



The Blurb



At Last We Can Meet Again!
(If fully vaccinated.)

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Prez Sez



Glen Donaldson

Apologies for the delay in getting the Blurb out to you as we had hoped for the end of September and whoosh now it is the start of November. Life seems to be getting busier these days and as we come out of some of the CV-19 restrictions it is a shock as we have adjusted to the slower pace of life. Please remember that in order to attend any Morgan Sports Car Club of Canada meeting or event that you must provide proof of double vaccination.

Pub lunches at The Queen’s Head in Burlington are back – so please come out and support the club and

the pub at Noon on the first Sunday of the month. Not December 5th as that is the AGM/Christmas Party this year. It has been 25 years since Fred & Lynne K. and I think Steve & Jenny started meeting at the Queen’s Head. I wonder if that is a record for car club meeting spots – and was the Santa Fe wrap on the menu back then too? Seriously we would love to see more members come to the Pub – we have the billiard room so lots of space to spread out and all patrons must show proof of vaccination to get into the Pub – plus we need to have good attendance to keep getting the private room. Even in the depths of winter we will meet and if it is a nice sunny Sunday why not pop over to La Salle Park and visit the Trumpeter Swans as they winter in the harbor.

And yes, the AGM and Christmas Party are back this year – Sunday December 5th is the date, and we will cover all the CV-19 rules and will have an outdoor space available if we pass the indoor meeting limits. Please watch the December Blurb Lyte for full details. Also, we need your ideas and input as to what events or activities you would like to see the club do in 2022. Feel free to email or call any of us on the current executive with your ideas. Any one fancy becoming involved in the running of our soon to be 55-year-old club?

The Toy Drive was held on a wet Sunday October 3rd and despite the weather I believe they still had a good response – it was wet when I passed through about 9:30am – but Phil and Wendy and Ray and Liz and the other volunteers were making the best of it and collecting toys and cash for the Georgetown Salvation Army. October 17th was another

damp start to the day, but the sun did come out as did many British cars to the Rockton flea market. Bryan Tripp and I manned a table and flew the Club banner – as Bryan raised funds for Princess Margaret cancer research selling some of his late uncle’s Morgan collection. I talked to Morgan owners or wanna bees and of course the same few who have a Morgan but are too busy (and too cheap) to spend \$35 to join the Club. (Rant warning – what does \$35 buy you these days? I just poured \$100 into the Acura’s gas tank and that will last me a week of commuting).

Last Sunday I took the Plus 8 to a Hagerty Cars & Coffee held the last Sunday of the month at their Garage and Social club. Hagerty bought out the former Paddock Club in Burlington and now are using this as the first Garage & Social in Canada – as they have 4 locations in the USA. Might be fun to see how it goes once the spring driving season returns. The Plus 8 was joined by a few Minis a TR6 and an XJ6 Coupe along with a wide variety of cars ranging from exotics to a Dodge Dart. Good coffee and an excuse to go for a drive.

Dave is including a link to a celebration of Life that was done after Desi Benet passed away in 2019 – sorry we missed the information at the time. We did see Bill and the +4 at British Car Day in 2019 and maybe 2022 we will have a chance to see Bill and the +4 again. The late Linda Guthrie’s black +4 was sold to the previous owner and is now in the Wasaga beach area. Linda use to live above Orangeville and had moved up to Collingwood in 2017 and sadly passed away in 2020. A friend that Gabby knows through Air Canada knew Linda and the connection of Morgan got the two of them talking at a recent training session. I remember Linda and her sister always having a laugh and enjoying taking the +4 out to events. Her sister use to live behind Malcolm & Brenda’s place in Palgrave – small world this we live in. Maybe we can track down the old / new owner and recruit them into the club?

British Car Council mileage awards – again are available if you have done 1,000 miles or 1,600 klm in your British car or cars this season. Not modern daily driver cars as they must be at least 15 years old. Please see the link below as we only had 3 club members take part last year.

http://www.britishcouncil.ca/wp-content/uploads/2021/06/BCCI_LDA_Form.pdf

Sadly, it is that time of year when we wash and wax and pack the Morgan away – ours are both tucked in for the winter and thoughts of winter projects bounce through my head. First job though is to sort out the storage room and of course get the Club plans set for 2022.....

Central Canada Morgan Events

Dec. 5, 2021

AGM at Glen & Gabby’s

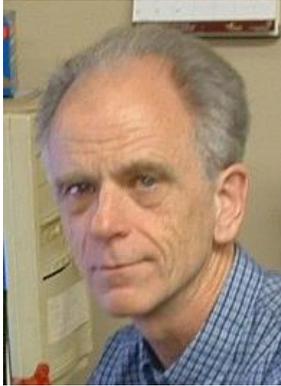
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Pub lunch first Sunday of the month at The Queen’s Head in Burlington

**Check for updates and other events of interest and maps to the events on our web site at:
<http://morgansportscarclubofcanada.com/events.php>**



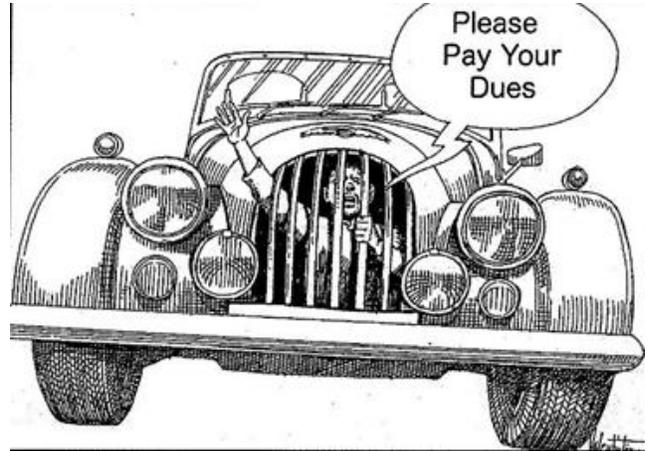
Editor's Message



Dave Farmer

In this issue we welcome some new members and have a link to view the celebration of life of a long time member, Desi Benet. I don't know how I missed the email that Bill sent with the link to the club's gmail account two years ago, but better late than never. Due to the relaxing of Covid restrictions we have some social gathering reports. Glen D. supplied an article comparing the two Morgans he and Gabby own. Bryan has some of his uncle's Morgan memorabilia for sale to

