

MAY/JUNE 2023

Vol 45 Issue 3

# The Morganeer™



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



*Flatrad Fun...*

**OFF TO SUNNY MEXICO!**



## NEW CLUB MEMBERS

**Andrew Bates** Bangor, ME

**Charles and Sally Bates** Biddeford, ME  
Two-tone gray 2003 Plus 8

**Christopher R Cole**  
and **Gail Gray** Johnson, VT

**Alan K Countess** Acton, MA  
BRG 2003 Morgan Plus 8

**Geoff Parkins** Jupiter, FL  
Blue 1967 Plus 4 two-seater

**Craig and Brianna Parsons** Gardiner, ME

*A warm welcome to the  
3/4 Morgan Group to you all.*

**May we meet soon!**

### COVER PHOTO

Dennis Glavis' restored 4/4  
AKA "The Flying Haggis," hero of  
"La Carrera Panamericana 1989"  
in this issue. (Dennis Glavis)

## CONTENTS

In Case You Missed It	p. 4
Meredith Wnek Obit	p. 5
Events Calendar	p. 6
Photo Caption Contest	p. 8
Real Woody	p. 9
Drive Your Morgan Day	p. 10
Tapas Day at Lime Rock	p. 12
On the Spot	p. 12
Samaritans on the Road to Pettipaug	p. 13
My Small Mouth TR <sub>3</sub>	p. 15
The Thrill of Triumph	p. 16
La Carrera Panamericana 2	p. 21
Autumn MOG 2023	p. 25
End of an Error	p. 26
June is for Driving	p. 29
The End Is Near	p. 30
Installation Project	p. 32
Word from the Works	p. 34

## FROM THE EDITOR

**Jonathan Kinghorn**

The now largely forgotten 1950s British comedy duo Michael Flanders and Donald Swann were described recently as the comedy double act with "the biggest and broadest influence on British popular culture." As well as being funny guys they were talented musicians and among their many witty ditties was "A Song of the Weather" that bemoans the UK's notoriously unreliable and much maligned meteorological conditions. It features brief verses for each month starting with "January brings the snow, Makes your feet and fingers glow" and ending with "Freezing wet December then, ... Bloody January again." Each month is described in similarly dismal terms, my favorite being "April brings the sweet spring showers, On and on for hours and hours." For this time of year they warned, "Farmers fear unkindly May, Frost by night and hail by day" and complained that "June just rains and never stops, Thirty days and spoils the crops."

Even in this era of global warming and climate change I hope we can do much better than that on this side of the pond! This is, after all, a favorite time of year. As well as vastly improved weather, the Merry Month of May brings us World Whisky Day, World Laughter Day, and if you are so inclined, World Naked Gardening Day. It embraces National Teacher Appreciation Week and is at one and the same time Bicycle Month, Jewish American Heritage Month, National Burger Month and so much more. June follows up with National Chocolate Macaroon Day, Chocolate Ice Cream Day, and National Doughnut Day.

But more significantly for those of us counting our calories and deprived of our Morgans for so many winter months, June is the Great Outdoors Month. The transition from spring into summer brings with it some of the best Morganeering weather of the year. But be warned, June 24 also brings Midsummer Day, traditionally the halfway point between planting and harvesting and celebrated in many cultures on the night of June 23, as Midsummer Eve. Our driving season has only just arrived, and yet



it seems will be half done all too soon — let's not waste a moment!

To get you out and about Morganeering, as if you needed an excuse or three, we have an updated Calendar of Events as well as invitations to a scenic drive around Washington, CT, and the New Preston/Warren area on June 17 and Tapas Day at Lime Rock Park on July 31. And in this issue your humble editor tells how the inaugural Drive Your Morgan Day panned out on April 4 (4/4), thus extending the season a tad at the outset for a brave few.

We have plenty else to inform and entertain you. Our cover image highlights the second part of Dennis Glavis' epic tale of derring-do in "La Carrera Panamericana 1989." We've put 3/4 Group member Leonard Ackerman "On the Spot," there's another photo caption contest for you, Spider Bulyk tells "a story of moral strength and secret powers," and Editor-at-Large Steve Schefbauer corrects a prestigious auto museum. As if this was not enough, Jim Nichol and the aforementioned Steve Schefbauer provide "an almost stream of consciousness" about the Triumph TRs they've owned, comparing their first triumphs and defeats.

