

JULY/AUG 2021

Vol 44 Issue 4

The Morganeer



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

SUMMERTIME



*...and the
Living is Easy*

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Lynne Rathgeber

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at an event soon.

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COVER PHOTO

1953 Morgan flatrad +4
Robert La Mar, Half Moon Bay, CA

First of three cover contest winners!

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FROM THE PRESIDENT

Maura Hall

Opening my email, I see, to quote Jonathan, “Three words you probably dread Maura — ‘From the President’”. Yup, it’s that time again. You would think that Frank had conditioned me. I would be ready. Witty. Wordy. Wonderful, full of alliteration. But caught unaware, I sit here and sip and ponder.

I think I need a massage. At least, my brain sure does. Now, I know you may not see the leap automatically here, but my personal definition of witty means that most of the time you are making weird connections of random things—I admit, a somewhat self-serving definition. As my email blinks back at me, I see underneath it one of my friends has forwarded me an email with “cool quotes you will just LOVE!” And top of the list, Jean Cocteau.

Not really one of my favorites, but I glance further to read, “A car can massage organs that no masseur can reach. It is the one remedy for the disorders of the great sympathetic nervous system.” Wow. I can run with this for sure, I think. Let me think. And sip.

Thinking of the obvious, with the obvious, the brain. My brain definitely needs massaging from time to time. Especially when trying to be clever and witty. We know that feeling of relaxation and freedom that an afternoon drive brings. Thoughts flow more freely as we roll down the road, stress fades away. We have a mental appreciation for the elegance of the car we are driving. Engaging in the drive, we can change our paradigm, reset our mind. Now, I am not at all sure that’s what Cocteau had in mind (pun somewhat intended) but if it was, he does make a good point.

But being fair, maybe he did not mean the brain. So, does the Morgan affect the body? That is a somewhat rhetorical question. I wouldn’t say that my car is exactly better than a massage, more like I might need one after too long a ride. An article in *Car and Driver* from November 2019 observed:

Back in the December 1967 issue, we tested a Plus 4 when the car was only in its 18th year of production. What was writ-



ten then holds true now. “A tar divider strip will launch the Morgan on a flight that would put a Hell Driver to shame. A genuine bump will qualify you for flight pay,” the article explained.” Still, it’s not the takeoff that gets you; it’s the landing. About three landings a week should be tops. Anatomically.

This might be a fair point, there are a couple roads I have encountered which I can’t say have had a positive effect on my kidneys but would serve well as a launch point.

It’s not exactly a spacious interior either, to be sure. If one can actually call it an ‘interior’. Accommodations are tight, especially for my boys, who are—unlike their mother—tall. Over time I have learned where I can prop my left leg in a position where the calf doesn’t rub up against anything and to skew my right leg just so. An acquired art.

But admittedly it does affect body parts that no masseur better touch, that’s all I’ve got to say on that point.

Having belabored that to my satisfaction, and having realized that my glass is empty, I think I prefer the thought that my Morgan definitely massages my brain. And somewhat perversely, the physical pros and cons both contribute to the mentally stimulating experience of owning and riding in a Morgan. Certainly, there is much more to an afternoon adventure in the Morgan compared to taking the Toyota to the store. And like a good massage, it does leave us refreshed, relaxed and reinvigorated (and full again of alliteration).

Enjoy your Mental Morgan Massages, and hope to see you all at MOG!!

Maura

FROM THE EDITOR

Jonathan Kinghorn

After more than a year of surreal pandemic-time pseudo-existence it is so good to see some normality returning to our various lives with meetings and events increasingly resuming in person, sans masks in many cases. (Note that my photo on this page is maskless at long last.) I have gone back to working in the office three days per week (masked) and commuting on public transport to get there (masked), and I've even begun to attend real live actual car-related events once more (unmasked). And I hope you are too. The key event in the 3/4 Group calendar is the Autumn Mog, which will be based this year at the Gideon Putnam Resort Hotel & Spa in historic Saratoga Springs, NY, October 1-3. Your MOG Team is busy organizing the usual shenanigans including the autocross, auction, concourse competition, rally, and of course—last, but by no means least—hospitality. More details and a booking form will follow as we get closer to the date. It all sounds like a whole lot of fun to me.

A few weeks ago, Editor-at Large **Steve Schefbauer** had a brilliant brainwave—why not run a cover photo contest for *The Morganeer*? I very kindly let him get on with all the hard work of organizing it, which he did very nicely, and the response has been remarkable. So much so, in fact, that with too many images to choose from the three self-appointed judges couldn't agree on a single winner; we have instead plumped for one choice each. In no particular order, these photos

will grace the cover of this issue and the next two; there are no second or third places in this contest! It was great to see so many entries, and such good photos too. We therefore decided to publish one image from each entrant in an extended color centerfold so members can enjoy the entries too. The contest has been such a success that we will almost certainly repeat it next year and hope that it will become an annual tradition.

With normality beginning to resume, we have in this issue a couple of event reports covering the Old Rhinebeck Aerodrome tour organized and led by **Jim Nichol** and a Spring Dustoff tour in Massachusetts led by yours truly. Encouragingly, both events were inter-club drives, with the Litchfield Lotus Club co-organizing the Old Rhinebeck tour and the Cape Cod Car Club and British Cars of New Hampshire invited to join the dustoff drive. Jim's Old Rhinebeck tour takes me back to my youth—visits to see the historic planes and cars of the Shuttleworth Trust, watching vintage aircraft flying at the Hatfield Aerodrome open days, and viewing *Those Magnificent Men in Their Flying Machines* over and over again. That comic movie depicts a fictional London to Paris air race in 1910 with some splendid replica aircraft and a raft of colorful character actors. One of my favorite movie quotes comes from it—Lord Rawnsley's imperious and impeccably delivered, "The trouble with these international events is that they attract foreigners". I was otherwise engaged this year, but if Jim organizes an Old Rhinebeck tour next year (unsubtle hint) I plan to be there.

Editor-at-Large **Steve Schefbauer** interviewed our new Advertising Direc-



tor, **David Darby**, for a fascinating and informative Member Profile. With his art history major at college and years as a marathon runner, not to mention his passion for Morgans of course, I detect in David a kindred spirit! Rounding out the issue are a celebration of "My Morgan" by group member **Lenny Ackerman**, and the final part of **Ian Cornish's** article, *Whence Came the TR's 4-Pot Engine?* The issue wraps up with some PR from the Morgan Motor Company and a great piece about Morgan jacks by our very own and utterly irreplaceable **Spider Bulyk**.

So, it is summertime, and the living is easy (allegedly). We can meet in person again, without masks, and dine indoors feeling safe. We have no more excuses. I wish you a long-overdue surfeit of great driving, great weather, and great company this summer—and hope that you'll write about them for *The Morganeer*! And don't forget to book your spot at MOG.

May your road be smooth,
Jonathan

Racing Helmets



Yes, fellow *Morganeers*, with Mike Virr's retirement, YOU could now own one of his famous racing helmets! Here is Mike's offer:

These race-driving full-enclosed helmets are surplus to requirements. I'm happy to let them go for the first reasonable offer plus postage. Neither is eligible for current circuit racing, which has to be SA 2010 spec.

- 1) Bell Sport 3 SA 2005 Racer series medium. Has the Glen tech stickers for 2007-08-09 and Lime Rock Festival #32.
- 2) Bieffe SA95. Small size—best for a lady. Was used by Morgan 3/4 club autocross for a couple of years.

Either would be suitable for hill climbs, autocross, or just part of your automobilia collection.

Contact Mike at Mike.virr@gmail.com

TO THE EDITORS

Hey Jonathan,

A few years ago, I did a piece for *The Morganeer* on replacing the ugly steering wheels in the last real +8s. Morgan used a wheel from a Jaguar XKS with an air bag that was set off with no electronics involved. I researched the exchange over that winter, then proceeded to do it. Everyone said I would blow myself up, but I kept the windshield between the wheel and me. I had to make an easy mod to a socket to remove the old wheel. Larry Eckler got the Moto Lita wheel and adaptor for me and it was an easy on. I showed a group at one of the Cooperstown meets how it was done.

Now the real kicker, I was told that the charge in the air bag was unstable and may not work or could blow by itself when least expected. A fellow wrote an article in the *British Marque* saying that he had the air bag in his Jag, but after a spontaneous air bag deployment in his driveway, the car went away. A good reason to replace the Jaguar wheel before it blows in your face, and it is ugly too.

John McNulty



Mad Hatter's drophead

Mister Spider,

Something strange is happening with my Plus 4 DHC. Several weeks ago, I went and retrieved it from its winter garage. It started on the 4th crank of the starter (mostly because I forgot to pull the choke out for the first 2 cranks) and I drove it to town to put some fresh gas in the tank and drove it home. Since the weather turned cold again I have not had it out for a couple of weeks.

Today it was a lovely mid 60s day and after finishing my yard chores I decided to take it for a drive. I pushed it out of the garage rather than start it there and made the first strange observation. In two weeks of sitting after its first run it had not leaked anything onto the drip pans. No engine oil, no coolant, no transmission fluid, and no diff fluid. Strange!

It started up just fine and ran smoothly on my drive. No hesitation, no skips no strange noises or vibrations, temp needle at the top of the N band. It's almost scary how good it's running.

And the horn was not working all last season, but I never found the time to troubleshoot because I use it so infrequently. But when my hand slipped off the steering wheel turning at an intersection and unintentionally touched the horn button, guess what? The horn worked! VERY strange!