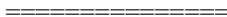
raise donations for the Princess Margaret Cancer Centre. (Some items in his list went at the November meeting. Ed.) Dan B. has some more on his Morgan lighting upgrade and he dug up a copy of H. F. S. Morgan's first patent.



Letters to the Editor

Great issue, Dave... Nice to see the group back on the road and progress in limiting the destruction of this COVID beast. My hello to all!

Vern



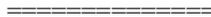
Re: MSCCC Blurb, Spring 2021
good friday am Dave

sorry for delayed response. I have been having problems with the IT world. I fear I have lost a chunk of overseas correspondence from my machine!
regrettably I heard no more from any source about +4 overdrive. I fear Alan might no longer be with us.
Morgan matters here are gradually getting going again, alt-

though I would hesitate to say "back to normal".
I hope all is/are well with you and yours.

best wishes and thank you for all the hard work which goes into maintaining the Blurb.

john



Peter Morgan was inducted into the British Sports Car Hall of Fame this weekend!
<https://classicmotorsports.com/news/ken-miles-john-cooper-sir-jackie-stewart-and-more-inducted-british-sports-car-hall-fame/>

Jacques Gallien sent me this Photoshop.





New Members

Thanks for the warm welcome. My name is Glenn Hedrich. I live in Kitchener Ontario. I'm currently 68 years old, and have restored and owned Healey 3000s MGBs, TR3s, and an MG, which I restored myself in 1980. I have always wanted a Morgan, and just purchased a 1962 Plus 4. I'm importing it from the USA. It should arrive in the next week or so. I have never owned a Morgan and realize they are unique vehicles. I'm hoping I can get assistance with the technical and parts issues that will surely surface putting it back on the road after being stored in a barn for 30 years or so!
Cheers. Glenn

David McCrossan and Jacqueline Van Es have just bought a 1969 Plus 8 which they drove to the November pub lunch.





I am pleased to announce that the video of Desi's May 23, 2019 Celebration of Life is now available. The actual Celebration Service is just under one hour and thirty minutes but can be watched in segments. The Program is not included with the video, so here are the speakers in the order of their appearance:

- Mike Walker, our friend from BHH provides the Welcome and introduces BHH
- Bruce Lada, Desi's brother speaks next
- Annabelle Tescione, our friend from the Morgan & MG Car Clubs
- Theresa Bertolone, Desi's friend and colleague from Desi's Union, the Federation of Social Workers.
- Gary Mervis, the Founder of Camp Good Days and Special Times for kids with cancer
- Dominique Lepoutre, Desi's friend from Rochester Institute of Technology speaks on behalf of herself and her husband, Marshall Smith.
- Sheila Williams, Desi's friend from the Social Economy Working Group talks about Desi's engagement in community development efforts.
- Helen Flynn, Desi's friend from Toronto speaks about our time in Toronto
- I am the closing speaker
- Phil Marshall, Desi's friend from BHH is the musician.

Below is the link to the Video site. Please feel free to share this link with any of Desi's friends:

<https://mediazilla.com/tptz9z1k8>

Included at the video site is a separate link to the Slide Show that was playing on the big screen during the service. The Slide Show lasts about 14 minutes. An audio track has been added that includes the artist recordings of the songs played at the service.

Warm Regards,

Bill



Morgan Car Day 2021

Many thanks to Martin & Donna for hosting Morgan Car Day on September 19th (our Morgan club version of British Car Day) and thanks to Steve & Jenny for all the work they did with helping set up and clean up for the day. The weather was perfect, and I am pretty sure we can say a great time was had by all who attended.

I was thrilled as I burbled into the meeting spot in Acton and saw a line up of 8 Morgans and an MGB all eagerly awaiting the 1 hour spirited scenic drive to Mono. The owner of Coyote Carts had even opened his showroom and washrooms for our use and was more than happy to have us line up on his forecourt. Off we went and after some twisty scenic roads we rolled into Martin and Donna's and arranged the Morgans out back by the trees, the pool and patio. In total we had 18 Morgans attend and that included the two in the shop that we 'hope' to see out next spring.

Lunch was fantastic with grilled chicken and brisket along with a variety of salads and desserts that members had brought along as we tried to get back to the good old days of Morgan club events. After lunch there was much anticipation as we waited for the results from the people's choice voting on the Morgans. We had asked people to vote for their favorite Morgan in one of three classes to keep the Morgan Car Day theme going.

Morgan 4/4 1st place was Hendrik & Anya, 2nd place was Ray & Mary, 3rd place was John Collins – and John also was likely the long-distance drive guy. Morgan +4 1st place was Richard & Allison, 2nd place was John & Tara in red/black and 3rd place was Ken McLean – how does Ken keep the +4 so dust free? The Plus 8 1st place was Martin & Donna, 2nd was Keith & Cynthia and 3rd was Norm Henrycks on his test drive with the new clutch – good to change every 52 years or so. The winners will receive a Morgan t-shirt with their car embroidered on the front – apologies for the delay in the shirt delivery but we had to get sizing and colors sorted and well I never did hear back from two winners so I hope they like pink shirts.