On more serious technical matters, Gilles Lachance concludes his impressive fuel injection and programmable ignition installation project and our illustrious and industrious Registrar Paul Fredricks proclaims that "The End Is Near." That being the case, I'd better wrap up and let you get reading!

## Mailbag

### Errata

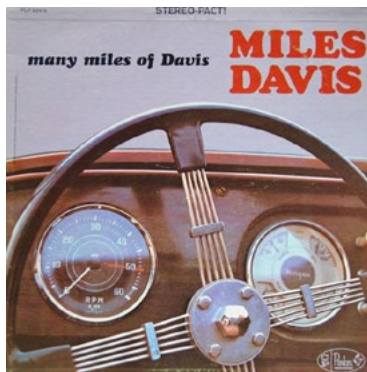
Asked for permission to republish my article on Les 24 Heures du Mans 1962 (November/December 2022 issue) I reviewed it and realized that I had made a major error. It was, of course, not Chris Lawrence's red 1956 Plus 4 TOK 258 (chassis #3464) that was famously barred from participation at Le Mans in 1961 but the blue 1961 Plus 4 registered XRX 1 (chassis #4840). This car had been built with Le Mans specification and was collected from the works a couple of months before the 1961 event.

To clarify, when Lawrence was obliged to sell the 1956 car in December, 1961, he switched the registration numbers between the two vehicles to retain his lucky TOK 258 identity. The new TOK was given an aluminum low-line 4/4 body by MMC early in 1962 and painted red. Final prep for Le Mans was done by LawrenceTune and the car was British Racing Green by the time it left for France.

Ed.

Hi Jonathan,

After reading your bit about Miles Davis in the last issue, I thought you'd like to run the attached photo of a 1962 Parker LP titled "Many Miles of Davis". Look familiar? This one hangs on the wall in my game room, along with a host of other Morgan memorabilia. But like everything Morgan, there's a back story to the LP.



I first bid on it at auction on eBay. Sadly, I lost the auction. About 2 days later, I get an email from Paul Levitt, President Emeritus of The 3/4 Morgan Group, Ltd., formerly of Manhattan, now living in Hawaii. "Halloo Spider! I just realized it was you who lost getting my Miles Davis LP. You should know that the winner was none other than SuperDave Bondon! The good news is that I have a second copy which I'd be happy to sell you for the same price SuperDave paid!" "DONE" says I. In it came; I listened; then framed the LP jacket. Good-OH!!

SuperDave and the entire Bondon family were active members of The 3/4 Morgan Group, Ltd., part of club leadership, and there's a grand interview with all of them in Vol.36, Issue 4, The Morganeer, July/August 2013—almost 10 years ago. SuperDave and his daughter, Stacey, continue to race (and WIN!) their twincam Moggies. SuperDave owned some quite rare Morgans including one of the original SLR race cars.

The penultimate part of the story happens when Editor-at-Large (and jazz aficionado) Steve Scheffbauer saunters (jauntily) into my game room one afternoon and happens to spy the framed "Many Miles of Davis" LP. I dunno how he did it but now there's another LP jacket hanging on Steve's wall, thereby giving everyone Many More Miles of Davis.

Miles Davis and Morgans. Who woulda thunk?

Run (very, very) Cool!, Spider

This one was new to me. While attending Spider's, aka Shiftright's Spanner and Mallet Works Ltd. tour last month, I came across this in the "Basement Museum", before entering the shrine of the rebirth of "The Great White hope," and it blew me away. I have been a fan of Miles Davis for years and have several of his albums on CD but have never seen this album or known about its existence—"Many Miles of Davis" with its unique album cover. Charlie Parker records, first recorded in 1962, which means it is a pre-1962 Morgan but the different colored faces on the gauges are confusing. Anybody out there have any info on this? Anyway I had to have it. Took some digging but found one for sale online for \$29.95, had it simply framed in black with a hint of chrome highlight and museum glass. It now resides in the loft office along with my "Pen is Mightier Than the Wrench Award" and is a great conversation piece. The record itself has gone to a friend of mine who favors vinyl over CDs and has the equipment to get the best out of it.



What a treat!  
Steve

Hi Jonathan & Schef,

I think I caught a lick in a recent issue of The Morganeer about Morgan licensed, French-built Trikes. Now I can't seem to place where it was. But wanted to note that in my small stable, I happen to have two French-built Morgan Trikes and have attached a photo of them together with their Malvern-built elder cousin.

