

### MISCELLANEOUS RAMBLINGS

It looks as if the rotten weather is here, and very soon only the hardy will be venturing forth in their Morgans. No doubt the hardy, and some others will cry, "Rhubarb! Keep the old Mog on the road all winter". Somebody always manages to, so why not this year? The answer is not to let yourself be talked out of the joys of winter Morganning by someone else. Try it and then talk yourself out of them!

This brings us, somehow or other, to the question of what to do for gatherings during the winter months. The obvious choice is that of a social gathering on the other side of the wall from the weather. However, although this will be our next accomplishment, if anyone has ~~any ideas or preferences~~, let's hear about it. If there is sufficient interest in any particular suggestion, we'll do something to implement it.

My other concern of the moment, which those of you who already turn up fairly often may consider I'm flogging to death, is to again point out that we're not looking to break up families. This is not a 100% male organization, interested in Morgans to the exclusion of all else. We are just a group of people with this somewhat tenuous connection, of an interest in Morgans. Obviously the basic thought of any gathering is Mogs, but we do discuss other things! So bring <sup>your</sup> the wife or girlfriend (Womens' libbers, read as appropriate), and swell the numbers at the next do.

Our thanks for the contributions to the postage fund... it's looking much better. Now if only Sue could get by without licking the stamps!

# BOOKS FOR CHRISTMAS

**"Morgan—First and Last of the Real Sports Cars"** by Gregory Houston Bowden. 191 pp. 10 in. x 7½ in. (*Gentry Books Ltd.*, 55-61, Moorgate, London, EC2R 6BR. £3.95.)

The Morgan, as the foremost three-wheeler and one of the sole surviving hand-made sports cars, is deserving of a full and accurate history. This reviewer did his best to record the vintage years of the three-wheelers in a 50p book (Grenville, 1971) which is still available from the MOTOR SPORT offices and the active Morgan Three-Wheeler Club got out a rather broader history of the famous tricars at about the same time. So when I heard that there was another Morgan history in the pipe-line, a title which I knew several publishers had been looking for, I thought this must be a really comprehensive account of all the Morgans from that first spidery Peugeot-powered three-wheeler of 1909 to the latest of the Morgan Plus Eights which now use the Rover V8 manual-gearbox power unit complete, instead of the separate Moss gearbox with which it started life and modified for the Earls Court Show, as Peter Morgan himself proudly demonstrated to me, with proper interior door locks instead of pulls!

Disappointment could, therefore, perhaps be excused, when I read in this latest Morgan book, in the author's own words, that "there is a wealth of information which I have either failed to discover or have discovered and been obliged to set on one side for lack of space". This, then, is *not* a complete history of Morgan and the Morgan Motor Company. It is a very nicely got-up production. It is good reading if repetition from the previous Morgan histories can be tolerated. It was clearly written with enormous fervour by a writer who is a Morgan owner—his Plus Four four-seater, WXA 6, bought second-hand while he was at Oxford, forms the subject of the colour picture on the dust jacket and features in other places within—and it runs from the beginning of Morgan interest in cars, from 1884 in fact, the year Harry Morgan was born, to the present day and the Malvern Link factory and products as they now are. It is just the book the Morgan people themselves might have issued had they been so inclined—come to think of it, they did put out a good little history booklet of their own some years ago, which brings the total to four—and it made me want another Morgan as soon as I looked through it.

It has been written by using the Morgan Company's scrap-books, which were also made available to me, and as these are mostly Press cuttings, the treatment by both authors is somewhat the same, except that Houston Bowden interviewed Dorothy Morgan and gets in a few fresh angles but does not give as much data as I was able to about the three-wheelers in races and trials and record-breaking sorties, or as much intimate technical material about the different models as does the Morgan Club's book.