MORGAN SPORTS CAR CLUB OF CANADA





Everyone had a great time sitting and relaxing in the back yard and getting caught up with friends and late in the afternoon we began to say our farewells and head home with thoughts of a light dinner in our heads. The last to leave did get to see Ken & Judy Whiteman's former +4 return to Ontario as Phil H. from Oshawa had purchased the +4 from BC and it was delivered via transport truck for Martin and Steve to check over and get ready for the road. A wonderful way to spend an afternoon and I think I will need to up my packed lunch next year when British Car Day returns to Bronte.
Glen



Rockton Flea Market

Mike McGraw passed on a picture of the Varey's +4. And Bryan brought the DHC.





Back to the Queen's Head

With a lifting of Covid restrictions we were able to resume pub lunch meetings at the Queen's Head. I think we had a baker's dozen get together on October 3rd, but there was only one lonely Morgan.





MORGAN SPORTS CAR CLUB OF CANADA



On November 7th 23 of us filled the billiard room and seven Morgans were scattered in the nearby parking lots. Bryan Tripp brought some of his uncle's Morgan memorabilia.





MORGAN SPORTS CAR CLUB OF CANADA







Two Different Flavors of Morgan



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 4-seater is royal ivory with tan interior and is powered by the Ford 1600 cc CVH overhead cam 4 cylinder that Morgan were able to turn sideways so that it could be hooked up to a Capri 5-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 4-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 ride – 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 4-barrel carburetor having swapped out the 4 big weber downdraft 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 5 gears. Keeping the +8 cool was greatly improved when we installed a Mulberry aluminum radiator and larger electric fan – the +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 +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 +8 is lighter in steering than the 4/4 which has the sought after gemmer steering box. Maybe the higher tire pressure in the +8 at 21 psi versus the 4/4's 18 psi add a little to steering effort. At some point in the +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 +8 came with a brand new quaife limited slip differential as the stock differentials were prone to wear under hard driving. The +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 +8 is 60" wide at the front wings whereas the 4/4 is 56" wide. The +8 bonnet is 50" long and the 4/4 is 47". The front wings and the width of the tire space is actually the same on both cars at 9", however the +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 3 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 4 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 +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 +8. The 4/4’s seat is 14” off the ground whereas the +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 +8 is 8 ¾”. And the frame is 6 ½” above the ground on the 4/4 and 6” on the +8. Interior-wise the 4/4 is narrower being 43 ¾” wide at the seat backs and the +8 is 45” wide. This also means the +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 +8. In the 4/4 you can put your hand down and onto the gear shift whereas in the +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 +8 ‘s door is 29” long. Door height also varies and the 4/4’s door is 12 ¼” tall – measured in front of the ‘optional exterior door handle’ and the +8’s door is 10 ½” 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 +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 +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 +8 wings are 6” wide. The 4/4 wears 155/65 15” radials and +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 +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?



Glenn



Charity Sale For the

Princess Margaret Cancer Centre UHN

In memoriam of Brian and Linda Rumohr

- All funds raised will go directly to Princess Margaret Cancer Centre.
- Donations for Items \$15 or greater and made directly on their website are eligible for a tax receipt from the Hospital.
- Donations accepted by credit card directly on the dedicated Princess Margaret Donation Web Page, or by Cash.
Donations to be arranged through Bryan Tripp. bryan_tripp@hotmail.com



**Morgan Regalia – Charity Drive for Princess
Margarette Cancer Centre.** Minimum
suggested donations listed below.

Please contact Bryan_tripp@hotmail.com to
donate.



Morgan Pewter Luggage Tags – Donate \$10 ea



Morgan Soap!? Why not? - Donate - \$15



Morgan Pewter desktop note/letter holder
(small) – Donate \$5



MORGAN SPORTS CAR CLUB OF CANADA



Framed Morgan Three-Wheeler Picture (small)
– Donate \$10



Western Models Dicast Morgan 1:43 scale 1951 Plus 4 flat rad four-seater **RARE**, new in box – Donate \$40



Assorted Patches – Donate \$15 for all 3



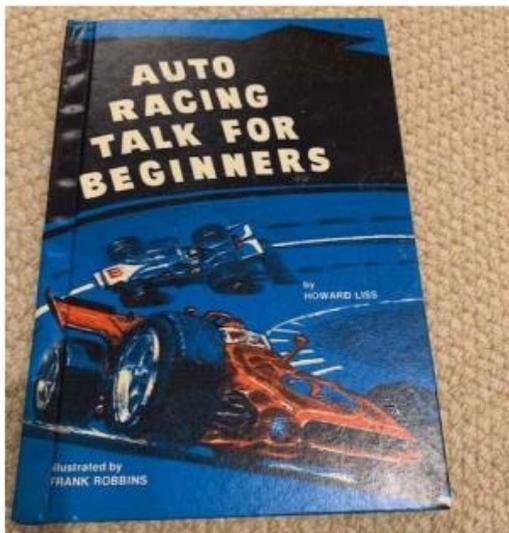
Pewter Letter opener (Donate \$10) and fridge Magnets (donate \$5 ea)



1923 Morgan 3 Wheeler Model – new in box – Donate \$40



Pewter Small collection box – aged condition – Donate \$10



'Pillow talk' Book for all racers – Donate \$5



MOG DC picture of assorted club badges –
Donate \$10



MOG 25 Silver Jubilee Commemorative License Plate - Donate \$10



MOG DC – Washington 25th national meet commemorative plate - Donate \$25



Morgan Sign (Blasphemous) – Donate \$10



Plus 8 Morgan marketing materials including 1983 Morgan price list from CMC Enterprises – Donate \$20



Assorted Morgan Mugs – Donate \$10 Each



1/16 Scale Motorized Plus 8 model kit by LS, from Japan, nice complete kit in box with all items in sealed plastic. **RARE** – Donate \$100

Dan's Lighting Upgrade Update

In a recent issue of The Blurb, I wrote a brief article on replacing old cartridge style fuse blocks with modern blade-type fuse blocks. Martin & Steve Beer were too polite to tell me that my work product resembled a rat's nest, but they converted what I had done into something that looks like it could have come from the factory. Here's a shot of the final product. The headlamp relays are at the bottom of the photo. Needless to say, it works perfectly.



