's holiday party and accept Zio Fraedo offer to roll over deposit to 2021. Elaine will contact the restaurant to arrange.

M/S/C (Elaine/Martin) Those members who won trophies at last year's holiday dinner please store them until the next holiday party.

Activities: Angie voiced concern that people aren't responding to requests for participation. Discussion: Larry states that the classic car group he belongs to met at a park where each person brought their own chair and lunch, maintaining social distance. Wendell states he will consider if Boxing Day could be restructured as an outdoor event. Michael Hattem states So. Cal club has had "individual rallies" where folks drive to predetermined locations and take photos of themselves at rally markers. John Burks plans to do Flog Mog when Covid conditions allow; stay tuned.

Consider regional events with limited numbers of participants. Bob Koupal was asked to send membership list sorted by zip code or county to Elaine. Individual organizer would be responsible for taking photos and submitting short write-up to Morgazette editors. This helps people stay in touch and supports the Morgazette.

There being no further business, the meeting was adjourned by Paul Marchant at 6:25p.m. Thank you, Elaine, for arranging the Zoom meeting.

Recorded by Lexa Most



Prez Sez

by Paul Marchant

What a year this has not been. Only one event and nothing in the immediate future. However, hopefully Wendell can patch together some event for Boxing Day on December 26.

So sorry to hear about the passing of **Bob Schmidt**. A long time member who will never be replaced. [A tribute to Bob will be in the next Morgazette.]

Please send in your dues ASAP. The club needs your dues to keep the Morgazette up and running. We also need to get the info for Bob Koupal so he can organize the Morgan directory.

Never can thank Donna Dell'Ario and Fred and Ann Thompson enough for their never ending hours and enthusiasm in keeping our publication alive.

If your MOG has been sitting for a while, please check your tires and all fluids before you take off. Life is precious....enjoy it and stay safe!

Paul



From the Editors

Fred and Ann Thompson

When the Amazon truck is in my driveway more than my Morgan you know that something is terribly wrong. This has been a year like no other. My son-in-law stated that this year should be given a one-star rating. We have also found that the TV has been on much more than normal. Trying to find shows that are appealing to both Ann and me has been a challenge. I like all the car shows. Ann, not so much. She has put up with my fond interest in cars for more than 50 years, starting with car rally dates in my '61 Anglia. We gradually upgraded to a few Volvo P1800's and then to a VW camper bus (it was the '70s), before settling in on our wonderful +4.

This past week a new TV show was recommended by my good friend Joe. We share many of the same interests, as well as finding shows of common spousal interest. Paul Hollywood's Big Continental Road Trip is a three-part English television series on Netflix starring Paul Hollywood, an actor, celebrity chef, and avid auto enthusiast from Liverpool. He explores the cars, drivers, and automotive profiles of three European countries; Italy, Germany and France and how they align with their nation's identities and cultures. It is an automotive show that was a great hit with both Ann and me. If you have time in your "busy schedules", this show is well worth watching.

We hope you will enjoy this holiday issue of the Morgazette. Thanks again to all of you that continue to send us articles, photos and items of Morgan motoring interest. We would like to include as many articles from as many owners as possible. The section titled "Me and My Morgan" would be the perfect place for a photo and a short story about your car. Letters to the editor are also of interest and can include any Morgan related narratives.

Stay safe and have a wonderful holiday.

Fred and Ann

Announcement of the Officers for 2021

Report of the voting by Bob Koupal

Congratulations to all the winners and thanks for taking on the work of running this club for 2021! Several of the ballots I received had hand written notes of thanks to you all. ~ Bob

Voting Results:

President: Paul Marchant

Vice President: Elaine Fisher

Secretary: Lexa Most

Treasurer: Martin Mieger

Board of Directors:

Wendell Bain

Tcherek Kamstra

George Tollworthy



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Fisher's Truley Trot

By Elaine Fisher

The weather in Yosemite was predicted to have snow in 2 days, so Philip and Elaine Fisher joined with John and Jan Grosetto visiting in our Morgans on a beautiful fall day. The reservation system to enter had just been removed but not much was open due to Covid-19 restrictions. The traffic was light.

Philip and John stood in line at the Ahwahnee Dining Room for our box lunches, the only food service available at the Ahwahnee on a Thursday.