In a family group shot, on the deck adjoined my study, are the two "Lucky 13" French cars, the blue 1922 Darmont (left) and the gold 1935 Sanford (right) supporting the Morgan original (center). A rare shot indeed!!

Courir "cool"  
Spider





## IN CASE YOU MISSED IT ...

The March/April issue of the Haggerty magazine Drivers Club contained an article by Aaron Robinson about four of England's smallest car companies. "Small But Mighty" discussed the Ariel Motor Company, the Briggs Automotive Company (BAC), Caterham Cars, and—you guessed it—the Morgan Motor Company. The rather nice Morgan write-up included a tantalizing comment from Jonathan Wells, the company's head of design, referring to annual production of "possibly 100 units of a new company flagship to replace the retired Aero." Can't wait to see that one!

<https://www.classicandsportscar.com/en-US/gallery/25-fun-packed-lightweight-classic-cars#image=21>

A Hagerty review by Nik Berg recently concluded that "The 2023 Morgan Plus Four is a surprisingly modern mountaineer."

Catch it at <https://www.hagerty.com/media/great-reads/the-2023-morgan-plus-four-is-a-surprisingly-modern-mountaineer/>

Jim Nichol shared an April Fool's Day Facebook post from the UK dealer Brands Hatch Morgan leaking details of a new limited edition Morgan project mounting new old stock Chrysler PT bodysells on Plus 6 chassis "to create a new luxury flagship MPV." The project, a tie up between Malvern and the huge Stellantis autogroup, will supposedly create the first ever five door Morgan. Comments on the post include "a vast improvement on a Pt cruiser," "... a concept it could work (a retro looking 4 seater Morgan with a roof)—certainly better than that Dakar Rally copycat—that's an even better April Fool!" and "Superb, once I had removed my head from the sick bowl, I realized what day it is!"



A serious accident last year involving a Morgan Super 3 halted production of the next series of the BBC car show Top Gear. One of the hosts, former pro cricketer Freddie Flintoff, was seriously injured when the 3 wheeler he was driving for the show overturned on December 13 last year. Flintoff was driving at high speed on the Top Gear test track at Dunsfold Park Aerodrome in Surrey. According to the BBC, Flintoff was 'seriously emotionally and physically affected by the crash' in which he suffered injuries to his face and ribs. *The Independent* reported on March 20 that, as a result, Flintoff is reportedly leaving Top Gear and that the plug has been pulled on the new series.

## "Morgan 3 Wheeler"

by Vermont Fine Artist *Mike Mayone*

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# Award Winning Baker, Knitter, Racket Star, and Sweetheart

## Meredith Taylor Wnek

April 2, 1951–February 17, 2023

**A**s some of you already know the sad news, our Meredith Wnek has gone to be with the Angels after a hard fought, four-year battle with ovarian cancer.

Meredith and Frank, Editor Emeritus of The Morganeer, were a frequent sight at our club events with their Drop Head Coupe. Meredith and Frank, together with Lorna and Jack Flynn made up the Fearless Foursome who created and drove “Lobster MOG”, a joyous event that had us many of us “Romancing the Coast of Maine” every Summer for a decade and more. Seeing Meredith’s smiling face at any and all club events always brought a warm sense of anticipation. Whether her “Morgan-verse Famous” Double Chocolate Brownies or her Blueberry Pies and Cakes, it was always difficult to refuse a second helping.

Beyond her specialty Sweets, Meredith’s company and conversation at club events always had a warm, generous, and caring quality that made one feel quite at home. At Autumn MOG in 2014, Meredith was presented with the Barbara Ross Award, given for the female club member who embodied an enthusiastic spirit in support of the Morgan Marque and The 3/4 Morgan Group. In Meredith, that spirit overflowed also to include the care of the club’s members, their physical and emotional well-being. Anyone who attended club events could easily testify that these qualities made Meredith a truly fabulous hostess and a joy.

At an early childhood age, Meredith discovered that she loved baking, loved knitting, and became passionate about tennis. It’s said that doing things you deeply love for a lifetime can make one a master at each: Meredith was your proof.



Spider’s  
lobster trike  
logo for  
Lobster  
MOG



Frank, Meredith, and Double Chocolate Brownies  
at Lobster MOG 3

Meredith and Frank were married for over a half-century, a demonstration of their commitment and steadfastness. Our hearts go out to Frank, himself a dear person, and to their children, grandchildren, and to all the extended Wnek family for their loss of Meredith.