After Martin and Steve Beer fixed my Mog's lighting system, I decided it was time to upgrade the wing, turn signal and brake lamp bulbs to LEDs, wrongly thinking that this would be within my ability. What I found was the following. All the bulbs are bayonet types, but they are of three different types. The wing lamps use miniature bayonet bulbs, BA9. The turn signal lamps use larger bayonet bulbs, 1156, with a single contact at the base. The brake lamps use the same larger size bayonet bulbs, 1157 but with double contacts at the base. All lamps I purchased are made by Luyed, and are extremely bright, 6000 K colour temperature. They are far brighter than the tungsten bulbs they replace as evidenced by my exposure meter.

All was well until I turned on the turn signals, only to find that the lamps started flashing extremely rapidly (hyper-flashing). A quick study of the Internet revealed that this occurs when using a flasher made for tungsten bulbs. The fix is to replace the flasher with one intended for LEDs, or to attach large wattage (50 watts typically) resistors to each turn signal wire, to trick the flasher into thinking that its working with a tungsten load.

The flasher on my Mog is made by Bosch and has four terminals. I was advised that Bosch does not make four terminal flashers for LEDs, so I hunted on Amazon until I found one, made by Novita, model EP26. I then did



what some of you dear readers would have done before I did, why not remove the flasher before ordering a new one? When I did, I found that one of the terminals was bent at 90° (on purpose) to fit the flasher holder. So, I ordered a three-terminal flasher just in case. I inserted the three-terminal flasher in the holder and it didn't work at all. So, I took the Novita flasher four terminal flasher and bent the pin 90° and voila, it works perfectly. So, all is well, for now.

Brake lights;

https://www.amazon.ca/gp/product/B01B17ZXTI/ref=ppx_yo_dt_b_asin_title_o05_s00?ie=UTF8&psc=1

Wing lights;

https://www.amazon.ca/gp/product/B01DNMX832/ref=ppx_yo_dt_b_asin_title_o05_s01?ie=UTF8&psc=1

Turn signals;

https://www.amazon.ca/gp/product/B0173805LU/ref=ppx_yo_dt_b_asin_title_o01_s00?ie=UTF8&psc=1

Dan

Dan's article gave me the incentive to do the same for my '59 +4. He also kindly gave me his two extra turn signal bulbs. My car uses a three pronged flasher that has a bracket to bolt it to the front of the tool tray. It took scrolling through over twenty pages of search on Amazon to find someone selling just one LED flasher like that and I'm still waiting for it to arrive. As the picture shows the LED on the left is vastly more visible in daylight than the incandescent one on the right.

Dave



N^o 20,986

A.D. 1910

Date of Application, 8th Sept., 1910

Complete Specification Left, 10th Apr., 1911—Accepted, 17th Aug., 1911

PROVISIONAL SPECIFICATION.

**Improvements in the Design and Construction of Tri-cars or other
Light Automobile Vehicles.**

I, HENRY FREDERICK STANLEY MORGAN, of Worcester Road, Malvern, in the County of Worcester, Automobile Engineer, do hereby declare the nature of this invention to be as follows:—

5 This invention relates to light automobile vehicles, and consists of certain improvements in the design and construction of the same with a view to simplicity of manufacture and safety and comfort in handling.

I propose to mount the engine at the front of the body of the car, so that, excepting for the rims of the two front wheels, it is the foremost part of the complete vehicle. The driving power is transmitted through a longitudinal
10 shaft to a countershaft connected thereto by bevel gearing and thence to the rear driving axle by chain and sprocket mechanism.

For speed variation, an alternative set of chain and sprockets of a different ratio is employed, together with a double-faced clutch for enabling one or other of the chains to be used at will. The chain-stays, projecting horizontally in a
15 rearward direction, are hinged at their inner ends so as to allow their outer ends, which contain the driving wheel bearings, to swing up and down, the movement being kept under control by a pair of laminated or other springs, which may be conveniently bolted to the top of the bevel-gear box and be connected to the chain stays by shackles or the like.

20 The frame of the car comprises a central tube extending longitudinally from the gear box to the fore part nearly as far as the engine clutch, and itself contains the main driving shaft, for which purpose it is provided at its ends with suitable bearings, and the shaft becomes coupled to the clutch of the engine in any well known manner as soon as the latter is introduced into its position. The
25 forward end of the central tube carries a 4-way hollow boss on it for receiving an X-shaped arrangement of short members the tips of which correspond with the four angles of a rectangle, the two lower members supporting the fore ends (but not quite at the extremities) of a pair of longitudinal stay rods which are fastened underneath the gear box at their rear ends, and project
30 sufficiently forwardly in front to receive the two lower of the bolts by which the engine plate or cradle is secured to the same. These two stay rods are also well adapted to carry the floor of the body of the vehicle, and they may be braced with cross stays if desired. I also provide a pair of inclined struts leading forwardly and upwardly from lugs on
35 the stay rods till they meet the two upper members of the X-shaped arrangement where they are supported and are continued in a horizontal forward direction parallel with the projecting ends of the stay rods, receiving at their extremities the two upper of the bolts by which the engine plate or cradle is secured. The

[Price 8d.]