Do check on-line <https://www.nps.gov/yose/planyourvisit/covid19.htm> for services there available if you choose to visit.



Fishers 92 +8 on their Turkey Trot.



*Phil and Elaine in Yosemite
by Jan Grosetto.*



John and Jan in Yosemite.



Fishers' 92 +8 and Grosettos' New 1965 Roadster.



3 WHEELERS:

NEW 2021 Morgan 3 WHEELER
Fashioned after the 2010 Geneva Show "RAF Spitfire" Edition

NEW 2020 Morgan 3 WHEELER
Heritage Edition

2014 Morgan 3 WHEELER
Polished alloy Brooklands Edition, #50/50, 5.8k miles // SIGNIFICANT PRICE REDUCTION ON THE MOST SOUGHT AFTER COLLECTIBLE MORGAN 3 WHEELER!

ROADSTERS:

NEW 2019 Morgan Plus 4 2.0
Polished alloy center body with Rolls Royce Velvet Green wings, Black Leather, 5 black painted Factory wire wheels

NEW 2019 Morgan 3.7 V6 ROADSTER
Tribute '65 America, Avril Blue Pearl Met./ Saddle Leather with tan piping and accents, mohair top, alloy wheels, A/C in stock

NEW 2019 Morgan Plus 4 BMW
Silver Glacier body, Morgan Sport Black wings, Scarlet with Royal Blue XT Leather trim, range of '110 edition' options

NEW 2011 Morgan AERO

SUPERSPORT Black with Deep Grey Metallic wings and wheels, black leather 200 original miles // NEVER REGISTERED, 1 OF 33 MADE

2005 Morgan ROADSTER Acura Molten Copper Metallic exterior (special order) Yarwood Tan leather

Morgan +8+ conversion in 1995 by ISIS Motors included stock LS 1 Chevy, 6 speed, 4 wheel disc and alloy body, galvanized chassis

1984 Morgan Plus 8 Isis
TURBO CONVERSION Special Corsa Red/Cinnamon leather // PROPANE-POWERED

1977 Morgan Plus 8 Rolls Royce Shell Grey/Red leather

1964 Morgan 4/4 Green body Black wings, Black leather Wire wheels, 33k miles // READY FOR RALLY OR EVENT

1963 Morgan Plus 4 Two seater roadster, BRG, Black leather // RESTORATION BY CHARLES ACKERMAN

1963 Morgan 4/4 BRG body Black wings, Black leather // JUST ARRIVED

1963 Morgan Plus 4 Connaught Green, cost no object restoration of a standard Plus 4, true Pebble Beach quality restoration // INSTANT FUN OR CONCOURS WINNER

1962 Morgan Plus 4 Four passenger, Red body/Black Wings // RESTORATION BY PHIL EISENBERG & RICHARD TUTTLE

1961 Morgan Plus 4 Four seater, Regency Red with SuperSport bonnet scoop, Black leather, roll bar, wire wheels // WELL MAINTAINED

1958 Morgan Plus 4 Bustleback Roadster, Dove Grey/Burgandy wings, Cream leather // INSTANT CONCOURS WINNER AND A JOY TO DRIVE

OTHER MARQUES:

1962 FIAT O.S.C.A. 1500s
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1960 Triumph TR3A 40 years in storage, mechanically restored, impressively original

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Patrick Nevis at Pacific Grove.



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Ginny Schaw

Here is a magazine collage that I completed as part of a series of 1920s posters. I thought it might be a fun addition to the Morgazette. I create my collages using pieces of cut or torn magazine photos, and no paint. This one features a 1922 Morgan. If you wish to see more of my art, please visit my website at www.ginnyschaw.com.

Morgan 1922 16x20 \$300 on website.





Everything old is new again

By Paul Lukes

I'm wide awake early in a British morning. Thanks to jet lag, I hear the jingle of milk bottles as the silent delivery van, called a milk float, worked its way along its route. Silent, because it's one of hundreds of electric carts delivering around 3percent of the UK's fresh milk directly to doorsteps by 5,000 milkmen and women.

Electric milk floats began replacing horse-drawn carts in the early 1900s.

The practice of using electric vehicles for commerce was also occurring in the United States at the same time.

In New York City, before World War I, ten electric vehicle companies banded together to form the New York Electric Vehicle Association, among them General Motors' truck division, and the General Vehicle division of General Electric, which claimed to have almost 2,000 operating vehicles in the metropolitan region.