If you would like more detail, Meredith Taylor Wnek’s full obituary is available online at: <https://www.pressherald.com/2023/02/24/obituarymeredith-taylor-wnek/> In lieu of flowers, contributions in Meredith’s memory may be made to CHANS Home Health and Hospice, Brunswick, ME, at: <https://www.chanshomehealth.com>



Run cool, Meredith.  
Spider

The Wnek’s  
drophead





# EVENT CALENDAR 2023

*The 3/4 Morgan Group Ltd.*

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

DATE	EVENT	HOSTS
May 5-6	<b>RHINEBECK 2023</b> Rhinebeck, NY, 8 a.m. – 5 p.m.	<a href="https://rhinebeckcarshow.com/">https://rhinebeckcarshow.com/</a>
May 20	<b>BOW ROTARY CAR SHOW</b> Bow, NH, 8 a.m. – 1 p.m.	<a href="http://www.BowRotaryCarShow.com">www.BowRotaryCarShow.com</a>
May 21	<b>BOOTHE MEMORIAL PARK ANTIQUE &amp; CLASSIC CAR SHOW</b> Stratford, CT, 9 a.m. – 4 p.m.	<a href="https://www.portfiveusa.com/carshow">https://www.portfiveusa.com/carshow</a>
May 28	<b>HAGERTY CARS &amp; CAFFEINE CAR SHOW AT LIME ROCK PARK</b> Lakeville, CT	<a href="http://speedtour.net/st/?lib=product&amp;pid=665&amp;cat=11">http://speedtour.net/ st/?lib=product&amp;pid=665&amp;cat=11</a>
June 2-4	<b>GREENWICH CONCOURS D'ELEGANCE</b> Roger Sherman/Baldwin Park Greenwich, CT	Steve Schefbauer <a href="mailto:sschefbauer@aol.com">sschefbauer@aol.com</a> <a href="https://www.greenwichconcours.com/">https://www.greenwichconcours.com/</a>
June 4	<b>BRITISH BY THE SEA</b> Harkness Memorial State Park Waterford, CT	Fred Cohen <a href="mailto:fsc541@verizon.net">fsc541@verizon.net</a> <a href="http://www.ctmqclub.com">http://www.ctmqclub.com</a>
June 9-10	<b>BRITISH MOTORCARS IN BRISTOL,</b> Bristol, RI	<a href="https://www.britishmotorcarsinbristol.com/">https://www.britishmotorcarsinbristol.com/</a>
June 10	<b>SCHOHARIE TUNRPIKE-KAATERSKILL CLOVE ROAD RALLY</b> Catskill, NY	<a href="http://www.1903autorun.com">www.1903autorun.com</a>
June 17	<b>JUNE IS FOR DRIVING</b> Washington, CT, 11 a.m.– 2 p.m. See page 29 for more information	David Darby, <a href="mailto:dbdarby@aol">dbdarby@aol</a> Or call or txt 917.886.4450
June 17	<b>KLINGBERG VINTAGE MOTORCAR SERIES EVENT</b> New Britain, CT, 9 a.m. – 2 p.m.	<a href="https://klingbergmotorcarseries.org/">https://klingbergmotorcarseries.org/</a>
June 18	<b>NEWPORT CO. FATHER'S DAY CAR SHOW</b> Portsmouth Abbey, Portsmouth, RI 9 a.m. – 3 p.m.	<a href="https://www.facebook.com/RotaryclubofPortsmouthRI">https://www.facebook.com/ RotaryclubofPortsmouthRI</a>
June 22-24	<b>VINTAGE MOTORSPORTS FESTIVAL</b> Thompson Speedway Motorsports Park, Thompson, CT	<a href="https://www.motorsportreg.com/events/10th-annual-vintage-motorsports-festival-thompson-speedway-park-racer-group-vrg-197932#venue">https://www.motorsportreg.com/events/10th- annual-vintage-motorsports-festival- thompson-speedway-park-racer-group-vrg- 197932#venue</a>