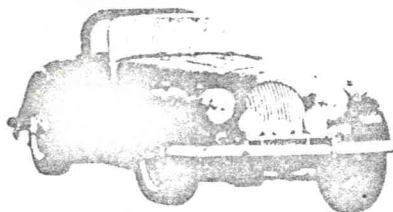
What is left? Well, the chapters about the four-wheelers in the 'fifties and 'sixties are interesting and the book ends on a with-it note about the famous and off-beat folk who have bought Morgans. A lot of the pictures, including cartoons and technical drawings, have been seen before but as they are blown up big, although not on glossy paper, they are most attractive, the enormous chapter headings less so, while Houston Bowden's love for his Morgan shines through brightly (there is a picture of it in an Oxford Quadrangle and another of the author, in gown, driving a lecturer in Medieval English in it, the latter apparently about to catch a football), so I was sorry to learn that on his very first outing in it he was caught speeding (at 60 m.p.h.) and fined £15. Interesting that he had that front-wheel shimmy which I used to get on the Editorial Plus Four, and that he is not adverse to coupling girls with Morgans, and I like his story of the Monk and the Morgan. One has the impression that he is not as at home to motor cars as some writers, and so neglects a really good description of the Morgan, the many different engines used in them, and that perhaps he is not very familiar with the three-wheelers. He relies on Press road-tests for assessing the later models and there are one or two puzzles in the story—for instance, when H.F.S. broke an inlet valve during an ACU Six Days Trial we are told that this was "not disastrous"—it usually is—and this Morgan's four gears are not enlarged upon, although later we are told that four ratios were sometimes obtained by having a two-speed gearbox ahead of the two-speed chain-and-dog transmission. There is a tendency to call the bevel-box a gearbox, a gear-lever in the picture of a racing Morgan's cockpit is surely wrongly captioned, being the brake lever, and McMinnies is credited with winning both the sidecar and cyclecar class of the 1913 Cyclecar GP, whereas it is usually said that he was disqualified because the organisers didn't regard his Morgan as a cyclecar and relegated it to the sidecar

category. And how does Mr. Bowden *know* there will be no more real sports cars, even if we concede that, say, a 30/98 had nothing on an Aero Morgan as the first of them?

This is a very good popular story of the Morgan and I love some of the pictures, particularly the one showing the body panels of a modern Morgan being *nailed* to the ash subframe. You have just got to decide, haven't you, whether you are going to buy more technical Morgan three-wheeler material in a couple of little booklets or spend nearly four times as much to have a proper Morgan book in the bookcase? Now I suppose I shall be criticised as biased and self-interested but perhaps the author won't know, because I don't think he reads MOTOR SPORT.—W.B.



# British Racing Green



ESTIMATED ITEM WEIGHTS:

P. O. Box 581 — Pittston, Pennsylvania 18640

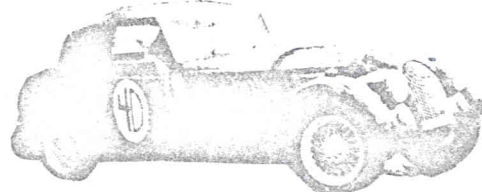
Chet Faleski

8/16/73

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100 .....	8oz	200.....	5LB	303.....	12oz	415.....		900.....	2oz
101 .....	12oz	201.....	1LB	304.....	2oz	416.....		901.....	2oz
102.....		202.....	3LB	305.....	8oz	417.....		902.....	1LB
103.....		203.....	1LB	306.....	8oz			903.....	2LB
104.....		204.....	4oz	307.....	14oz	500.....	2LB	904.....	6oz
105.....		205.....	4oz	308.....	2LB	501.....	8oz	905.....	12oz
106.....	8oz	206.....	4oz	309.....	2LB	502.....	3oz	906.....	2LB
107.....	1LB.	207.....	2oz	310.....	2LB	503.....	8oz	907.....	8oz
108.....		208.....	14oz	311.....	5LB	504.....	4oz	908.....	6oz
109.....		209.....	7oz	312.....	4LB	505.....	1oz	909.....	6oz
110.....		210.....	3oz	313.....	4oz	506.....	3oz	910.....	4oz
111.....	1oz	211.....	3oz	314.....	2oz	507.....	2oz	911.....	1LB
112.....	1oz	212.....	2oz	315.....	1oz	508.....	3oz	912.....	4oz
113.....	1oz	213.....	2oz	316.....	1oz	509.....		913.....	6oz
114.....	1oz	214.....	8oz	317.....	2oz	510.....	2oz	914.....	11LB
115.....	2oz	215.....	2oz	318.....	2oz.	511.....		915.....	6LB
116.....	2oz	216.....	3oz	319.....	1oz	512.....		916.....	12oz
117.....	2oz	217.....	10oz	320.....	1oz	513.....		917.....	25oz
118.....	2oz.	218.....	15LB	321.....	1oz	514.....		918.....	6LB
119.....	2oz.	219.....	15LB	322.....	2oz			919.....	6LB
120.....	2oz	220.....	15LB	323.....	15LB	600.....	6oz	920.....	22oz
121.....	2oz	221.....	8oz	324.....	14LB	601.....	12oz	921.....	12oz
122.....	2oz	222.....	2oz	325.....	6oz	602.....	4oz	922.....	
123.....	2oz	223.....	3oz	326.....	20LB	603.....	3oz	923.....	
124.....	2oz	224.....	1LB	327.....	12LB	604.....	12oz	924.....	
125.....	2oz.	225.....	1LB	328.....	2oz	605.....	12oz	925.....	
126.....	8oz	226.....	4oz	329A.....	3LB	606.....		926.....	
127.....	8oz	227.....	4oz	329B.....	10oz	607.....		927.....	
128.....	22oz	228.....	6oz	329C.....	12oz	608.....		928.....	
129.....		229.....	6oz.	329.....	4LB 6oz	609.....			
130.....	22oz	230.....	1LB			610.....	4LB		
131.....	22oz	231.....	1LB	400.....	12oz				
132.....	30oz	232.....	6oz	401.....	6oz	700-799	NA		
133.....	8oz	233.....	6oz	402.....	1LB 9oz	800.....	2LB		
134.....	3oz	234.....	8oz	403.....	4oz	801.....	2LB		
135.....	8oz	235.....	8oz	404.....	6oz	802.....	2LB		
136.....	8oz	236.....	8oz	405.....	4oz	803.....	2LB		
137.....	4oz	237.....	8oz	406.....		804.....	10oz		
138 .....	4oz	238.....	8oz	407.....		805.....	10oz		
139.....		239.....	8oz	408.....		806.....	10oz		
140.....		240.....	12oz	409.....	2LB	807.....	2LB		
141.....		241.....		410.....	1LB	808.....	2LB		
142.....		242.....		411.....		809.....	2LB		
143.....				412.....		810.....	2LB		
144.....		300.....	6oz	413.....	1LB	811.....	2LB		
145.....	1oz	301.....	8oz	414.....		812.....	2LB		
146.....	1oz	302.....	4LB			813.....	2LB		
						814.....	2LB		