2

N^o 20,986.—A.D. 1910.

Morgan's Improvements in the Design and Construction of Tri-cars, &c.

two inclined struts afford a convenient support for the sloping footboard of the body of the vehicle.

At a convenient distance to the front of the X-shaped arrangement and immediately behind the engine, the four rods carrying the latter are fitted with lugs which support the two parallel cross bars forming with two vertical end bars a rigid rectangular frame. The axles of the front wheels are each fastened to a sleeve adapted to slide up and down the vertical end bar, and resiliency is gained by supplying said bars with springs both above and below the sleeves.

The engine is conveniently of the double-cylinder or V type, though this is immaterial to my invention. The fuel tank may stand upon the frame in front of the board, and the seat may be situated over the gear-box. This being forward of the driving wheel or wheels will allow of luggage being carried on a platform above the latter, or between two driving wheels, if two are used. I propose to use two driving wheels, connected by usual balance gear, one only being really driven direct, for a two-seated vehicle, but one driving wheel will no doubt suffice for a single-seated car, known as a tricar.

Dated this 7th day of September, 1910.

STANLEY, POPPLEWELL & Co.,
Agents for the Applicant.

COMPLETE SPECIFICATION.

Improvements in the Design and Construction of Tri-cars or other Light Automobile Vehicles.

I, HENRY FREDERICK STANLEY MORGAN, of Worcester Road, Malvern, in the County of Worcester, Automobile Engineer, do hereby declare the nature of this invention, and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

This invention relates to light automobile vehicles, and consists of certain improvements in the design and construction of the same with a view to simplicity of manufacture and safety and comfort in handling.

The frame which forms an important feature of my invention comprises a main longitudinal member joined at its backward end to the gear box and at its forward end to transversely extending members, each of which carries other forwardly extending members upon which the engine is hung and from which the front (steering) wheels are supported by suitable means, radius rods or forks hinged to the rear of the gear box and carrying at their backward ends the rear wheel or wheels and laminated or other suitable springs fastened directly or indirectly to the driving gear box and also to the said forks or rods for the purpose of controlling the movement of the latter. The use of a main longitudinal member to which the rear wheel is attached by hinged radius rods, whose movement is spring controlled, has already been proposed; but in my invention the rear wheel and longitudinal member are connected to the gear box, which forms the main rear transverse member. Briefly therefore, according to my invention there is a frame member, branched at the front, to receive the engine and to provide facilities for springing the front wheels, and fastened at the rear to the gear box, whilst there is also a simple and yet efficient arrangement of springing the back wheel, from said gear box; the whole construction so formed is extremely simple to build up, and is both cheap and strong.

To receive the floor of the vehicle, and at the same time to increase the strength of the frame two other longitudinal members of smaller diameter than

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the main one, may also be added; the three members thus provided being secured to the transversely extending member at the front and being arranged in triangulated form. I am aware, however, that a triangulated arrangement is not new for light automobile vehicles.

5 A three-wheeled vehicle constructed according to my invention is illustrated in the accompanying drawings wherein.

Fig. 1 is a side view of the vehicle, parts being shown in section.

Fig. 2 is a plan chiefly of the tubular framework.

Fig. 3 a front view with parts omitted and

10 Fig. 4 a view of a detail.

Referring now to the drawings, the frame of the car comprises a central tube 1 extending longitudinally from the gear box 2 to the fore part nearly as far as the engine clutch 3, and itself contains the main driving shaft 4, which is supported in suitable bearings in the clutch 3 and gear box 2, and the shaft becomes coupled to the clutch of the engine in any well known manner as soon as the latter is introduced into its position. The forward end of the central tube carries a 4-way hollow boss 5 on it for receiving an X-shaped arrangement of short members 6, 6, 7, 7 the tips of which correspond with the four angles of a rectangle, the two lower members 7, 7, supporting the fore ends (but not quite at the extremities) of a pair of longitudinal stay rods 8, 8 which are fastened underneath the gear box at 9, and project sufficiently forwardly in front to form two of the four supports for carrying the engine 10 which is of any standard air-cooled type and either single, twin or multi-cylindered. I also provide a pair of inclined struts 11, 11 leading forwardly and upwardly from lugs 12 on the stay rods till they meet the two upper members 6, 6 of the X-shaped arrangement where they are supported and are continued in a horizontal forward direction parallel with the projecting ends of the stay rods, 8, 8 and forming the other two of the supports for carrying the engine 10.

At a convenient distance to the front of the X-shaped arrangement, the four rods 8, 8, 11, 11 are fitted with lugs 13 which support the two parallel cross bars 14, 14 forming with two vertical end bars 15, 15 a rigid rectangular frame. 15^a is a tie-bar to further strengthen this frame. The axles 16, 16 (Fig. 3) of the front wheels 17, 17 are each fastened to a sleeve 18 adapted to slide up and down a vertical guide tube 19 surrounding the bar 15; the movement is controlled by springs 20. 21 are dust covers and 22 is a lubricator for lubricating the tube 19.

The engine is preferably mounted on the frame by means of four plates 23, bolted to the crank case two at the rear and two at the front; these have holes in them by which they can be slipped on to the tubes 8, 8, 11, 11. In practice the plates would first be attached to the crank case; then distance pieces 24 adapted to slip on to the tubes aforementioned, would be held in their proper positions between the front and back plates, and the whole then slipped on to the tubes and bolted in position, the nuts 25 on the ends of bolts 26 screwed into the tubes, binding the rear plates against the lugs 13. The one or more silencers 27 are slid on to the front ends of the tubes 8, 8, and discharge the exhaust gases into said tubes; the gases after passing through the tubes emerge at the rear of the vehicle at 28.