Lastly, after my first drive, one of my neighbors actually

complained about hearing my car turn up the driveway and the 'squealing brakes'. Okay, so one of the front brakes had been squealing for most of last season, and again, I had not found time to deal with it. I actually sort of got used to it—it least I knew they were working. But before my drive today I removed the pads of the offending front disc brake, cleaned some hardened gunk off the back of the pads, sprayed on some anti-squeal fluid I had found rummaging around in the garage, and went out for a road test.

And guess what (again)? NO squealing brake. Amazing!

So, all this adds up to I don't know what is going on with my DHC. All I can think of is that the Gremlins are playing a cruel joke on me. But I would welcome your more knowledgeable technical explanation.

Perplexed, The Mad Hatter



The Mad Hatter



What else is under the bonnet?



Gremlins in my drophead

Dear Mr. Hatter,

The symptoms you describe defy simple or easy technical analysis. However, your tale reminds me of two didactic life-incidents that may perhaps apply. I share them as follows.

The first incident involves a conversation (in a bar, of course) wherein a stylishly well coifed handsome suit asks a voluptuous MD why she ever chose to become a forensic pathologist. She coyly replies that the job only requires that she diagnose the cause (of, in this case, death), but is free of the persnickety requirement that she then successfully prescribe the cure. The only missing gratification of her chosen occupation is receiving "Thank You Presents" from grateful patients. I'm feeling

the oddest vibe that this anecdote in some minor way might reflect my current predicament in answering your question(s). With that as preamble, I will continue.

The second incident, which has more to do with cars, occurred early in my life, whilst assiduously studying for long term incarceration. Growing up—in a row house in a borough of New York City—we had a garrulous neighbor, Uncle Vadim, who was continuously fussing with his (ancient) car, keeping excruciatingly detailed and dated records in a glovebox notebook: services, spark plugs, oil changes, filters, miles, gasoline, etc. On any warm Saturday evening, he would emerge from his car, parked curbside, book in hand, and having approached neighbors gathered on their front stoop, begin an excited rant about some wondrous discovery or insight from his car's notebook. We were a friendly neighborhood, so we all waited for his latest tale with the anticipation usually reserved for the conclusion of a TV crime drama. It became somewhat of a neighborhood favorite soap-opera with a lot of hidden giggles at Vadim's expense.

Bored teenagers that we were, my buddies and I saw an opportunity to concoct a scheme enhancing the Saturday evening Uncle Vadim Show. Vadim always filled his gas tank on Sundays for the week's work commute. One Sunday night, we began to siphon a little bit—not much—of gas out of his tank. We repeated this scheme each Sunday night as the Summer wore on. With each successive week's siphon, we would take more gas: first 1 pint, then 1 quart, later ½ gallon, then 1 gallon. Uncle Vadim went crazy! Each week his notebook showed him the fuel he used and the miles covered. Each week the mileage grew worse and worse. Privately, we all sat in hysterics, just waiting for the next Saturday evening report on the failing Vadim-mobile. It was quite a Summer as Vadim's antics indeed became ever more entertaining.

When Vadim started taking the car in for service because of the failing mileage, it stopped being funny. We had to do something lest we'd surely hang, thus prompting us to design an exit for our plot. Each Sunday night, we began to ADD additional gasoline to his car in similar gradual curve: first 1 pint, then 1 quart, ½ gallon, 1 gallon. Vadim again went crazy! Every Saturday he could be heard running up to some hapless neighbor's stoop raving about how his car was getting better and better gas mileage. At some point, we had to stop, but not for any moral or politeness obligation, but rather just that it was now September and school was starting so we had no time for these shenanigans. As a motivator, boredom indeed has limits.

Since Vadim's car had become the main topic at dinner tables all around the neighborhood (turning serious drama like Jack Kennedy and Nikita Khrushchev into a mere sideshow), I couldn't let it go on, so felt compelled to confess our antics to my parents. Initially they were aghast, feeling they MUST tell Vadim. But then they started to laugh; the laughing became contagious; it got more and more out of control. Mom and I ultimately had to pick pop up off the floor, completely convulsed in laughter. After that night, the subject was never broached again in my house.

A few months later, the word on the street was that Vadim had sold his precious rust-bucket and bought a (then new to the U.S. car culture) VW Beetle. Even with our help adding gas,

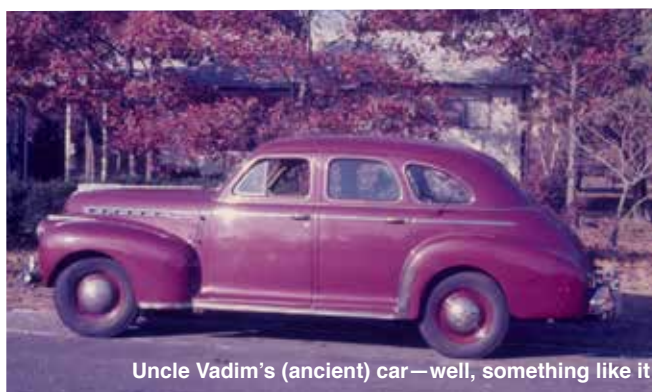
his old car would never have been able to compete.

Having finished the above anecdote, and in spite of my extraordinary expertise, I confess to being completely unable to draw any sound conclusions about the strange behavior of your DHC, except to note that ...when you have eliminated all of the impossible, whatever remains, no matter how improbable, must be the truth. (With due respects to Sir Arthur Conan Doyle). In terms of your DHC, somewhere, Uncle Vadim may be smiling.

Be wary of surprises, but yet find joy in your well running DHC and (of course) run cool,

Spider J.C. Bulyk

Technical Advisor Morgan Plus 4 Cars



Uncle Vadim's (ancient) car—well, something like it

Hi Jonathan:

Many thanks for the For Sale ad for my race helmets in *The Morganeer*.

I was really meaning to give these helmets to the first person who would be able to use them in the Morgan Autocross. I'm happy to sign them if the buyer wants my signature. The buyer of my Morgan 4/4 did, and he moved really fast to buy that car, see photo.

Whoever is first to claim a helmet can pick it up at my house in Fairfield or I will post it if that's more convenient, buyer pays for postage.

Mike



Mike Virr's 4/4 off to its new custodian

EVENT CALENDAR 2021

The 3/4 Morgan Group Ltd.

Expect reduced numbers, social distancing and mask requirements, events may be cancelled or postponed so check with organizers ahead.

DATE	EVENT	HOSTS
July 11 10 a.m. – 2 p.m.	BRITISH CAR DAY Larz Anderson Museum, Brookline, MA	https://larzanderson.org/
July 17	ANNUAL FOUNDER'S DAY & CLASSIC CAR EXHIBIT , Paris, ME	http://www.hamlin.lib.me.us/founders_day.html
July 18	MISSELWOOD CONCOURS D'ELEGANCE Beverly, MA	https://www.misselwood.com/concours-delegance
Aug 20-21	BRITISH MOTORCARS IN BRISTOL Bristol RI	https://www.britsinbristol.com/
Aug 22	AUTOFEST , Hosted by Newport Car Museum & Mass Cruisers, Portsmouth, RI	http://www.masscruisers.com/
Aug 28	BLAST FROM THE PAST South Dennis, MA	https://capecodclassics.org/
Aug 29	BRITISH BY THE SEA Harkness Memorial State Park, Waterford, CT	Andrea Lucas andrea.lucas@snet.net
Sept 2-6	HISTORIC FESTIVAL 39, GATHERING OF THE MARQUES , Lime Rock Park, Lakeville, CT	Steve Schefbauer sschefbauer@aol.com
Sept 10-12	THE BRITISH INVASION , Stowe VT	https://www.britishinvasion.com/
Sept 13-15	GREAT AMERICAN MOUNTAIN RALLY REVIVAL, Stowe, VT	https://www.facebook.com/historicallyrevival/
Sept 18-19	OWLS HEAD TRANSPORTATION MUSEUM FOREIGN AUTO FESTIVAL , Owls Head, ME	https://owlshead.org/events/event_list.asp
Sept 25	ANNUAL CATSKILL CONQUEST RALLY Mount Tremper, NY	https://www.1903autorun.com/
Sept 26	THE BOSTON CUP , Everett, MA	https://www.newenglandautoshow.com/event/ma-the-boston-cup-2/
Oct 1-3	AUTUMN MOG , Saratoga Springs, NY	
Oct 22-24	GREENWICH CONCOURS D'ELEGANCE Greenwich, CT	Steve Schefbauer sschefbauer@aol.com
Sep 18 9 a.m.	BRITFEST Horseshoe Lake Park, Succasunna, NJ	http://mgccnj.org/

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



We are thrilled to welcome **YOU** back in 2021!

MARQUEE EVENTS

Trans Am



Trans-Am Memorial Day Classic

May 28-31, 2021



IMSA Northeast Grand Prix

July 16-17, 2021



Historic Festival 39

September 2-6, 2021

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MEMBER PROFILE

David Darby

Film/Video Director/Producer and Morgan Man

Any club would be very lucky to have a member like David Darby. Relatively new to our group, David said he would like to volunteer for whatever we needed so I immediately connected him to our Treasurer, Jamie Goodson who felt the club could be best served by David taking the reins of our much needed Advertising Director position and to that I say Hip, Hip, Hooray and well done. Here is a recent Member Profile I did with David's blessing.

Steve Schefbauer, Editor-at-Large

Take 1, Roll 'em, Action---Morgan!

David, where did you grow up and were you always a 'car guy'? Where there any interesting car discovery stories from your youth?