Enter Morgan 100 years later.



At the 2016 Geneva auto show Morgan unveiled the EV3, an electric trike that created a flurry of interest, but the program has been canceled. Ronan Glon recently reported in Autoblog that the company hasn't given up on electrification and is now developing the technology in-house.

"We have two EV-trained technicians in our development team, which, without saying a great deal tells you a lot about our commitment to electric technology," Jonathan Wells, Morgan's lead designer, told Autoblog, in March 23, 2020.

"We're keeping an eye on the future, and we'll be ready for it when it arrives," Wells added.

On June 23, 2020, the PRNewswire announced that battery manufacturer Britishvolt appointed automotive scion Charles Morgan to both their Advisory Board and Board of Directors, as a non-executive Director. We will be standing by for further developments.

Meanwhile, those of us who are still driving around in Morgan + 4s with Triumph TR3 engines that sound like old farm tractors, are okay with that and can do without the quiet battery powered motors, especially if they were produced by Lucas.

Industry News

From Road and Track, Submitted by Brian Silvestro

Morgan is Sending off Production of the 3-Wheeler with this Rad Special Edition

The three-wheeler is a popular Morgan that is undergoing change. This article from Road and Track gives a bit of information on future plans for this unique vehicle. Here is a bit of the article and you will find more at:

<https://www.yahoo.com/autos/morgan-sending-off-production-3-171000084.html>

Photo credit: Morgan

From Road & Track

<https://www.roadandtrack.com/news/a34728295/morgan-3-wheeler-ending-production-special-edition/>



The Morgan 3-Wheeler is still one of the craziest vehicles you can buy for the road today. With a V-twin engine up front sending power through a Miata five-speed manual to a single wheel out back, it's not the most powerful thing on the road, but it's able to generate endless smiles. Morgan is beginning to wind down production of the current 3-Wheeler, and it's sending off the trike with this cool special edition.

Dubbed the P101, this special edition Morgan will mark the end of 3-Wheeler production in 2021, before a new three-wheeled model takes its place in the near future. There are a number of bespoke features, including a half-sized tonneau cover to shroud the

passenger seat, a set of ultra-cool "aero-disc" wheels, and a pair of low-mounted Hella headlamps, positioned to reduce turbulence around the suspension wishbones. There are also ceramic-coated exhaust pipes, additional louvers, exposed rivets, and a host of other neat touches.

Customers will be able to choose between four different graphics packs, including a belly tank-styled design, a motorsport-inspired look, and a "Dazzleship" black and white art pack, shown in the press images above. Just 33 examples will be built, and a "limited number" will be shipped to the U.S., according to Autoblog.

The current 3-Wheeler has been one of Morgan's most successful cars. Since its introduction in 2011, it's sold more than 2500 units—a whole lot for tiny, niche brand.

What we're most excited for is what Morgan has planned to replace the 3-Wheeler. The company hasn't released any details yet, so we'll have to wait a bit longer to find out.

When Pebble Beach Concours d'Elegance—deservedly—denied my car

Kyle Smith • 25 August 2020

This article is taken from Kyle Smith who entered his rusty van in the prestigious Concours d'Elegance in Pebble Beach. His van was of course denied entry into the competition, but this did not stop Kyle from trying to enter. Courtesy of Hagerty. For the complete article look at:

<https://www.hagerty.com/media/entertainment/when-pebble-beach-concours-delegance-deservedly-denied-my-car/>

Every opportunity I've had to visit high-end automotive events ends more or less the same way. Concours participants climb into sultry prewar feats of coachwork magic, or perhaps, effortlessly fast Italian cars with snarling V-12s. They drive off into the open road, bound for a heated garage and a microfiber rubdown. It takes me three-quarters of a mile to walk to the dirt parking lot where my beige Camry rental car awaits, with only the rear view mirror reflecting my now-Rosso-Corsa-colored forehead to greet me.

When the email came through in December of 2016 announcing that the application process was open for the Pebble Beach Concours d'Elegance, this was a clear opportunity to flip the script. Right? Longing to be part of the exclusive club that gets to drive across the picturesque 18th green on a particular Sunday morning in August, and perhaps suffering from a bit of optimistic delusion, I started writing an application for the only classic I owned at the time: a 1961 Chevrolet Greenbrier van.