DATE	EVENT	HOSTS
June 25	<b>BRITISH CAR DAY</b> Larz Anderson Museum, Brookline, MA 9 a.m. – 1 p.m.	<a href="https://larzanderson.org/2023lawnevents/">https://larzanderson.org/2023lawnevents/</a>
July 9	<b>BAY STATE ANTIQUE AUTO CLUB CAR SHOW</b> Endicott Estate, Dedham, MA 7 a.m. – 2 p.m.	<a href="https://www.bsaac.com/">https://www.bsaac.com/</a>
July 15	<b>FOUNDER'S DAY &amp; CLASSIC CAR EXHIBIT</b> South Paris, ME, 9 a.m. – 5 p.m.	<a href="http://www.hamlin.lib.me.us/founders_day.html">http://www.hamlin.lib.me.us/founders_day.html</a>
July 22	<b>SHOW OF DREAMS</b> Hudson, NH, 10 a.m. – 3 p.m.	<a href="https://www.bcnh.org/show-of-dreams/">https://www.bcnh.org/show-of-dreams/</a>
July 21-23	<b>MISSSELWOOD CONCOURS</b> Beverly, MA	<a href="http://www.misselwoodconcours.com">http://www.misselwoodconcours.com</a>
July 31	<b>TAPAS DAY</b> Lime Rock Park, Lakeville, CT	Steve Schefbauer sschefbauer@aol.com
Aug. 11-13	<b>VERMONT ANTIQUE AND CLASSIC CAR SHOW</b> , Waterbury, VT	<a href="https://vtauto.org/vermont-car-shows/antique-classic-car-meet/">https://vtauto.org/vermont-car-shows/antique-classic-car-meet/</a>
Sept. 17	<b>BRITISH CAR DAY</b> Oakville, ON	<a href="http://www.torontotriumph.com">http://www.torontotriumph.com</a>
Aug. 31-Sept 3	<b>LIME ROCK HISTORIC FESTIVAL</b> , Lakeville, CT	<a href="http://www.sschefbauer@aol.com">http://www.sschefbauer@aol.com</a> or <a href="http://www.limerock.com">http://www.limerock.com</a>
Sept.8-10	<b>NEW ENGLAND BRITISH RELIABILITY RUN</b> , Route TBD	<a href="https://www.nebritishreliability.org/">https://www.nebritishreliability.org/</a>
Sept. 15-17	<b>THE BRITISH INVASION</b> Stowe VT	<a href="https://www.britishinvasion.com/">https://www.britishinvasion.com/</a>
Sept.16	<b>NEW YORK CITY CONCOURS</b> Rooftop at Pier 17. NYC	<a href="http://www.thenyconcours.com">http://www.thenyconcours.com</a>
Sept. 24	<b>THE BOSTON CUP</b> Boston, MA	<a href="http://www.thebostoncup.com">http://www.thebostoncup.com</a>
Sept. 28 - Oct. 1	<b>AUDRAIN NEWPORT CONCOURS &amp; MOTOR WEEK</b> Newport, RI	<a href="https://www.audrainconcours.com/">https://www.audrainconcours.com/</a>

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

# MOG Photo Caption Contest

Since there are so many fun photos in The Morganeer's archive, we've decided to keep the caption contest going for as long as the material permits. In the last issue we shared a photo from the March/April 2013 issue of Jerry Murphy's Plus 8 with a toy Morgan obtained from Flaving, the Morgan Distributor in Dusseldorf, Germany. Contest runners up included "Eat your vegetables and you will grow to be big and strong too!" from Perry Weiner and Kenneth Mull's, "But the seller guaranteed that it was Sanforized." Charles Bates' "All I need is a little higher octane and then some day....." was pretty good too. The clear winner, however, in your editor's suspect opinion is Gregg Pollack.

**Caption Contest 1 Winner: Gregg Pollack**

*He has his father's headlights!*



*And we have another photo for you to caption.  
Results to be announced in the July/August issue.*

*(Still no prizes though)*

**Enjoy!**

## Photo Caption Contest 2

Send your best caption to Jonathan at [jkinghorn4@gmail.com](mailto:jkinghorn4@gmail.com)





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# The Morganeer

## 2023 ADVERTISING RATES

The 3/4 Morgan Group Ltd. Welcomes advertisers for the Morganeer, which is published 6 times a year in both electronic and printed issues.