I grew up in Alabama and in New Orleans during the '50s and '60s. I developed an early interest in cars before age 10 when a couple of friends and I made a game of lying out on the lawn with our eyes closed and guessed which make/model car was passing by, based on the sound of the engine, the exhaust note, and the transmission sounds, shifting between gears. That's when I started calling out one car from another—Oldsmobiles distinct from Fords and Chevys, Dodge cars from Buicks. Soon after, my friends and I became immersed in every car body and design detail. To this day I am still doing the same thing, and when my wife asks me, "what kind of car is that?" I usually know the answer, have fun trying.

Our family cars were also an ongoing fixation for me, from the 1960 Olds Rocket 88 to the 1964 Pontiac Catalina and ending with the truly enhanced experience of the 1968 BMW 1600. Did you

know that model BMW could go 103 mph? I found that out in a race with a Plymouth Road Runner on Interstate 10. I let the Road Runner win, which I figure was also a win for me. Aren't we lucky to be alive? *Been there, done that—Amen E.A.L.*

My father in 1968 found his new passion, an unrestored 1953 MG TD. With no prior knowledge or experience he performed a frame-off full restoration, and I got to help but rarely, rarely drove his eventual show prize-winner. Enthusiasts are always protective of their "babies." (see pic) The TD was a cherished member of the family until the early 1980s. I guess for me, Abington was just a stop on the way to Malvern.

Where did you go to college and what was your degree?

In 1970 I went way up north to the University of Virginia as a 17 year old fully determined to pursue a political science major and later a law degree to be followed by a career in politics. The local



New Orleans paper even wrote a profile titled: "Key Club Governor Plans to be President." It didn't work out. Instead, I focused just on classes that engaged me the most. And that turned out to be Religious Studies and Art History and everything else was English. Who'd have figured it would all add up to a degree in May 1974, by which time I'd discovered filmmaking and a real-deal career path. Along the way I got the keys to my own BMW. An 1800tii from 1966 which taught me the hard way to check the rear diff for fluid!



Darby Boys



Bozo, Dave and Mark



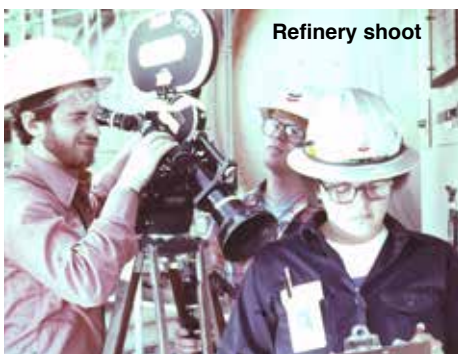
Looking for work



The rat on a road trip



Jane and Dave wedding



Refinery shoot



MGA

When and how did you meet and marry your partner?

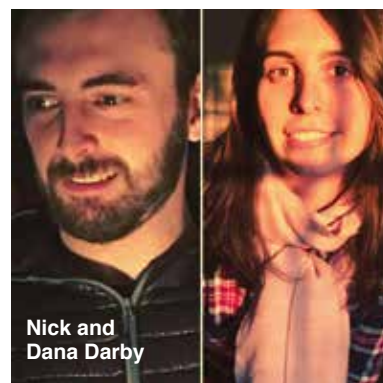
I knew plenty of kids in my class who had no idea what they would do after college. The most common plan was to return home to the parents for the summer and see what worked out. I knew that was not for me. I'd been pushed from the nest and figured that my future was beyond Louisiana. After UVA I caught a ride with a housemate in 1974 and headed to California to look for work in the film business. Los Angeles felt like too big a leap coming out of Charlottesville, so I thought why not San Francisco. Pounding the pavement and knocking on doors led to a film laboratory job and I was on my way. (see pic) Road trips in a beat up 1957 VW beetle aka The Rat meant roughing it and loving it. (see pic) Still, looking to make films and also meet people, I figured going back to graduate school would round out my life. Did it ever! At San Francisco State one person in particular (nee Jane Famulener) reluctantly accepted a role in my short film, and wouldn't you know, that afternoon we rehearsed her role was the start of a lifelong collaboration. We got married in 1978 and headed to Paris to celebrate.

One SF film job led to another. (see pic—refinery) Jane and I had a great time living in North Beach, especially after one Sunday morning when I spotted a 1960 MGA parked on the street. By afternoon, that car was mine. An MGA in northern California screams fun and we tore up the roads in Marin County and beyond.

Jane and I both had it in our minds that one day we'd leave San Francisco for Manhattan. For me the impetus was passed along by my television personality father and mother who'd always hoped to migrate to the Big Apple. For Jane it was an ambition to further her acting career in a metropolis offering maximum opportunities. In 1980 we set out from San Francisco with very little funding and a farewell to the MGA owing to bearing knock.

David, any children and do they share your Morgan passion?

We've got two Darby kids. Nick 35 yr. and Dana 30 yr. Both are in the same business as I am. We've worked together and there's no greater pleasure than having them on location as far as I'm concerned. From time to time we strap in for a ride in the Plus 4 and have a great time, but for the most part the Morgan is a "Dad thing." Everyone in the Darby clan, however, is smiling because *this* Dad got the car of his dreams—after 20 years sounding like a broken record.



Nick and Dana Darby



New purchase DeWaele

Tell us about your profession and what are your responsibilities?

I am a video director/producer working in business-to-business, corporate communications including special venue wide-screen experiences and documentary-style stories of people and places. That all began in 1974 and continues today. I manage project teams of film/video professionals and I'm the guy on set who yells "Action" and "Cut" and "That's a wrap!" (see pic) I work with actors and real people, and I've also been a voiceover artist on narrations and promos. If I make it to 2024 I'll get to say, "...50 years in the business." That's a lot of Morgans.

When did you come up to Connecticut and what brought you here?

For 20 years we had been car free, living in Manhattan. My professional work as a film/video producer and director fueled my curiosity about pretty much any type automobile. In commercials cars were sometimes key to the concept. Remember the first national ad broadcast for that adorable car, the Yugo. I did that. A '58 Cadillac Eldorado as the background for Roy Clark singing for a CARQUEST commercial. I did that. Don't remember? I understand. But there were also the North American new model car launches for Mercedes-Benz, Porsche, and Toyota for 10 years running—big budget, celebrity-laden 35mm films produced for their national dealer meetings. (see pic Corvette 360-degree camera rig) A new longing to own a vintage car began to stir, and I didn't even know it at the time.



Corvette 360-degree camera rig



Quiet please



My two kids and I were walking up Broadway one Saturday and my son said, "Dad, look at that old Mercedes for sale." "Uh huh," I said. "Very nice." And we walked on. It was a 1970 garden variety Mercedes 280 SE sedan. "You're not even going even to look at it?" he shot back. I took the bait. Moments later I called my wife. "Well, are you going to get it?" she asked. 45 minutes later, I was behind the wheel and 2 days later we owned it. So now we have a car in NYC—after 20 years—and nowhere to go. To change all that we tried renting a place or two out of town which gave us a feel for rural living. And the sheer driving pleasure of backcountry roads.



In the VO booth

Our forays beyond the city expanded our horizons and led to a really big shift. After 24 years on Manhattan Island, we uprooted ourselves in 2003-04 and moved to Washington, CT. I insisted we buy a Morgan—it was an obvious prerequisite—how else could we explore this unbelievably beautiful countryside. But while on a college scouting trip with my son I found the Morgan of my dreams, in Chicago at Northshore Sportscars. (see pic) "Hold this car for me," I pressed them, "and I will call you Monday." Back at the hotel the phone rang and my wife broke the shocking news. The new house needed a completely new septic system. Another dream knocked to the floor. A work colleague scoffed. "Who needs a septic? Get the Morgan." I wish.

Over the years I combed through Hemmings and everywhere else ogling Morgan's across the country. I drove several and spent much time with their wonderful owners. But in the end, I could not pull the trigger and be the Morgan owner I dreamed of becoming. But I could—and did—join the 3/4 Morgan Group in the mid-2000s as a non-owner member. I kept the latest Morgan-er at the bedside and always in reach. I went to member hosted drives and



Northshore Plus 4

humbly asked if I could ride shotgun. My nice looking 280 SE was as good as invisible, and I understood.

Which leads me to, when did you 'discover' Morgans? What car would you be driving if there were no Morgans?

The Morgan motor car has always been the pinnacle of sport car pleasure, even (or especially) for some former MG owners. What seemed beyond reach for such a long time now occupies our garage. The voice in my head still pops up: "there's a Morgan in the garage; can you believe it?!" For years there'd been obstacles. What can you say when your partner asks you, "What, did we win the lottery or something?" I say: you just have to poke at reality long enough, so it overtakes fantasy.

Now, if I wasn't so fortunate to own a Morgan then it'd have to be a 300 SL! Seriously, I'm a fan of so many marques—50s vintage Jags, old Alphas, and MGs. I'd love to own a GTO. Truthfully, I just might return to the 1960 MGA, if the Morgan was not to be. That's actually where I was headed two years ago when John DeWaele's Plus 4 came up for sale online and impulse took care of everything from there on.

David, so how long did it take you to find the Morgan you wanted?

It was feeling like 20 years in the wilderness, searching and hoping that there would be a Morgan at our house one day. Maybe I do romanticize this whole thing, which is a big part of the fun, I think. From 1999 to 2019 I flipped through ads and bought books and absorbed the Morgan family history and the evolution of their creations. It's kind of like an athlete pre-visualizing a race, envisioning outcomes before they hap-

pen. And man, did I ever "pre-visualize" Morgan ownership!