Kyle Smith

Admittedly, the inspiration for this foolish stunt came

from Concours d'Lemons, an event organized by "Head Gasket" Alan Galbraith. Alan started the pseudo-concours event to poke fun at the exclusivity and general best-of-

the-best nature of Pebble Beach. The gathering features classes with kitschy names, which are more often than not self-deprecating. A class featured in the early days of the Concours d'Lemons was "Pebble Beach Rejects." A car could only be entered in this class if the owner could display a rejection letter from Pebble Beach. Despite attending many Lemons events, I'd never seen any vehicle actually enter this class. If the Greenbrier was the only entry, surely it was guaranteed to win.



Pebble Beach Denial, cont'd

Fortunately, this was not my first rodeo. Prior to Hagerty, I worked with a few smaller outfits that helped owners apply to top-tier concours events, Pebble Beach included. It's a whole lot more than checking the box on the printed out form and sending it back with a check for \$25 like many local shows. The check is left out completely, as Pebble Beach has no application fee. Typically, the event wants to know the car inside and out (even if the selection committee is already familiar with it), along with its history, who did the restoration (if it had one), and other events where the car has been featured. In the industry, that's known as provenance.

Yeah, this is Pebble Beach Concours d'Elegance material...
Kyle Smith

This is where I had to get creative. The van was rich in

patina, yet impoverished in provenance. It was a crusty surfer van that a friend found on the side of a California highway before I bought it and road tripped it to Michigan. However, if you spin a tale hard enough you can get an interesting thread from even the most boring and mundane of vehicles. It is certainly not unheard of for concours applicants to practice the delicate art of wordsmithing in order to paint their car in the best possible light.

My letter stuck to the facts, albeit presented carefully and for maximum effect. For example, the previous owner worked for a company which had an office in the Petersen Automotive Museum in Los Angeles, and therefore was able to tuck the broken down hulk in a corner of the basement Vault for some time while he was working on it. On display? Well, technically no. Some of the finest pieces of automotive history sat right along side it, though!

70 Years Morgan Plus 4

©2020 Hermen Pol • Morgan Historian

The year 2020 brings the Morgan Motor Company a number of milestones:

- The construction and delivery of a new guest centre, where the sales department, the car rental department, the conference centre, the guest restaurant, starting point for tours and the shop for regalia are housed;
- The replacement of the old ladder type chassis by the new platform;
- 70 years of the +4 type in all her varieties.

This article focuses on the last topic

The first Morgan four-wheeler was of course the 4/4, which used the 1267cc Standard Special engine after World War II. Standard was part of Standard-Triumph. The company's chief executive, Sir John Black, a personal friend of H.F.S. Morgan, announced his one-engine policy in the late 1940s, because he no longer wanted to use his production capacity for various engines that were delivered in small numbers to different customers.

A 2088cc four-cylinder engine was planned for the Standard Vanguard. This just exceeded the 2-litre limit, which was critical for participation in various forms of competition. H.F.S. Morgan thought this engine was too big and instructed his son Peter to find an engine that would fit in a Morgan and stay below the 2-litre capacity.

Unfortunately, such an engine proved to be untraceable, so the Morgan Motor Company chose to continue the collaboration with Standard-Triumph. However, this larger engine did not fit into the 4/4

chassis, so the traditional ladder type chassis underwent some modifications. This made it two inches (five centimetres) longer and wider.

In order to indicate the distinction between the different models and to accentuate the transition to the larger engine, the new type was given the designation Plus 4. The first car of the new type was a Drophead Coupé, which was used by Peter Morgan as a daily car. This car, with license plate JNP 239, also appeared in various road tests in magazines. The same was the case with the first Plus 4 two-seater, HUY 982, the daily car of factory director Jim Goodall. Both cars formed, together with, the Plus 4 four-seater of Dr. W.D. Steel from Worcester (JWP 537) the factory team that was successful in various rallies and trials, entirely in style with the Morgan tradition. All three of these cars still exist today. JNP 239 and HUY 982 reside in New Zealand.

However, the flat grille was soon perceived as old-fashioned. Sales declined as time went on. As a solution, the "interim grille" was introduced. That was a half curved grille, with a half moon shaped top, to which the Morgan wings were attached, while the headlights were integrated into the wings, using straight tubes. This was an extremely hideous combination, which after a few months was already a thing of the past! At about the same time, the Triumph TR2 engine became available to Morgan.