The two lowermost of the nuts 25 as shown, bear against the silencers which themselves abut against the plates 23 (see Fig. 1).

50 The drive is transmitted from the main shaft 4 to a counter shaft 29 (Fig. 4) by bevel wheels contained in the gear box 2; and thence through a two speed gear hereinafter described to the rear wheel 30. The latter is carried by a radius fork 31 hinged to the rear of the gear-box at 32, and is sprung by means of laminated springs 33 secured at one end to angle iron cross pieces 34 which are supported by the gear box 2, and at the other to shackles 35 attached to the fork 31.

The two-speed gear (Fig. 4) consists of a double chain drive 36, 37 from gear

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wheels 38, 39 loosely mounted on the counter shaft to other gear wheels 40, 41 on the hub 42 of the rear wheel. The speed gear is controlled by means of slidable dogs 43 mounted on square portions of the counter shaft and connected together laterally by a rod 44, sliding through a bracket attached to the gear box. The rod 44 is connected to a ball headed arm 45 which can be slid towards or away from the car, and so cause either one or the other of the dogs 43 to engage with its corresponding dog 46 attached to the adjacent gear wheel 38 or 39. A free engine can be obtained when the position of the arm 45 is such that neither of the dogs 43 is in engagement with its corresponding dog. The machine is started by a handle adapted to rotate the countershaft.

The steering is done by a tiller 46 which turns the front wheels in the usual manner. The band brake 47 is actuated by a ball headed lever 48.

The body of the vehicle is supported by the tubes, the bottom 49 resting on the tubes 8, 8, and the footboard 50 and shelf 51 on the tubes 11, 11. The tank rests on ledges 52 projecting from the side pieces 53, of the bodywork, and is secured in position by screws adapted to pass through the ends of the bands 54 into the tops of the pieces 53. The bottom of the seat 55 is supported on the angle irons 34; 56 is a luggage carrier and 57 a back rest.

A four wheeled vehicle adapted to seat two persons side by side only differs from the three wheeled vehicle in a few of the details. The back axle would be a live one provided with a differential; the gear wheels would retain their present position, and would be situated on either side of the differential; whilst the radius fork would be widened, the two back wheels being mounted on the outside of its arms. The angle irons 34 would be extended to take the seat whose width is of course considerably increased.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is:—

1. A frame comprising a main central longitudinal member joined at its backward end to the gear box and at its forward end to transversely extending members, each of which carries other forwardly extending members upon which the engine is hung, and from which the front (steering) wheels are supported by suitable means, radius rods or forks hinged to the rear of the gear box and carrying at their backward ends the rear wheel or wheels, and laminated or other suitable springs fastened directly or indirectly to the driving gear box and also to the said forks or rods for the purpose of controlling the movement of the latter, the whole substantially as described.

2. A frame as claimed in Claim 1 consisting of a main central longitudinal tube, through which the main driving shaft passes, four transversely extending tubes arranged to form a cross shaped member, four other forwardly extending tubes upon which the engine is hung, said four arms merging rearwardly into a pair of parallel longitudinal tubes fastened at the rear to the casing of the gear box, the whole substantially as described.

3. In a frame as claimed in Claim 2, the fastening of the engine to said frame by means of plates, adapted to slide on to the ends of the four forwardly extending tubes, and to be retained in position thereon by means of bolts, nuts, and distance pieces, the engine being secured to the plates in any suitable manner, the whole substantially as described.

4. In a frame as claimed in Claims 2 & 3, the use of one or both of the parallel longitudinal stays which are a continuation of the two lowermost of the four forwardly extending tubes, as silencer extensions each silencer being secured on to the forward end of its corresponding tube by means of the bolt and nut that serve to secure the plate to the said tube, the whole substantially as described.

5. The general design and arrangement of the frame as hereinbefore claimed so as to accommodate a low built body, said body being built upon transverse

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angle irons resting upon the gear box, upon the two parallel longitudinal tubes that are connected to the gear box, upon the two tubes that extend upwardly from the two last mentioned tubes to the cross shaped member, and upon the two uppermost of the forwardly extending tubes, the whole substantially as described.

5 Dated this 8th day of April, 1911.

HENRY FREDERICK STANLEY MORGAN,

By Stanley, Popplewell & Co.,

Chartered Patent Agents,

38, Chancery Lane, London, W.C., and

25, Horsefair Street, Leicester.