Photo by  
Montagu Motor  
Museum



1960 Drophead Coupe'  
(Racing at Silverstone)



# UPS ZONE CHART

To determine zone, take first three digits of Zip Code to which parcel is addressed and refer to chart below. Enter weight of package in zone column of Pickup Record.

FOR SHIPPERS WITH ZIP CODES

184-01 TO 187-99

ZIP CODE PREFIX	ZONE	ZIP CODE PREFIX	ZONE
010--011	3	425--427	4
012	2	430--438	4
013--039	3	439--447	3
040--049	4	448--458	4
050--051	3	460--474	4
052	2	475--478	5
053--054	3	479--482	4
056--059	3	484--497	4
060--061	2	498--499	5
062--063	3	500--508	5
064--098	2	510--512	6
100--127	5	513--514	5
128--129	3	515--516	6
130--135	2	520--528	5
136	3	530--551	5
137--139	2	553--554	5
140--147	3	556--561	5
148--149	2	562	6
150--157	3	563--564	5
158	2	565--567	6
159--165	3	570--577	6
166--178	2	580--587	6
179--188	2	588	7
189--191	2	592	7
193--199	2	600--606	5
200--209	3	609--631	5
210--214	2	633--641	5
215--216	3	644--647	5
217	2	648	6
218	3	650--658	5
219	2	660--662	5
220--239	3	664--681	6
240--243	4	683--693	6
244	3	700--701	6
245--253	4	703--708	6
254	3	710--714	6
255--259	4	716	5
260	3	717--719	6
261	4	720--726	5
262--268	3	727--731	6
270--288	4	734--741	6
289	5	743--752	6
290--293	4	754--767	6
294	5	768--769	7
295--297	4	770	6
298--299	5	773--778	6
300--329	5	779--788	6
330--334	6	789	6
335--338	5	790--791	7
339	6	792	6
350--352	5	793--799	7
354--374	5	800--816	7
376--379	4	820	7
380--394	5	821	7
395--396	6	822--831	7
397	5	870--871	7
400--418	4	873--875	7
420--424	5	877--884	7

This UPS Zone Chart is for Pittston, Penna. zip code 18640..

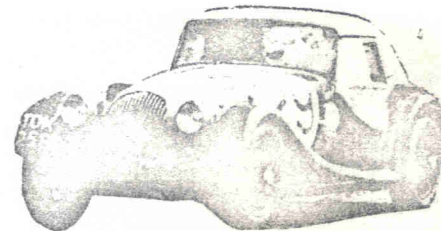
Find your zone by locating your own Zip on the chart.

Ex: A package to Silver Spring, Md. 20910 is to be delivered to Zone 3.

Look Right: A 15 pound package to Silver Spring would cost \$1.55.