### AD SIZE ANNUAL FEE

Full Page \$300 per year  
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Quarter Page \$100 per year  
Business Card \$40 per year

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Payments should be made to:

### Jamie Goodson

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# *Surfs up, grab your boards, slide ‘em in the back and go on a Surfing Safari in a “Real Woody”*

Steve Schefbauer, Editor-at-Large

**W**ith a commission from a prominent Morgan collector, MMC created a unique one-off vehicle celebrating the iconic Riviera beach cars of the 1950s and 1960s. The Plus 4 Spiaggina is built on a version of the traditional steel Plus 4 chassis to the exact specifications of its owner. The car's coach-built body has open sides, a folding canopy roof, and a bespoke interior crafted with high quality materials. It has seats with basketweave leather inspired by the wicker seats of the original Spiaggina cars and a caulked teak plank deck. The Plus 4 Spiaggina highlights Morgan's ability to work closely with its clients to coachbuild unique specials.

If you are not familiar with them, beach cars like this originated in Italy after World War Two when coachbuilders modified production cars for wealthy clients for use at seaside resorts, typically replacing the roof, doors, and side windows with a fabric awning and wicker seats. The Spiaggina name referred originally to folding beach chairs and was appropriated by the iconic Fiat 500 Boano Spiaggina beach car in 1958. Only two of these vehicles were built, but they attracted a huge amount of attention and the Spiaggina name has stuck to the genre ever since.

(Photos: Morgan Motor Company)





# The First Drive Your Morgan Day

Jonathan Kinghorn

In the March/April issue I floated the idea of inaugurating a Drive Your Morgan Day on April 4 (4/4), shamelessly imitating the Triumph clubs' Drive Your Triumph Day on February 10. Well, it looks as if we planted an acorn and it sprouted; hopefully it will grow into a mighty oak.

Thanks perhaps to the short notice, I didn't get a big response to the suggestion but 3/4 Group's advertising director David Darby and his wife Jane took their 1967 Plus 4 two seater on an extended drive to honor the day, scouting for a sponsored club drive they are hosting soon. Their destination for lunch was the Hopkins Inn high above the northern shore of Lake Waramaug in Warren, CT (see details for the upcoming club drive on page 29).

And better late than never, up in Maine, Frank Wnek marked Drive Your Morgan Day a little tardily on April 10 when the temperature FINALLY hit his prerequisite 50+ degrees (54 to be precise). For the first time since putting his Drophead away in late October he removed its winter blanket, connected the battery, pulled out the choke, blipped the throttle a few times ... and fired it up on the third crank of the starter. Once warm, the engine was purring as usual, nice and smooth, clutch operating fine, temp gauge needle sitting at the top of the N band as normal, and took it for a ride.

And even further afield, the call to Drive Your Morgan Day was heard by a non-3/4 Group member in North Carolina. In addition to *The Morganeer*, *The British Marque* carried my article and Tom Dunn was directed to it by a friend. Thinking the suggestion a great idea, he took his Plus 8 out for a spin on 4/4, meeting some buddies for coffee at a local boat launching ramp on Lake Norman, near Mooresville, NC before going on to lunch at Dario (like Dairy Queen).

What about me? Well, good as my word, I woke my trusty Plus 4 from its hibernation two weeks ahead of schedule and was rewarded with glorious weather on 4/4. The forecast was for rain, and we'd had a lot of low temperatures and cold winds in the previous week. Yuk! On the day I even took my flying jacket to work in Boston but didn't need it, much less the thermal undies alluded to in the previous issue (but not actually worn). I ended up driving comfortably in my shirt sleeves in bright, warm, sunshine! True, there was light rain early in the day but the roads were bone dry by the time I hit them.



David and Jane Darby at the Flat Rock Vista



The Darby's '67 Plus at the Hopkins Inn on 4/4



Tom Dunn's Plus 8 and friend's cars at Dario for lunch



Your humble editor in his front yard with his Plus 4





Although it was a working day for me, I still managed a lunchtime drive from my rented garage to my home a couple of towns away for a few photographs and back again. In the process the car certainly received above average attention. Along the way I garnered even more smiles, thumbs up, waves, honks, and yells of “nice car” than usual. Stopped at a traffic light outside the high school in Arlington a student even cut across busy Massachusetts Avenue on his bike,

traffic be dammed, to fist bump and admire the car at close quarters. All he could say in the brief time available was “wow” and “you can still drive it!”

Because it was both warm and dry on 4/4, I know I was very lucky with the weather, but will I do this again? Absolutely! My season is now two weeks longer than I am accustomed to. Had I the time, I would eagerly have driven far longer on this, my first outing since mid-November. Maybe next year will be equally blessed, and I will be able to enjoy lunch at some favorite watering hole in company with other Morganeers? The very real prospect of encountering poor weather adds a certain frisson to the experience and, of course, if the weather and roads are not up to it I won't participate. But,

if conditions are half-decent, there's not much to stop me.