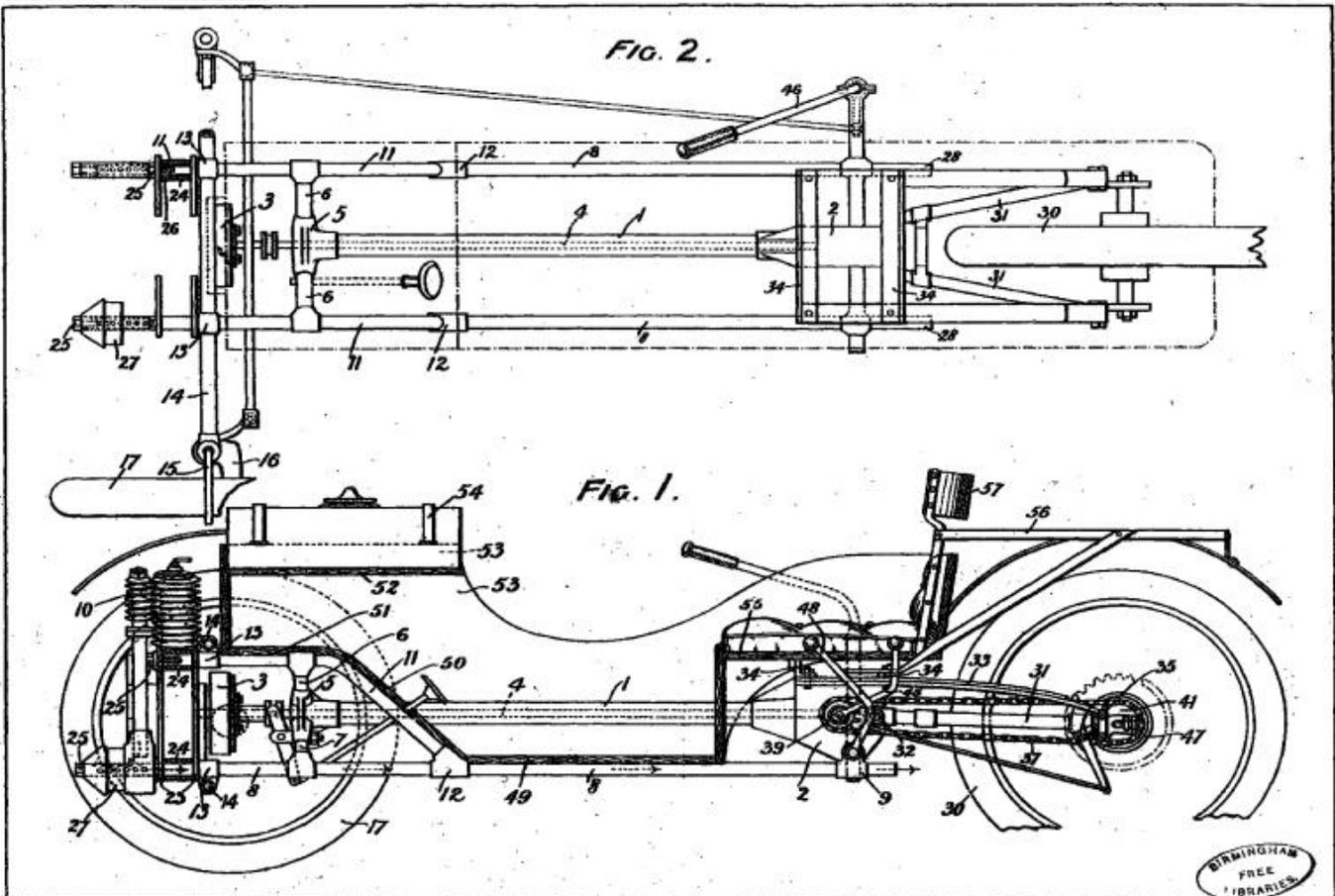
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A.D. 1910. Ser. 8. N^o 20,986.
MORGAN'S COMPLETE SPECIFICATION.

(5 SHEETS)
SHEET 1.

[This Drawing is a reproduction of the Original on a reduced scale.]



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MORGAN'S COMPLETE SPECIFICATION.

(2 SHEETS)
SHEET 2.

FIG. 3.

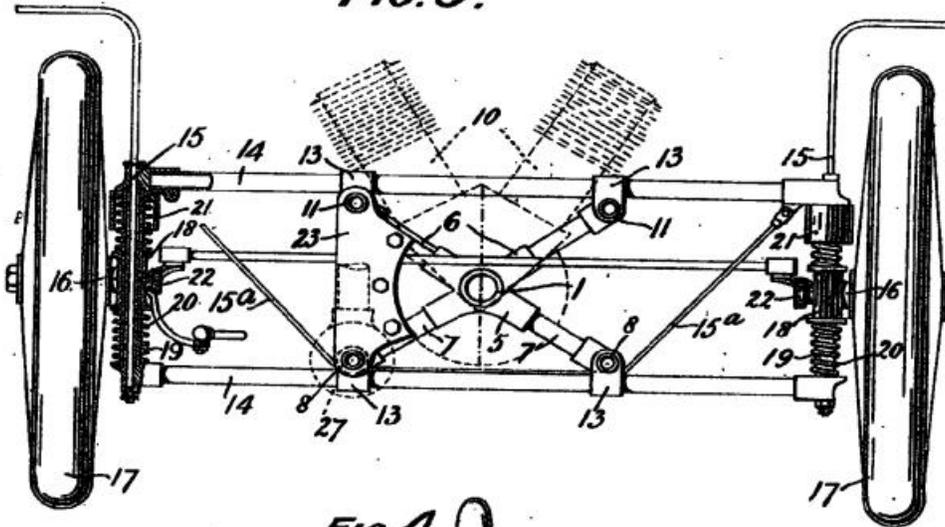
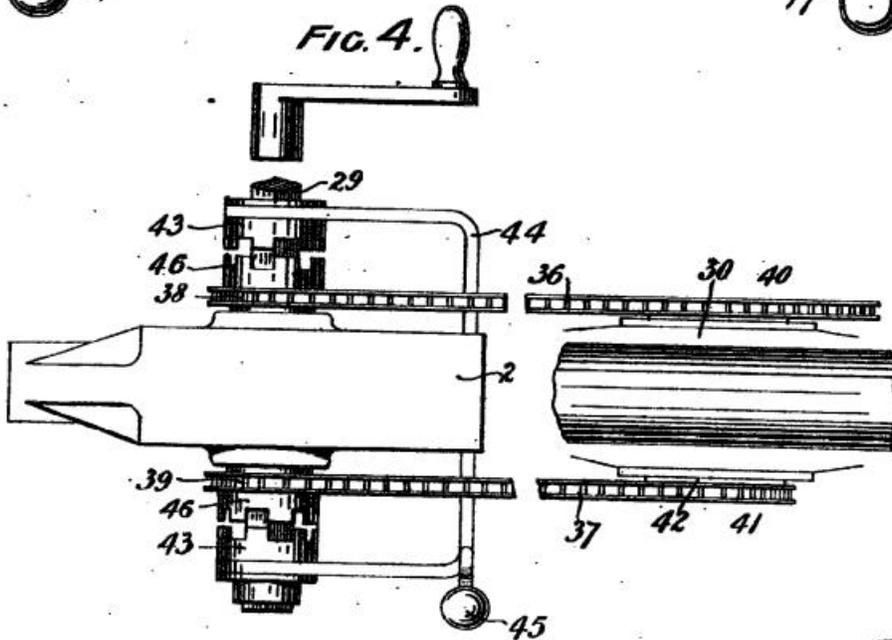