This was gratefully used, because with a capacity of 1991cc it fell exactly in the 2-litre class. In terms of production, the Plus 4 with TR2 engine was initially only



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made available for the export market, while the Home Market (i.e. the United Kingdom) continued with the Standard Vanguard engines. The "interim model" gave way to the model with the very high grille and short cowl (now also known as waterfall grille) and double spare wheels for both the Drophead Coupé and two-seater. The four-seater models have had only a single spare wheel from the very beginning.

As there was a shortage of steel in the 1950s, export sales were given priority, while a number of Morgans were delivered in "chassis only" form to different coach builders. This resulted in different body shapes, such as the well-known 4 Saloon.

The USA became the main market for the Plus 4 besides the UK, with both the agents on the east coast (Fergus Motors in New York) and west coast (Angell Motors, Pasadena/ Cavalier Motors/Worldwide Imports/ LewSpencer Imports). A large number of the cars sold new there and then still survive.

Both the bodywork and the engines of the Plus 4 were developed in various phases. The Triumph TR2 engine gave way to that of the TR3/TR3A and finally in 1959 the curved back disappeared. The well-known straight-sloping back with a single spare wheel, was already available on the 4/4 Series 2, two-seater models.

Meanwhile, the tradition of competitive success continued. They were helped by a new star on the front, Chris Lawrence. He scored competition successes with a 1956 Plus 4, registered TOK 258, which he acquired second-hand in 1958. In this car, he won the 1959 Freddie Dixon Trophy, scoring 21 wins out of 22 races he entered. You can compare this achievement to the championship in a sports division.

Chris Lawrence made the most of TOK 258 and teamed up with Morgan in 1961. This resulted in the famous Plus 4 Super Sports, winning the two-litre class in the 24-hour Le Mans in 1962. This model, with tuned engine and double Weber carburettors is now highly sought after. More copies have been made than originals were built.

An important model in Morgan history, not because of its beauty, speed, or popularity, but mainly because of the scare effect that the car created, was the Plus 4 Plus. This was Morgan's very first production sports car with a closed roof. It was introduced at the Earl's Court Motor Show in 1963, but was not really received with cheers.

The traditional Morgan enthusiasts did not like the fact that such a model would serve as the basis for the future of their favourite brand, so sales of the traditional Morgans increased again! Nowadays, though the Plus

70 Years Morgan +4

Four Plus is highly sought after and valuable.

Meanwhile, the engine under the hood had advanced to the 2138cc Triumph TR4/4A. Those engines remained available until 1968. By then the Triumph TR4 had been replaced by the 6-cylinder Triumph TR5. However, a 6-cylinder in-line engine would not fit under the hood of a Morgan. As a result the days of the Plus 4 were numbered. Production trickled through with some cars until 1969. The last three copies were all Drophead Coupés, the construction of this model was always postponed as long as possible by Morgan employees! The last Drophead Coupé went to Australia and still remains there.

The Plus 8 followed the Plus 4 model for the time being and it remained quiet around the Plus 4 until the 80s.

Strangely enough, there were problems surrounding the continuation of the production of the 4/4 that led to the arrival of the next Plus 4! In 1982, engine supplier Ford announced that it would go "transverse", i.e. with the engine across the gearbox, rather than in one line.

Morgan then had to look again for a new engine supplier and ended up at Fiat! That was unheard of then, Morgan with a foreign engine!

However, two engines soon became available for Morgan: a four-cylinder 1.6-litre and a four-cylinder 2-litre. Since the latter provided more power, it was referred to as Plus 4.

Legally, however, that type did not exist because no type-approval had been granted for the two-litre engine. On the official documentation papers the car was referred to as 4/4 2-litre!

The Morgans with Fiat engines, however, had a short life. The reason for this was that a senior Ford official had ordered a 4/4 (at that time the delivery time was expressed in years, especially in England) and did not want to get an engine from the competitor under the hood!

It turned out to take only a small adjustment to make the Ford engines suitable for Morgan. In the end, only a few dozen of the Morgans with Fiat engines were built.