LeMans Supersport

1982 2-litre Class Winner  
Lawrence/Shepherd-Barron



Autocar

Effective March 1, 1971



United Parcel Service

## RATE CHART

ANY FRACTION OF A POUND OVER THE WEIGHT SHOWN TAKES THE NEXT HIGHER RATE															
WEIGHT NOT TO EXCEED	RATES TO							WEIGHT NOT TO EXCEED	RATES TO						
	ZONE 2	ZONE 3	ZONE 4	ZONE 5	ZONE 6	ZONE 7	ZONE 8		ZONE 2	ZONE 3	ZONE 4	ZONE 5	ZONE 6	ZONE 7	ZONE 8
1 lb.	\$ .55	\$ .57	\$ .60	\$ .62	\$ .65	\$ .68	\$ .72	26 lb.	\$1.80	\$2.32	\$2.97	\$3.62	\$4.40	\$5.18	\$6.22
2 "	.60	.64	.69	.74	.80	.86	.94	27 "	1.85	2.39	3.07	3.74	4.55	5.36	6.44
3 "	.65	.71	.79	.86	.95	1.04	1.16	28 "	1.90	2.46	3.16	3.86	4.70	5.54	6.66
4 "	.70	.78	.88	.98	1.10	1.22	1.38	29 "	1.95	2.53	3.26	3.98	4.85	5.72	6.88
5 "	.75	.85	.98	1.10	1.25	1.40	1.60	30 "	2.00	2.60	3.35	4.10	5.00	5.90	7.10
6 "	.80	.92	1.07	1.22	1.40	1.58	1.82	31 "	2.05	2.67	3.45	4.22	5.15	6.08	7.32
7 "	.85	.99	1.17	1.34	1.55	1.76	2.04	32 "	2.10	2.74	3.54	4.34	5.30	6.26	7.54
8 "	.90	1.06	1.26	1.46	1.70	1.94	2.26	33 "	2.15	2.81	3.64	4.46	5.45	6.44	7.76
9 "	.95	1.13	1.36	1.58	1.85	2.12	2.48	34 "	2.20	2.88	3.73	4.58	5.60	6.62	7.98
10 "	1.00	1.20	1.45	1.70	2.00	2.30	2.70	35 "	2.25	2.95	3.83	4.70	5.75	6.80	8.20
11 "	1.05	1.27	1.55	1.82	2.15	2.48	2.92	36 "	2.30	3.02	3.92	4.82	5.90	6.98	8.42
12 "	1.10	1.34	1.64	1.94	2.30	2.66	3.14	37 "	2.35	3.09	4.02	4.94	6.05	7.16	8.64
13 "	1.15	1.41	1.74	2.06	2.45	2.84	3.36	38 "	2.40	3.16	4.11	5.06	6.20	7.34	8.86
14 "	1.20	1.48	1.83	2.18	2.60	3.02	3.58	39 "	2.45	3.23	4.21	5.18	6.35	7.52	9.08
15 "	1.25	1.55	1.93	2.30	2.75	3.20	3.80	40 "	2.50	3.30	4.30	5.30	6.50	7.70	9.30
16 "	1.30	1.62	2.02	2.42	2.90	3.38	4.02	41 "	2.55	3.37	4.40	5.42	6.65	7.88	9.52
17 "	1.35	1.69	2.12	2.54	3.05	3.56	4.24	42 "	2.60	3.44	4.49	5.54	6.80	8.06	9.74
18 "	1.40	1.76	2.21	2.66	3.20	3.74	4.46	43 "	2.65	3.51	4.59	5.66	6.95	8.24	9.96
19 "	1.45	1.83	2.31	2.78	3.35	3.92	4.68	44 "	2.70	3.58	4.68	5.78	7.10	8.42	10.18
20 "	1.50	1.90	2.40	2.90	3.50	4.10	4.90	45 "	2.75	3.65	4.78	5.90	7.25	8.60	10.40
21 "	1.55	1.97	2.50	3.02	3.65	4.28	5.12	46 "	2.80	3.72	4.87	6.02	7.40	8.78	10.62
22 "	1.60	2.04	2.59	3.14	3.80	4.46	5.34	47 "	2.85	3.79	4.97	6.14	7.55	8.96	10.84
23 "	1.65	2.11	2.69	3.26	3.95	4.64	5.56	48 "	2.90	3.86	5.06	6.26	7.70	9.14	11.06
24 "	1.70	2.18	2.78	3.38	4.10	4.82	5.78	49 "	2.95	3.93	5.16	6.38	7.85	9.32	11.28
25 "	1.75	2.25	2.88	3.50	4.25	5.00	6.00	50 "	3.00	4.00	5.25	6.50	8.00	9.50	11.50

Additional charge for each COD delivery, 65 cents--and each address correction, 65 cents.

### WEIGHT AND SIZE LIMITS

Maximum Weight per package, 50 POUNDS.

Maximum Weight of all packages from one shipper to one consignee in one day, 100 pounds.

Maximum Size per package, 108 INCHES IN LENGTH AND GIRTH COMBINED.

Minimum charge for a package measuring over 84 inches in length and girth combined will be equal to charge for a package weighing 25 pounds.

Morgan at LeMans 1952  
Photo Louis Klemantaski