I learned that flashing Morgan pictures in front of your spouse is no guarantee of future success. But after 20 years, my number came up. Like to old standard drill ... I email a 1967 Plus 4 "rare" low body picture out of Hemmings to my wife, Jane. That night I casually log onto John DeWaele's listing hoping maybe another look will entice Jane's interest, too. I expected nothing. So I was surprised when Jane said, "are you going to look at it?" I flashed back to that Mercedes in 1999 and Jane's voice on the phone, "Are you going to get it?" Two days later I was in Rhode Island behind the wheel of the Plus 4 and a week later the transaction was complete. I pinched myself all the way home and to this day that highly personal "car connection" keeps pinching me back. I suspect I am not alone.

What are your other interests and passions?

Music is a life long interest. All kinds of music. I like the pure expression of it. From opera to hip hop, rock and roll and indie punk, classical and jazz, folk, the blues, bluegrass and country—I never learned to play an instrument, but I count myself as a pretty good listener.

I'm a recovering amateur marathon racer whose passion has been archived. In 1996 with a nudge from Jane, I committed to distance running mid-life and trained for my first of several marathons. I joined a racing team in Manhattan and

trained and raced for nearly five years. Each day, if nothing else happened, I knew I'd get in my training run. You push and you get better. Plus you see others improve their game and even surpassing your own. It's not that much different when we read member's life stories in the Morganeer and go 'wow' when you consider all that can be accomplished and enjoyed over a lifetime.

What would you say about your experiences with the 3/4 Morgan Group so far?

I was a 3/4 Morgan Group member before I became a Morgan owner. Whatever I could do to put myself closer to the marque and closer to owning a Morgan of my own. As ebb and flow would have it, I let my membership lapse. But once I had the keys to the '67 Plus 4 I got right back on the club's roster. My Morgan experience is still in 1st gear so I'm soaking up all the fun times and learning I can. Signing on new members and increasing participation is important to all our Morgan ownership experiences. I look forward to knowing more members and their Morgans—the true ultimate driving machine. We have a lot of stories to celebrate.

David, thank you so much for a very honest and open interview. We're certainly excited to have you as a member of The 3/4 Morgan Group.

That's a wrap!



Rhinebeck Vintage Car Day



Dustoff Déjà Vu, Massachusetts in May

Jonathan Kinghorn

Well, the weather was getting warmer and with more and more folk getting fully vaccinated things seemed to be opening up a tad. It seemed like time to get the Morganeering season rolling, but what to do at short notice? I decided to offer a reprise of the Massachusetts Spring Dustoff Tour that I had organized back in 2019 to see if there would be any takers—and there were. A dozen couples signed up, eager to see fellow Morganeers in the flesh. Not all were members of the 3/4 Group because the invitation was extended at the last minute to members of the Cape Cod Car Club at Tom Austin's suggestion and to British Cars of New Hampshire at Gregg Pollack's.

For various reasons the number of attendees dwindled in the week or two before the big day, but most of the shirkers had excellent excuses. Gregg Pollack set out from Portsmouth, NH, to join us but his newly restored Plus 4 "Graham"

broke down on I95 en route and the problem could not be identified or rectified. Fortunately, the issue that cut his day short proved to be a simple fix once it had been figured out a few days later. Morgan Malone & Alison DeKlein were there in their bonny blue four seater, new members, Bob Britton from Hancock, NH, and his wife, came too. The

restoration of their Plus 8 was not quite complete so they turned up respectively driving a very splendid scarlet big Healey and a gorgeous green Jensen Healey. Bill and Beth Jouris travelled all the way from Littleton (just a couple of miles down the road) in their yellow Moggie and Judy & Warren Mann roared in driving their wonderful grey 3 Wheeler. We were a colorful lot! Tom and Elaine Austin were also part of the tour, Terry

PHOTOS:

Top: Morgans lined up in the Red Raven's parking lot ready to go.

Bottom: Bob & Linda Britton's Jensen Healey and Healey 3000



Murphy and his wife came in their Mercedes 230SLK, and Paul Cantin of British Cars of New Hampshire joined us in his MGB GT.

Unfortunately, I had not booked tables for lunch at the Red Raven because I was unsure of numbers until late in the day and had been assured that there was plenty of space. But thanks to a last minute booking by a large brunch party on the day the gastropub did not know if they would be able to seat *any* of us—and other eateries in the vicinity were either closed or full. I won't be making that mistake again! We were kept waiting in the parking lot for a while, enjoying the wonderful motor cars and the almost surreal experience of seeing actual real live people in the flesh. Fortunately the Morganeering Gods smiled upon us and before too long the Red Raven announced that they had managed to accommodate every single one of us. We were seated at two tables in the marquee set up in the side garden. It was a bright and mild day but with a slight risk of thunder showers passing through. Consequently, when peels of thunder were heard mid-meal and rain began pattering onto the tent roof there was a mass exodus as drivers dashed out to cover their cars. Fortunately, by the time they had reached their vehicles the shower had passed and we were spared for the remainder of the afternoon.

After a leisurely lunch we set off on the Dustoff Tour itself. I had devised the 27-mile route to take advantage of some fun back roads, to avoid traffic, and to keep caravan-disrupting left-hand turns to a minimum. In essence, we drove through wooded residential areas and more open farmland in a big spiral, ending not all that far from where we had started. The tour took us past the Nashoba Valley Ski Area and down Route 225—one of my favorite roads in the area—to Carlisle. Before reaching the town center, however, we took a vary sharp left onto Curve Street, which winds its way through a quiet residential neighborhood, fields, and a cranberry bog conservation area to the Great Brook Farm State Park. The park is a tract of preserved countryside consisting of woodland and a working farm riddled with trails and pathways. They keep a herd of cattle and make ice cream served in a room with a wall of glass looking into the farm's milking par-



PHOTOS:

Top:
Conversation in
the parking lot

Middle:
The tour leader
with his Plus 4

Bottom:
The Mann's
3 Wheeler
the center
of attention



lor! The place is extremely popular and at weekends the parking lot is generally too full to accommodate even a small motorcade, so it was not on our itinerary. We pattered past keeping to the 20 mph limit and caught a glimpse of some of the cows grazing in the next field. In 2019 the worst piece of road on the entire tour was in an idyllic stretch of woodland in the state park—adopting British understatement, Frank described it in his write-up of that tour as “a bit rough and rutted”; fortunately, that whole section has since been re-paved and is now just wonderful!

After the state park we rejoined Route 225 on the other side of Carlisle center and headed off down River Road towards Concord. This is another of my favorite roads in the area, and it too has recently been re-paved. It winds past impressive houses and a couple of equestrian establishments and morphs imperceptibly into Monument Street as it enters Concord. We took a break at the Old North Bridge battle site in Concord. The original plan was to park at the visitor center in the Buttrick Mansion to take advantage of the bathrooms there, but when checking the route beforehand I learned that it is now closed because of the pandemic.

We halted instead in the Monument Street parking lot on the other side of the park where the bathrooms are still available and the walk down to “the rude bridge that arched the flood” is shorter.

After a brief stroll down to the Old North Bridge, where “the shot heard round the world” was famously heard in 1775, we returned to our vehicles and continued on our way. The route took us along winding wooded back roads to Route 225 just beyond where we had left it earlier. This time we followed the road into Carlisle and ended our tour at the Kimble Farm ice cream stand at Bates Farm. There we found Shayna Loeffler, who had been waiting patiently for some time wondering if she had come to the wrong ice creamery. The parking lot was extremely full but again the Morganeering Gods smiled and all of us managed to find spaces close together. The line moved along quickly and—miraculously—we were able to snag a couple of adjacent tables while we indulged (those Morganeering Gods again, no doubt). As the ice cream was consumed folk began to drift off to other engagements and our wonderful shared experience came to an end.

In Memoriam

Bob Perry and Henry Angel

I wanted to reach out to all our members and share the news of the passing of two of our members and Esprit du Vent recipients, **Bob Perry** and **Henry Angel**. They personify the best of our group, and we are lucky to have known them.

Maura Hall

Bob, as we all know, was a sparkling personality, full of a zest for life and laughter. I met Bob and Gayle so long ago, I always felt that they were welcoming me back every time I saw them. Bob was a wonderful man who never failed to have a smile and a warm word of support every time I had a question or wanted an opinion. Bob was a wealth of—well—everything! Especially when I asked for his opinion. He never steered me wrong. My best memories of Bob and Gayle are just how much fun they had, and how much enjoyment they brought to everything they did. Their magical contributions to the club can never be replaced. Bob passed on June 29th after a brief illness to join Gayle.

Henry Angel, one of the club’s original members, passed away on June 30. Henry and my father Jim were business partners, and I grew up running around and hiding under desks in the office. Henry always had a quirky sense of humor. I remember as a kid listening to him say things to me, and then waiting while I figured out the catch! I remember when Dad and Henry would drive the Morgans to work—there would be these cool red and yellow cars parked outside the office. I of course did not have a cool car at that point and was extremely jealous. As I ended up taking on the president job, the occasional call to Henry was a source of advice and pleasure. That’s such a great description of Henry, just a pleasure. Always and to everyone. His memory is a blessing.

In 2020 we also lost Jim Prior.

Expect more on these three great Morganeers in the next issue. Ed.



The Old North Bridge battle site in Concord

COVER CONTEST

Well, we're all a lot richer for the entries and their pictures, for the Cover of The Morganeer!

Steve Schefbauer, Editor-at-Large

I'd rather have a blowout on the Morgan on a dark road, late at night. (See Spider's jack article, page 27) I'd rather have a root canal! I'd rather do those things than to have to pick just one photo as a winner for *The Morganeer's* very first cover photo contest.