It was not until 1989 before the next version of the Plus Four appeared on stage. Now Rover was the supplier of the 4-cylinder two-litre engine. This was given the type designation M16. The first car of this type that went to the Netherlands was destined for Gerard de Gier. This was exhibited at the RAI of 1989.

The Rover M16 engine was succeeded by the T16.

The last engine remained in use until 1998. After that it again remained quiet round the Plus 4.

In 2005, Morgan announced "the Return of the Classic". A long-time engine supplier came to Morgan's aid again, as Ford made the Duratec 1999cc engine available.

This new Plus 4 delivered the same performance as previous Plus 8s, but with more economic consumption. This was a nice proposition, it proved to be a commercial success as well, as sales were nicely divided between 4/4, Plus 4 and Roadster in those years. The sales numbers of the Aero 8 variants were at a slightly lower level.

In honour of the 60th anniversary of the Plus 4, Morgan launched the Morgan Plus 4 Super Sports. This was available in 2011 and was easy to spot. There were only six different colours available. All had in common that they had a scoop in the left hand bonnet, a yellow line around the cowl and yellow tow eyes.

They were inspired by the '60s Plus 4 Super Sports, all had a hard top, a race prepared engine and very nice extras. Only 60 copies of this Plus 4 Super Sports were made.

In 2015, the Duratec engine was replaced by the 1999cc Ford GDI engine, coupled with a Mazda Miata 5 gearbox. That was the first Japanese-made gearbox in a Morgan!

The last two models of the traditional Plus 4 also got a special touch:

- The Plus 4-ARP 4 marked the 65 year anniversary was a silver grey, Ford Cosworth engine equipped two-seater. AR in this case stands for Aero Racing, the division of Morgan that was responsible for the production of special Morgans. Only 50 copies of this Plus 4 with 228hp engine were produced;

- The Plus 4 110 Works Edition was made for 110 anniversary of the factory. Again produced by AR Motorsports, this Plus 4 was slightly more subtle to distinguish from other Plus 4s. The most striking indication on the outside was the small silver badge "Works Edition 110", with the right side of the Union Jack.

In 2020, after 70 eventful years, the end story was for the traditional Plus 4 on the ladder type chassis. The last car was built during the Corona crisis and was intended for the famous Morgan racer and collector Keith Ahlers.

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Morgan Historian

New Morgan Plus 4 Super Sports Badge



***Celebrating the 60th Anniversary of the
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The Night Before Concours

apologies to Clement C. Moore

'Twas the night before Concours, when all through the house,
No mechanic was stirring, not even my spouse;
The shop rags were hung by the tool bench with care,
In hopes that our new Mog soon would be there;
The children were nestled all snug in their beds,
While visions of a 4-Pass danced in their heads;
And Mamma in her kerchief, and I in my cap,
Had just parked ourselves for a long winter's nap,
When out in the street there arose such valve clatter,
I sprang from my bed to see what was the matter.
Away to the window I flew like a flash,
Hoping to catch just a glimpse of the dash.
The moon on the bonnet of factory-new paint
Gave the luster of midday even though it was late,
I'd ordered a Plus Eight, of this I'm quite sure,
But there was no doubt that it was a Plus Four.
Then I saw the chap driving, so stately and neat,
I knew in a moment it must be Sir Pete.
He was dressed Oh, so English, from his head to his toe,
Quite dashing and handsome, a man on the go;
A mountain of papers tucked under his arm,
He'd obviously made it through Customs on charm.
I rushed out to greet him and ask him inside,
And I lusted to take the new Mog for a ride;
I sat patient for years for this glorious date,
Others before me had died in the wait.
He shuffled his forms, he was checking the list,
As though he were looking for something he'd missed;
He spoke with concern as his head gave a shake,
"I'm afraid that there's been a most dreadful mistake.
Plus Eight, not Plus Four, what a difficult spot!
You must have what you ordered, but this that is not."
Before I could speak he was back in the seat,
Preparing to drive my Mog down the street.
"I must get this car back to the factory, my friend,
You've my gentleman's word on which to depend:
In spite of this problem, you'll get your Plus Eight.
Don't worry, we'll hurry, just nine more years to wait!"



Morgan Staines

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Reprinted in the FORMAT

Morgan read this at the annual Christmas Party,
and we received several requests for a reprint!!!

Received permission to reprint in the
Morgazette from Morgan Staines 12/2020



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3 Wheeler

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Plus4



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