In addition to the February 10 Drive Your Triumph Day in the U.S. (and increasingly around the globe) there is a Drive It Day in the UK. This is a rather different event, however, organized for drivers of all classic cars as a charity fundraiser. The Federation of British Historic Vehicle Clubs started Drive it Day in 2005 to celebrate the 1,000 mile trial, which was first organized in 1900 to prove

the viability of the newfangled motor vehicle. Drive It Day has raised more than £85,000 for children's charities since 2021 through club fundraising events and the sale of special Drive It Day plates to adorn fundraiser's cars. I don't know if the date was chosen to mark St. George's Day or Shakespeare's alleged birth and death day, or was just the right Sunday, but this year's event was held on April 23. The Morgan Sports Car Club participated through events around the UK.

I am not for one moment suggesting that we, as a club or family of clubs, should grow Drive Your Morgan Day as a charity fundraiser. I think the simple “just do it” model of the Drive Your Triumph Day suits us much better, at least for the foreseeable future. And there is of course nothing to stop us participating in fundraising activities individually, or collectively at any time of year if we feel so inclined. I, myself, will be fundraising with my Morgan on the New England British Reliability Run in September (and yes, you have been warned, I will be seeking donations!).

Drive Your Morgan Day got off to a modest but good start this 4/4, but it has a long way to go before it is established as a tradition in this club or beyond. I hope that many more Morgans will shake loose next 4/4 to celebrate our cars and the start of a new driving season. Why not give it a go? I will certainly be bugging you earlier next year!



The wonderful view from Frank Wnek's Drophead

# Tapas Day at Lime Rock Park

*3/4 Morgan Group Only*



## One hour on the Autocross Track One hour on the Race Track

All with instructors and feedback

\$195 per car (not per person)

\*Limit of 10 cars \* First 10 responses

Covered by Lime Rock Park Track Insurance

**July 31 10:00 a.m. to 12:00 p.m.**

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Steve Schefbauer • [sschefbauer@aol.com](mailto:sschefbauer@aol.com)



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## ON THE SPOT: *Leonard Ackerman*

East Hampton, NY

1960 Plus 4 Drophead



**Is your car male or female?**

female

**Is your Morgan Fun, fast, or Flirty?**

flirty

**Does it have a nickname?**

Two for the Road

**What would its theme song be?**

Moon River

**The sexiest part of your car?**

Wood dash

**What would it's catch phrase be?**

Forever

**Your response to "is that an MG?"**

The MG is in the garage

**What do you call it when it misbehaves?**

Same Old

**Concours or driver?**

Driver

**Stock or tweaked?**

Stock

**The most essential tool in your roll?**

Old blanket for sleepover

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

Did you build it?

**Most creative answer to**

**'why does it have that buckle thingie'**

I cannot close the hood

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

2023 new Morgan Plus 4



# Samaritans on the Road to Pettipaug

## *A story of moral strength and secret powers*

I'm just one of those guys ... ya know ... "those guys," the guys that drive their cars all year round, sometimes even in the snow, or in gown and tux to a late night party in 20-degree weather. But this particular day was different: a mid-Winter's Friday, yet sunny, warm-ish, with smells of the earth in the air, all signals of impending Spring in all its glory. So I fired it up and headed out some nice back country roads to soak it all in.

The car must have drunk in my optimism; it headed out running like a spirited pony. Everything was perfect: spot-on coolant temperature, unwavering oil pressure, and the generator feeding the battery its life's elixir. Even the smells and sounds dripped with positive emotions and the vibrations in the old beast's

chassis, steering, brakes, exhaust, and box sent waves of reassurance in every mile. It was indeed a powerful moment, giving my face an indelible grin.

Suddenly, there came a "bang" from under the car, a "bang" loud as gunshot. The engine immediately started to stagger as though running on two cylinders. On a narrow uphill stretch I coaxed it along like a wounded beast, finally shutting down at the top. With the bonnet up, my heart sank. I could see that the banjo bolt in the rear SU's fuel bowl had vibrated loose and was gone, leaving the banjo hanging loose. That "bang" was that brass bolt bouncing under the car. With no spare, no one home to call, I was feeling more than a little helpless.