Ladies and Gentlemen of The 3/4 Morgan Group, you overwhelmed us with the quality and quantity of your entries. As far as I and the other two judges are concerned, the many entries we received are all cover-worthy, but our job was to pick just one—and we failed miserably. Unable to get even two votes for a single image (*Ed: truth to tell, we didn't try very hard*), we've decided to pick one photo each, so winners can grace the covers of three upcoming issues.

So, in no particular order, the winners of our 2021 Cover Contest for *The Morganeer* are (Drum Roll Please):

- Robert La Mar
- David Crandall
- Kelly and BJ Overmann

The photos from these three entrants will appear on the next three issues of our magazine. The other entries, however, are so great that we've used photos from all of them in this centerfold (*Ed: I hope I haven't missed anyone*). Furthermore, we reserve the right to use some of the photos, from time to time, for future covers of *The Morganeer*. You may also be asked to write Jonathan's new content piece, "My Morgan", telling the story of your particular car, its history and how you acquired your "Baby".

Once again, a BIG Thanks to all who participated; the contest has been such a success that we'll almost certainly repeat it next year—so don't let any photo ops go to waste!

The Three Winners (in no particular order):



Robert La Mar, 1953 Plus 4 roadster



David Crandall, 1971 Plus 8 roadster



Kelly and BJ Overmann 1967 Plus 4 Malvern

Len Ackerman, 1960 Plus 4 drophead coupe



Erwin Dressel



Mike and Judy Kane, 1962 Plus 4



Sam and Kayda Selby
1971 4/4 four seater



Clive Woakes
1963 Plus 4 roadster



Jim Nichol, 1964 Plus 4 four seater



Brent and
Anne Follweiler
1968 Plus 8 roadster



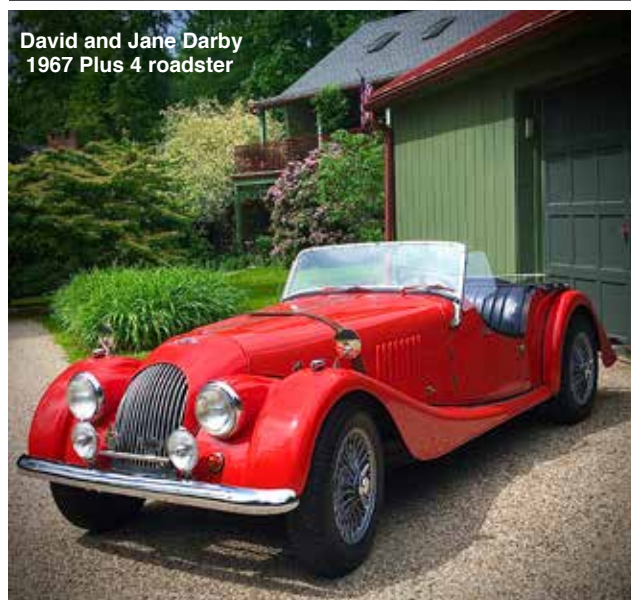
Hugh and Leslie Heller
2003 Plus 8 35th Anniversary



John Hohman
1961 Plus 4



Mike Virr, 1959 4/4 roadster



David and Jane Darby
1967 Plus 4 roadster



Jay Rolls, 1963 Plus 4 four seater



John and Larraine McNulty, 2003 Plus 8 roadster



Roy and Kathi Garner
1967 Plus 4 drophead coupe, Benne



Bob Britton, 1971 Plus 8 roadster



Gerry and Barbara Willburn, 1946 Plus 4 Saloon



Gregg Pollack, 1967 Plus 4 Lowbody



Jay Galpin, 1978 Plus 8



Kevin Clemens and Loree Kalliainen, ex Mike Virr 1959 4/4



Jim Clements, 1960 Plus 4



Donald and Lauren Wilkinson
1962 Plus 4 four seater



Bill Borden, 1957 Plus 4



2017 Morgan THREE WHEELER Willow Green, Honey Tan Leather // **6,700 MILES**

1934 Morgan MX4 SUPER Matchless water-cooled engine, modified with foot pedal gas feed, dash mounted choke and spark advance // **BEST OF CLASS IN HUNTINGTON BEACH CONCOURS 2019**

1933 Morgan MX4 SUPER SPORT Silver, Matchless water-cooled engine // **GROUND UP RESTORATION**

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

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NEW 2019 Morgan Plus 4 110th Anniversary Works Edition, Silver White metallic pearl, Club Sport 200HP spec engine

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

2002 Morgan Plus 8 British Racing Green, Tan leather // **BEAUTIFUL EXAMPLE!**

1995 Morgan Plus 8 Plus LS1 Corvette V8 powered, 6 speed // **ULTRA RARE BILL FINK/ISIS IMPORTS CONCEPTS AND BUILDS**

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



1964 Morgan

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

1963 Morgan Plus 4 SUPERSPORT,

Dark Blue, Black leather, Black 72 spoke wire wheels // **BEST ORIGINAL RACING RECORD IN EUROPEAN HISTORY OTHER THAN TOK258; SIMILARLY UNBEATABLE IN BOTH EAST AND WEST COAST VINTAGE RACE VENUES!**

1963 Morgan Plus 4 SUPERSPORT, British Racing Green, Black leather // **THE FERRARI 250GTO'S OF THE MORGAN WORLD**

1962 Morgan Plus 4

Four passenger, Red body/Black Wings // **RESTORATION BY PHIL EISENBERG & RICHARD TUTTLE**



1949 Morgan Four/FOUR SERIES 1 Tan body with chocolate wings, Chocolate leather // **UNBELIEVABLE EXAMPLE**

OTHER MARQUES

NEW 2021 Allard J2X MkIII Coming soon!

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My Morgan

Lenny Ackerman



My Morgan story is inextricably linked with my late wife, Judie. During my second year of law school, we were living in a basement apartment in Elizabeth, New Jersey. It was autumn, 1961. Judie had struck up a friendship with a young couple in the adjacent apartment building and made plans with them for a dinner double date. They offered to drive, so at the appointed time we waited in anticipation outside of our building on Waverley Place. Suddenly, from around the corner, flew a brand new, British racing

green 2+2 Morgan, coming to a dramatic halt in front of us. The driver smiled and waved us over with his driving gloves. We were going to dinner in a Morgan? I could not believe my luck.

How did Judie find two people with a Morgan in Elizabeth, New Jersey? They seemed a lovely couple, but I confess I was much more interested in their car. I was an admitted car obsessive, and this was beyond my wildest expectations. I owned a Morris Minor in 1960 and had recently traded it in for a 219 Mercedes sedan with the gift money from our wedding. But a Morgan! I had never actually

seen one outside the pages of my car aficionado magazines. Climbing into the narrow backseat was an exercise in dexterity. Judie was fine—she was a trim 5 feet. My extra 7 inches in height made a big difference in a Plus 2. My knees were crushed up against my chest ... and I couldn't have been happier. Thus began my infatuation with the Morgan.

Years later, in 2000, I finally bought my own Morgan. I found a 1960 Jaguar green drophead restored by a fellow in Connecticut. The owner shared his own story with me. As I inspected the car in a private airport, he told me how he had recently been divorced and was selling all his possessions, including his Morgan, to travel around the world in a sailboat, which he was purchasing with the proceeds from the sale of the car. The truth was, he made the deal with me at "hello." It was perfect. After a short drive around the tarmac, I knew it was for us. I knew Judie would love it and she did, for the next 17 years.

The Morgan became our weekend car and as our family grew it was the picnic car for our rides to Shelter Island. When Minnie, our darling long-haired Dachs-hund joined the family, she found her place between us in the front seat. Judie is gone now as is Minnie. The children have grown and moved on. I cannot think of selling the Morgan. It is like a rock that holds down all those wonderful memories over the last 21 years.

PHOTOS:

Top: With Judie in the drophead

Bottom: At a Morgan meet in August 2010





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The Bard of Malvern Link

*Spider, Every time I see this photo, I think you're doing your best Hamlet---
"Alas poor Yorick, I knew him Horatio". Alas poor SU.*

Schef



Iambic Combustometer

*To Push or to Draw...that is the bloody question.
Whether 'tis nobler to force this pump against
the relentless bleating of camshaft lobes
Diaphram's to draw precious fluids in vein?
Or nobler yet to suffer the
slings and arrow of outrageous Lucas electrics
Pushing from behind with fearful weight,
the fluid to it's fiery fate!*

*Lowtest would fairly to leap...
to leap lowtest, perchance Supreme!
Aye...there's the rub!*

*For what dread might rise and froth,
Once mighty SUs drunk this pump's troth!
Thus combustion maketh fools of us all!*

*Feeding the fire deep in the beast,
Alas on which pump would it choose to feast?!*

Spider

Collector Car Appreciation Day

Did you know there is a Collector Car Appreciation Day? I didn't, but there is. July 9, 2021 marks the 12th commemoration of Collector Car Appreciation Day (CCAD), "an annual event to celebrate and raise awareness of the vital role automotive restoration and collection plays in American society". CCAD is the brainchild of the SEMA Action Network (SAN), a nationwide partnership between vehicle clubs, enthusiasts and members of the specialty auto parts industry who want to protect their hobby. Founded in 1997, the SAN was designed to help stamp out legislative threats to the automotive hobby and pass favorable laws. Check out their website (semasan.com) if you want to learn more. According to the website CCAD is:

Intended to celebrate the classics of the past and the future, the U.S. Congress has helped launch CCAD by introducing resolutions each year at the SAN's request. Last year, the U.S. Senate passed Senate Resolution 650 and a similar resolution was also introduced in the U.S. House of Representatives. Each resolution was sponsored by co-chairs of the SEMA-supported Congressional Automotive Performance and Motorsports Caucus. These Congressional leaders have been strong advocates for the automotive hobby in Washington, D.C., and recognize the integral role collector cars have played in fostering our nation's appreciation for the automobile's unique historical place in our history.