FIG. 4.



[This Drawing is a reproduction of the Original on a reduced scale.]



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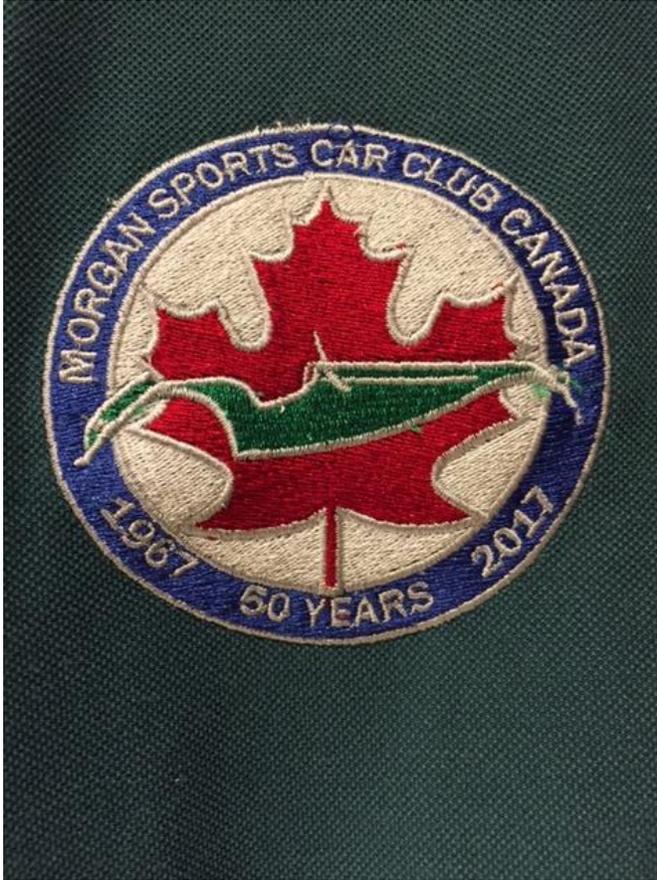


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AGM & Christmas Party

December 5th





Regalia

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In Search of a Plowman's Lunch

There was dust in my eyes, dust in my throat, and dust in great clouds behind me when I came up from the lowlands in the early evening. In an oak-panelled room where pewter glimmered like moonlight on still water I poured a pint of ale down my throat; and the rim of the tankard was like a bar of ice against my forehead. A neat, freckled maid, wearing a starched cap on a red head, brought yellow cheese on a plate, and with it a great paving-stone of white bread.

How, I wonder, have I refrained so long from praising bread, cheese, and beer, the most significant, romantic, delicious, satisfying food that can pass the parched gullet of a wayfarer! Fat men in saloon cars can nose the French menus for *Sole Colbert* or *Bordelaise*, and for the many dishonest hashes devised by otherwise honest English cooks, but when I am hungry and the white road lies behind me mile on mile, give me bread, cheese, and beer.

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IN SEARCH OF ENGLAND

The beer was of a deep mahogany brew, and sufficiently potent—for I was weary and susceptible to it—to lift me a little above the earth, so that sitting in the cool room, with a great blaze of late sunlight beyond the window, I was conscious of a romantic desire to fight or to pray, which is the essence of medievalism.

I put on my dusty hat as if it had been a helm with a *panache* towering above it, and I strode out into the hilly streets of Ludlow to admire those raiding, fighting bordermen, those Welsh-beating sturdy Salop knaves, still driving before them, between rows of half-timbered houses, big brown cows and fatted sheep. (I imagine, however, that to-day the cattle really do belong to them; which just shows you how time alters all things!)

There was a smell of wood smoke.



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(905)-273-5542

MSCCC Executive

PRESIDENT:
Glen Donaldson
905- 635-2532
spitfiremorgan44@gmail.com

EVENTS COORDINATOR:
Colin Bray
416-698-0336
cjbray@es.utoronto.ca

CLUB LIAISON:
Colin Bray
416-698-0336
cjbray@es.utoronto.ca

TREASURER:
Brian Hawkins
905-273-5542
hawkinsb@sympatico.ca

REGALIA:
Sharon Roden
905-892-6907
jsroden@vaxxine.com

FACEBOOK EDITOR:
Bryan Tripp
519-826-9655
Bryan_trippl@hotmail.com

SECRETARY:
Ray Stevens
905-659-6366
rstevens11@cogeco.ca

WESTERN SCRIBE:
Ken & Pat Miles
604-576-8036
kengmiles@telus.net

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BLURB EDITOR:
David Farmer
905-278-3219
d.farmer@sympatico.ca

DOWNUNDER SCRIBE:
Vern Dale-Johnson
vern.dalej@bigpond.com

WEBMASTER:
David Farmer
905-278-3219
d.farmer@sympatico.ca

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