On CCAD you are encouraged to celebrate our hobby your way by:

- **Attending** an official vehicle-inspired event or web-based celebration.
- **Hosting** your own safety-minded gathering, club meeting or online gallery.
- **Promoting** a "holiday sale" at your business in-store or online.
- **Inviting** partnerships with nearby enthusiast-related groups if possible.
- **Driving** your special ride—new or old—whatever the destination.

If you or someone you know is hosting a vehicle-related gathering in July—whether public or private—SEMA would like you to submit the details on the SAN website if you haven't done so already! Those planning to celebrate with a virtual gathering (online event, livestream, digital gallery, etc.) are welcome to provide details for official inclusion in the program of events posted online.

Magnificent Men In Their Flying (and Driving) Machines

Morgan and Lotus Club's Special Meet and Drive

Jim Nichol Photos by Jay Frankel

It's been a tough past year and a half with opportunities to tour, visit with other Morgan-ers, or just take in interesting places difficult, if not impossible to accomplish.

Cancelled events (Many) and shuttered sites (Many) are hopefully becoming a thing of the past with vaccines, warm weather and, to be honest, the worst cabin fever ever as evidenced by our exploratory visit to Old Rhinebeck Aerodrome a week prior to their opening airshow.

Through the machinations of our own Steve Scheffbauer and Lime Rock Park/Litchfield Lotus Club's Walter Irvine along with a number of drivers who needed a reason to travel somewhere interesting, a visit to Cole Palen's Old Rhinebeck Aerodrome was organized.

We volunteered to give a brief tour and answer any questions as we welcomed 5 Morgans and 17 Lotuses (Loti?). While we failed to ID all of the Morgan/Lotus pilots we are guessing that the cars will be clues to who was there.

After viewing the hangars and the museum buildings all were on their own to watch a number of the "stars" rehearse for the upcoming season.

As host, I apologize for not taking the time to get the participants' names and rather than omit anyone, I'll omit all. For those who would enjoy a visit to Old Rhinebeck, October 9 and 10 will be British Car Weekend with a History of Flight show on the 9th and the WW I show on Sunday.

Cheers & Happy Morganing,
HalfDime



Whence Came the TR'S 4-Pot Engine?

Part Three: Problems and Solutions

Ian Cornish

This article was published in 2010 in issues 241 and 242 of TR Action, the magazine of the TR Register, and is reproduced with the permission of the author and of the TR Register, which holds copyright.

Ian Cornish is a Chartered Electrical Engineer, has owned a TR since 1963, and has owned 4VC, one of the ex-Works TR4 Rally cars, since 1969. The TR Register was founded in 1970 and Ian joined early that year, served as Technical Editor from 1971-1986, was the club's first Chairman (1983-1985), was awarded Honorary Membership in 1985 and was appointed as the club's first Vice President in 2004.

In two articles in *The Autocar* in April 1955, John Rabson described the development of the TR2. The first article detailed the considerable number of changes required to the Vanguard engine in order to create a sports car engine which was as thoroughly reliable and tough as that of the Vanguard.

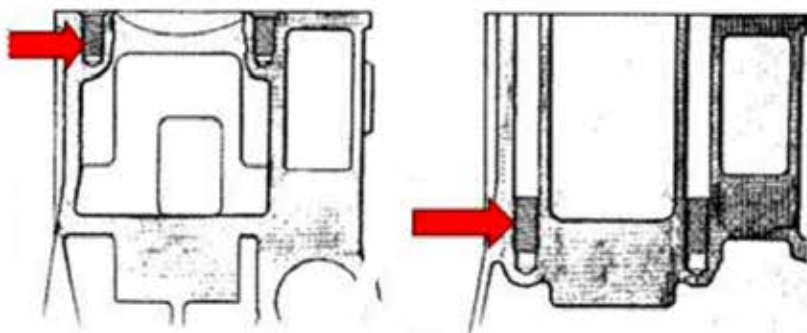
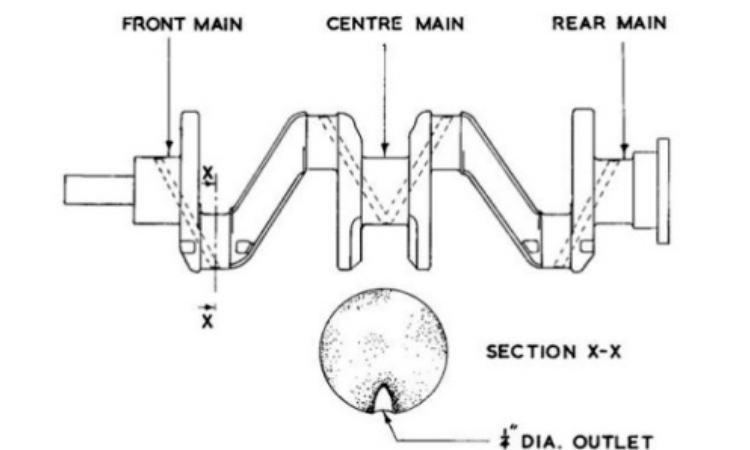
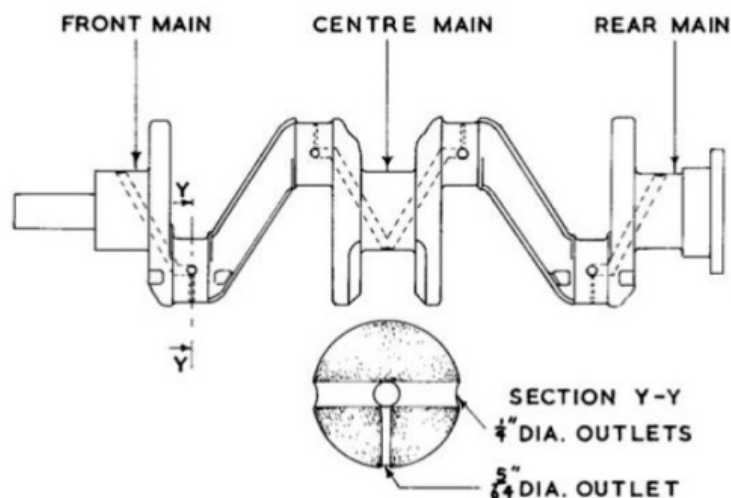


Figure 2. Location of Head Stud Bosses: Vanguard (Left) and TR (Right)



EARLY CRANKSHAFT. (PART No 58142)



CROSS-DRILLED CRANKSHAFT. (58142 STAMPED WITH PART No 301815)

FIG. H 2 BIG END LUBRICATION

Head Gasket: to cope with the higher compression ratio, a considerably greater torque (increased from 60-65 lbf.ft to 100-105 lbf.ft) had to be applied to the head nuts. This caused the upper surface of the block to lift around the studs and, as a consequence, the head gaskets blew. Solution (see Figure 2): the block casting was modified so that the studs screwed into the base of the block (i.e. the upper part of the crankcase chamber), thereby putting the water jacket into compression rather than tension. In addition, the extra torque on the head nuts squashed the figure of 8 seals at the base of the liners to such an extent that the small upstand of the liners above the block was lost, which caused the head gasket to blow! A change of the figure of eight seals, from a soft material to copper, solved the problem. As a further precaution (remember that the liners should sit only a few thousands of an inch above the top of the block), production tolerances on the various components were reduced. (C)

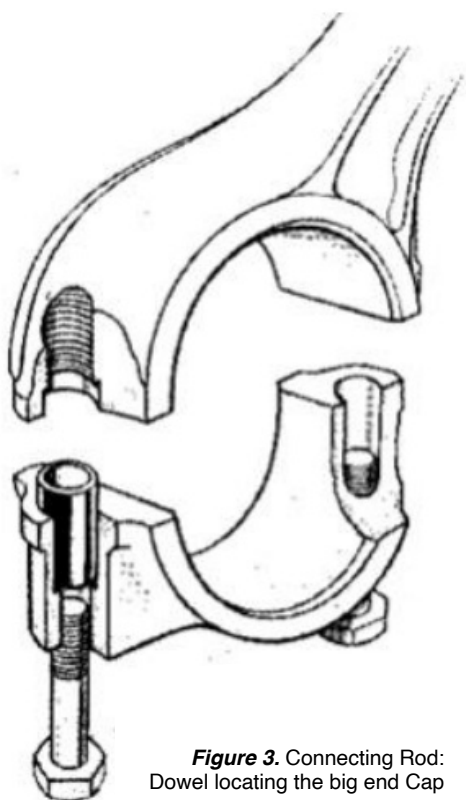


Figure 3. Connecting Rod: Dowel locating the big end Cap

Big-Ends: the combination of higher engine speeds (up to 6,000 rpm), greater compression and better breathing in the TR mean that the loading on the big-ends will be much higher than in

the Vanguard. Big-end failures occurred after 2-3 hours at sustained 5,200 rpm, so the bearing material was changed from white metal to indium-coated lead bronze bearings.

(D) Then, modifications were made to the main bearing shells so as to permit oil to pass more rapidly from the crankcase via the main bearings to the crankshaft, and thence through the crankshaft drillings to the big-ends. This was not a complete cure—see next!

Crankshaft: see Figure H2, which Neil Revington drew for me in 1976 for the Technicalities Booklet. (Ed: TR club publication) The crankshaft was originally drilled from the main bearings to the big-ends (see upper drawing), but, with the higher crankshaft speeds and the increased bearing clearances necessitated by the use of lead bronze bearings, this resulted in a considerable loss of oil owing to centrifugal action. To reduce this effect, the crankshaft drillings were modified (see lower drawing) so that the greater proportion of the oil would be discharged around the periphery of the big end bearing, which is closer to the centre line of the crankshaft, by making a 1/4 inch cross drilling, and by reducing the diameter of the outlet at the outer end of the main oilway to 5/64 inch. In addition, to improve the spread of oil round the bearing, the edges of the outlets were “shelled”, and this process also prevented foreign matter “cutting-up” the bearing shell. (E)

Connecting Rods: no failures occurred, but stiffness was increased and the location between the rod and the cap (see Figure 3) was improved by use of a single tubular dowel to prevent shear loading on the bolt itself, and the big end bolts were increased to 7/16 inch.

Valve Gear: number 1 exhaust failed after 246 miles at over 5,000 rpm—this was not repeated on the other valves. Special stroboscopic and electronic test equipment showed that the camshaft was bending at about 6,000 rpm—much more on number 1 (0.019”) than number 3 exhaust (0.008”). Increasing the shaft diameter by 1/8 inch along its length didn’t solve problem. The solution was to increase the diameter of the front half of the camshaft only. As a precaution, the valves were strengthened.

Oil Sealing: at the rear main bearing, in addition to the outer return oil scroll, a scroll was added to the crankshaft itself.

Crankcase Breather: there was a loss of oil from the breather pipe when cornering fast (Vanguards are not usually subjected to this sort of treatment!), so the shape was modified to avoid oil being flung out and to condense oil vapor and thereby permit the condensate to flow back to the sump.

Cooling Fan: the bonnet and radiator on the TR were so low that the fan couldn’t be belt driven, but had to be mounted on the front end of the crankshaft. Torsional vibration of the crank caused breakage of the fan until rubber bushes were inserted in the fan’s mounting.

Oil Filter: initially, a bypass type was used, but, at engine 12650E, this was changed to full-flow in order to increase reliability and longevity.

Conclusion

I can look back to that immediate post-War era of austerity and remember the rationing, the derelict buildings, the canvas visible on vehicle tires, the pipes freezing and bursting in the winter, the ice on the inside of the bedroom window in the morning, the chilblains on my ears, the multi-colored bedsocks knitted by my mother, and the frequent power cuts—candles and matches at the ready in every room! So, it is amazing to consider that, more than 60 years on, we are driving TRs which, using that same basic engine design and construction, are producing some five (and more) times the tractor’s power output—and with great reliability. In fact, the rally/racing folks are getting about eight times the power with good reliability. Of course, these TR engines have:

Greater capacity
(around the 2.25-2.5 liter mark)

Higher compression (CR of 10 and more)

Better breathing (inlet & exhaust manifolds, valves and carburetors)

Better camshafts, pistons, connecting rods and crankshafts

And they spin at much higher speeds
(three and more times as fast as the tractor’s engine)

In summary, I believe we owe Ted Grin-

ham and his team a great deal for giving us an engine which really has stood the test of time in all three of its forms!

Acknowledgements

I have used a number of invaluable web, published, and oral sources in compiling this story, and I am greatly indebted to each of them. They are:

Ferguson TE20: website ferguson-museum.co.uk/52_ferguson.htm.

Standard Vanguard: websites standard-motorclub.org.uk and autoclassic.com/features/classic_car_history/standard_vanguard.html.

"The Ferguson Tractor Story" by Stuart Gibbard, ISBN 1903366089.

Gary Anderson of the Ferguson Club, for directing me to members of that club who had great knowledge. Incidentally, Gary has owned a TR7 since 1980 and has been a member of the TR Register for more than 25 years—small world!

Michael Thorne, for giving me an engrossing guided tour of The Coldridge Collection, his Ferguson museum in Devon, and for his book, "Ferguson TE20 in Detail", ISBN 0-9549981-3-8. For details of his museum, see website fergusonclub.com/gallery.

Arnold Staples, for information about Fergusons, resulting from his many years of experience at Hoggarths, the Preston agency for the tractors. Bob Dickins and John Ainsworth, Ferguson enthusiasts living in Winslow, who demonstrated their tractors and implements, answered my questions, allowed me to photograph important details and to drive a Fergie!

Mike Ellis (TR Register's TR2/3 Registrar) for useful background material—he learnt to drive on a Fergie! Colin Boother, TR Register member, for photographs of his own Fergie. Ian Gibson (TR Register's Technical Editor), for an amazing amount of information on Fergusons (both Continental and Standard-engined), Vanguards and TRs—is

there no limit to this man's knowledge and experience!

"A Triumph of Development—the story of the TR2" by John Rabson, printed in *The Autocar* on 8th and 22nd April 1955. It should be noted that there were some factual errors in these articles, and those concerning the engine have been corrected herein. From these two articles, Dave Allen & Dick Strome obtained the text for the first part of Chapter 6 of their "Triumph Guide", published in 1959 by Sports Car Press, 419 Fourth Avenue, New York 16, NY (Library of Congress Catalogue Card Number 59-9853)—so it contains the same errors!

Graham Robson (renowned author and the TR Register's Honorary President) for a great deal of help and encouragement, and for correcting various of my errors concerning Standard's history.

Neil Revington, for information on the TR's crankshaft oilway drillings and his splendid illustration.

For Sale

1959 Morgan Plus4, 4-seater

Excellent condition. 31,620 miles



The car needs to go to someone who will use it more than I have used it.

Summary of key features: 100 Hp Triumph TR 3 engine; Thoroughly gone through, hardened valve and guides; neoprene rear oil seal, electronic ignition system, High speed starter, new exhaust system.

Transmission: Moss 4 speed with brand new bearings and seals.

Rear Axle rebuilt; Stainless Steel 82 spoke wire wheels; Spacks adjustable shocks; Ferrari Red Imron Paint.

Only needs some interior work rear seat is original leather and seams are splitting.

I believe \$35,000.00 would be a good purchase and a good sell price for both of us.

Contact Larry Krueger 203-913-2081



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HIT THE ROAD, JACK....!!!

Spider J.C. Bulyk

"Hit the road, Jack!

Git it up there without no care

Hit the road, Jack!

'Long as ah got some air in the spare

Hit the road, Jack!

Now git me down and outta here....."

(With apologies to Percy Mayfield & Ray Charles)

OK, so it turned out to be great party, way up on the other side of nowhereville. Lots of smiles and laughs, good music, well poured drinks, a better-renew-your-diet menu, ever-longer stories, and warm vibes. A dozen or so Morgans came out on a cold and dark November night, making for a nice group of some thirty hardy Morganeers. Carnival broke up around midnight just as it was starting to drizzle. With a good hour-plus drive ahead, you and yours pile into the Plus 4, and streak out into the night, driving by GPS. You've covered about a third of the distance, mostly down unlit back roads, and you're both still giggling, when BANG goes the wheel in the pothole that ate King Kong! The Moggies sluices a bit as you come to a stop in deepest dark nowhereville: last lights, house, or visible life signs were some 10 miles back. The Moggie seems low in one corner, and very damp walk around the car (in your tux) tells you what you already knew: that rear-right is flatter than a tortilla from the Los Caballeros truck. "What now, oh brave and intrepid pilot?", nervously asks your navigator.

I might agree that the above, hand-painted scenario is straight out of a cheap, made-for-late-night-TV movie ... BUT ... *This Could Happen To You!* Right about that time, you'd be desperately trying to remember a list of newly important facts, among them: Which way does the knock-off turn on the right hand side of the car? When was the last time you checked air pressure in the spare? Where's the flashlight? Where did I stash the expensive Thor knock-off hammer I bought last summer? Do I need to remove the luggage rack to get the spare tire AND do I have the wrenches needed for said removal? But the big question in your mind is: *When was the last time I saw the Jack?* Without that jack, dear Morganeer, you have several options, none of them good!

Now I usually don't spend a lot of time thinking about take-along jacks. When I sat down to write this, I realized that in an almost half century and 200+ thousand miles in a Morgan, I've actually

never experienced the pleasure of a flat tire. So I was gobsmacked to receive no fewer than five questions over a three-week period, from the U.S., UK, and EU about the Morgan jack. Wazzzzat all about, eh? So here goes TMI: more than you ever wanted to know.

Some early British sports cars came with a ratcheting screw jack: a cone shaped casting rotated with a short tommy-bar causing a screw to slowly lift the car from under the frame. I've seen a few of these still around, mostly at concours rather than on the road. Most Morganeers currently carry some form of a scissors jack: place it under some structural part of the car, spin the hand crank, causing the jack to open like the blades of two scissors lifting the car. Scissors jacks are reliable, easy to understand, inexpensive, collapse for in-car storage: therefore popular. But the inquiries I received weren't about any of these. The inquiries to me were very specifically about *THE MORGAN JACK*.

Spider,

Yes, that's what I have on the '65 2-seater. I also have the authentic Morgan jack (which is a standard British jack with an additional piece welded on, I think). But I've never used it as it looks like a bit of a dicey setup. What I actually carry in the car is a \$12.95 Grizzly scissors jack. Thankfully, I've only had to use that on the road once in 20 years.

Cheers,
Marc Wunderman

Hi guys,

Our 1967 +4 2 seater did have the jacking holes you mention (and I actually used them and the original jack for routine maintenance).

Our 1973 +8 2 seater does not have them.

Our 1980 something 4/4 2 seater did not have them.

In my very last conversation with Bill Fink (after I noticed the 4/4 did not have them), he mentioned that somewhere along the way the factory switched to the scissor jack. I don't recall him saying precisely when or whether the change was universal. Perhaps Larry Eckler would know.

I see a fascinating story coming, Bro!

Regards,
Wes Fredericks





Fess up, you didn't know there was such a thing, did you? Well dear reader, your Uncle Spidey is here with the joyous news: there is *indeed* such a thing as *The Morgan Jack*. I can prove it! Go out to your car, lift the rubber mats off the floorboard in front of the passenger or driver seat. There, there before your very eyes, dear reader, is a metal plate which when lifted pulls a wooden plug out of the floorboard. (*Gee, I've always wondered.*) Looking closely at the crossmember adjoining the floorboard opening, should be a ~5/8" diameter hole. The Morgan Jack is a narrow tubular body, containing a long screw assembly. The jack body fits through the floorboard opening and has a ~5/8" diameter lifting pin that fits to the hole in the crossmember. Spin the hinged crank handle atop the jack and the car will lift: an entire side at a time (in gear, e-brake on, chocks?). Confused? Look at the photos: when you see it you'll "get it" immediately.

So other than the five wide-eyed Morgan-originalists, why should I care?

Several good reasons: The concept is structurally sound; with the car up, wheels can easily be exchanged. The low gear mechanical advantage of the screw makes lifting the car quite easy. Handle folded, the jack shrinks in size to store easily, either in the cockpit or in the engine bay tool bin. I keep mine in a large Ziplock bag to avoid corrosion. (It fits nicely next to my starter handle, but that's for a different story.)

Next is important. You never (ears-on brothers and sisters, I said *NEVER*) want to be under the car solely held by a jack, any kind of jack. I'll repeat—NEVER—not for five minutes or two seconds—not with hydraulics, nor scissors, nor bottle jacks. In my shop, cars go up on a floor jack, then get jackstands in all 4 corners, and a railroad tie under full width of the frame nearest my own precious self.

That having been said, I know the Morgan Jack looks hokey but it's actually and surprisingly very stable. When I carry tools in the car, I make a point to

try them out from time to time as part of never having that November night's panic attack. So, I can tell you that the vouch for that jack. However, you or your navigator *will* have to exit the car if you intend on using THE MORGAN JACK!

By Spider J.C. Bulyk,
Technical Advisor Plus-4 Morgan Cars
Morgan Sports Car Club, UK
(Early Plus-4)
The 3/4 Morgan Group, Ltd, NY
Morgan Car Club, Washington DC

PHOTOS:

Top left: Jack installed through the floorboards, the pin (partially inserted for visibility) in crossmember

Top right: Jack with cranking handle folded for storage

Bottom left: Plus-4 airborne on the jack

Bottom right: Floorboard jacking port cover (bottom, showing wooden plug)

WORD FROM THE WORKS

Morgan Motor Company Press Releases

Morgan Plus Four and Plus Six Benefit From a Host of Model Updates

The Morgan Motor Company continues its program of customer-focused vehicle enhancement with a host of upgrades for its Plus Four and Plus Six models. The updates come collectively as part of Morgan's Model Year '22 (MY22) package, in the company's move to a cyclical product enhancement program. The MY22 update comes following feedback from customers and press alike and reflects Morgan's desire to evolve its product and provide tangible customer benefit. It furthermore provides renewed purchase motivation, as part of the company's wider long-term product strategy.

An all-new hood design leads the MY22 update package, and is designed to improve usability, weather protection, and refinement. This has been achieved through a revised frame structure that eliminates the requirement for hood rail fasteners, and a vastly enhanced seal package around door and sidescreen closures. Together, these changes bring a marked improvement in speed and ease of hood operation, cabin noise insulation, and weather protection.

The MY22 update sees the first usage of Morgan's redesigned 'wings badge' on a vehicle. The iconic logo has received its first update in more than a decade, and the change comes as part of Morgan's wider brand identity refresh. The badge was designed in-house and is an example of the company's new level of digital craftsmanship that sits perfectly alongside its famed array of traditional coachbuilding skills. The new badge is complemented by a lower intake mesh that can now be specified with a black finish to match the optional black grille mesh.

The engine sound and character is core to the Morgan driving experience, and now customers will be able to enjoy the unrestrained sound of their Plus Four or Plus Six while out on the open road, but with the option of a more subtle acoustic profile in urban environments, thanks to the optional Active Sports Exhaust System. Featuring active bypass valves, the full character of the



engine is released when driving in Sport mode (automatic models) and Sport Plus modes. It comes with a choice of polished silver or black tailpipes.

Inside the car, an all-new seat improves comfort, as well as driver confidence during dynamic driving. This has been achieved through reprofiled ergonomic seat padding in the base and backrest, as well as enhanced lateral and longitudinal support. It comes in two forms: the Comfort seat, which comes as standard on the Morgan Plus Four, and features adjustable lumbar support, and the Comfort Plus, which is fitted as standard to the Morgan Plus Six – and is available optionally on the Plus Four – and features increased elasticity in the seat base along with additional pneumatic adjustment to the side and thigh bolsters.

A new lockable storage compartment is now available as an option on both the Plus Four and Plus Six. Fitted to the rear of the luggage compartment, it provides secure stowage for valuable items when the car is left unattended, with no impact on the existing storage capacity or occupant space.

Additional interior lighting is provided by the standard fitment of a pair of LED lights to the rear bulkhead, a further useability enhancement to the MY22 models. A concierge function has been incorporated into the headlights, too, keeping them illuminated for 30 seconds after the key has been removed from the ignition.

The addition of a dual USB outlet as standard represents a further passenger convenience feature, and when combined with the existing Bluetooth audio connectivity facilitate seamless mobile device integration for navigation and in-car entertainment.

The Archive Room, Morgan's All-New Museum Experience, Is Officially Open

The Morgan Motor Company is completing the redevelopment of its visitor attraction, the Morgan Experience Centre, with the opening of its all-new interactive museum experience, The Archive Room. As of 17 May 2021, in line with the easing of COVID-19 restrictions, The Archive Room is open to all visitors to Morgan, both throughout the week and every Saturday.

The Archive Room is home to the full company archives, containing more than

a century of artefacts, documents, photographs and footage that chart the unique history and heritage of the brand. The centerpiece of the room is a full-length cabinet that houses individual items of historical significance, each with their own story. Next to each item is a button that allows visitors to bring the artefact to life as part of an audio-visual installation. Some of the more prominent items include a 1930s Leica camera belonging to the company's founder, HFS Morgan, thousands of original press cuttings dating back to 1910, each beautifully documented in 'scrap books' by George Morgan (father of HFS), and original blueprints and historical parts from the earliest days of the company.

Five large-scale projectors situated around the room display rotating content that delves into all aspects of company history and provide a backdrop to the room. The remaining walls are adorned with artwork and abstract frames, Morgan parts and trophies. In the centre, seven cars are displayed and represent all eras and models, with a mixture of company heritage fleet and vehicles loaned by private owners. At launch, models including a 1910 Runabout, 1938 4-4 previously owned by HFS Morgan, a 1977 Plus 8 race car owned by Graham and Oliver Bryant, a 1 of 100 Aeromax and EV3 concept car will all be on display alongside other vehicles.

A 'Design Your Morgan' area introduces visitors to the basic principles of drawing a Morgan car, and how the design and development process works, with added insight from Morgan's designers and engineers. A lightbox drawing board, tracing paper templates and pencils allow budding designers to put the Morgan creations of their imaginations onto paper, to take home or share on social media.

The Archive Room brings the Morgan story to life, building upon the ever-popular Morgan Experience offering of factory tours, sports car hire and experience drives. The Morgan Experience Centre itself underwent a full refurbishment in 2020. The redesigned space includes a retail showroom for Morgan's on-site dealership, Morgan Works Malvern; a new restaurant, The Canteen; and a gift and lifestyle shop. It also serves as home to Morgan's ever-popular factory tours, the behind-the-scenes insight into how these unique vehicles are made.

The exterior of the building benefits from new stand-out features including the 'jewel box' display for showcasing the latest and most significant models, a sculptural entrance foyer, and a covered vehicle display area which echoes the crests of the Malvern Hills, the foothills of which are the location for the building. These features are constructed using modular timber structures, the material chosen to represent the ash body frame used in every Morgan sports car.

"As one of the longest established automotive manufacturers in Britain, the history of Morgan is both fascinating and extensive. From trials victories that helped to propel the company in its early years, through to the incredible history of our Pickersleigh Road factory and our more recent post-millennium advances, The Archive Room enables us to tell the story of Morgan like never before. The interactive installations and activities offer something for all ages and interests. Whether you are a lifelong Morgan aficionado, or on your first visit to the factory, we have curated The Archive Room to remain relevant for all. And most importantly, like the company itself, it will continue to evolve."

Steve Morris
Chairman & CEO



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AUTUMN MOG 2021

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Deborah Spurgas
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The Morganeer

CROSSHEAD

The Morganeer is the official Journal of The 3/4 Morgan Group, Ltd., a not-for-profit corporation under the laws of New York State. The Group is dedicated to furthering the enjoyment, appreciation, and use of cars produced by The Morgan Motor Company, Malvern Link, England. The Morganeer is published bi-monthly and is free in print to all Group members. It is also distributed electronically to members and available at www.morgan34.org.

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