Wait! Wait! All's not lost. About two miles back I passed a Land Rover restoration shop with a few British cars in the lot. I found the number and called: "You guys MUST have a banjo bolt for an SU H-series carburetor! It's two miles, can't you just run it out to me?" But end of day work before the weekend meant no love for me there. OK ... there must be someone ... OH YEAH! ... Abingdon Spares is (maybe?) five miles down the road. I call. "Yeah, we got one, comes with two sealing washers." OK, well here's the jackpot question: Can you, might you, be willing to drive it out to me? I'm only five mih-ya ... wazzat? ... you WILL? Thankyouthankyouthankyouthankyou!!!

Some 10 minutes later he shows up with the part AND the 7/16"W wrench cause those banjos don't tighten up by hand! What a guy!!! As soon as he sees I'm

ok, it's "Come by after it's running" and off he goes. It was like a visit from Santa.

In the interim, two guys from the farm across the road wander over to help. One's got some old British bikes and offers tools. Then a commercial van stops and two guys get out, introducing themselves as "hi ... we're Healey guys" who saw the British car waylaid roadside. OK, so NASA saw me from the satellites and sent the tech-support crew. Some 10 minutes more had it up and running with lots of smiles and handshakes all around, and so off I went.

When I arrived at Abingdon Spares and returned the wrench, the guys straight faced tell me the part is \$6 and change. Naw ... ! Yup! They wouldn't even take my money for gas. My thanks were and continue to be profuse! I'll tell you that if you've got one of Morris Garages' Octagon Cars, or maybe any number of other British cars, Abingdon Spares is a virtual goldmine, and don't you ever forget it!

Here's the kicker ... I wasn't even driving an MG ... my ride is a '57 Morgan Plus-4! ... and they KNEW IT BEFORE they packed up and drove over to save me! BUT ... SSSSSHHHHHH!!!! ... for goodness sakes, PULLLEEEASE don't tell anybody about this. Next thing you know, those poor Samaritans will be getting zillions of phone calls asking them to make house calls ... they'll never forgive me ... never!



Spider J.C. Bulyk  
shiftright@icloud.com



From a vintage Ralph Lauren ad, two models posed with a rather lovely 4/4 four-seater. Ralph Lauren's first car was a Morgan and his legendary collection contains not one, but two Morgans. A true enthusiast.

*Ed: I love the St. George's cross enamel bonnet badge—the English flag. I wonder where I can find some?*



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# My Small Mouth TR3

## *Living with an Abused Triumph*

Jim Nichol



Jim's Small Mouth when new

*In my interviews, profiles, and conversations with 3/4 Morgan Group members, there are many constants and similarities especially with past and present sports cars in Club member's garages. Triumph TRs are one of the most duplicated answers to the question—What cars have you owned? So, the following is an almost stream of consciousness about TRs with our own Club Historian, Jim (Plug) Nichol comparing our first Triumphs and Defeats.*

Cheers,  
Steve Schefbauer, Editor-at-Large

Let us return to the spring of 1966 and Oswego County, New York. The winter snows are gone, flowers have bloomed, and my free days are spent riding shotgun delivering Genesee, Schlitz, and Cinci Beers (Curious combination, but I never questioned, I was being paid \$1.35/hour) throughout the county.

On the day in question our run took us to Fulton, about 12 miles south. So far as I was concerned Fulton's two claims to fame were the Nestlé chocolates plant and the last men' only bar in the county (Whose bartender was, naturally, the owner's wife). The driver took an alternate route that brought us into the city crossing the tracks. There in the weeds just west of the tracks was one of my dreams, a red small mouth Triumph TR3.

After we'd made our stops and were preparing to return to Oswego, I asked the driver to stop by the TR. There was no indication that it was for sale, but two

weeks later after knocking on numerous doors, I found the owner who assured me that despite evidence that it had been ridden hard and put away wet for years, it ran well and more importantly to me, would pass NYS inspection. Then commenced the dance, he was asking \$250, I offered \$150. As may be expected we compromised at \$200.

Yes, it was rough, hardware store barn door hinges in place of the chromed pot metal hinges on both bonnet and boot, but it started easily, didn't blow smoke, and leaked but little.

With a little help from my friends, I made it to DMV for plates, bummed a ride to Fulton, and drove my new dream home.

Surprisingly the hood and side curtains were still in the boot and in my ignorance I planned a hood-down drive to Long Island despite forecast heavy rains in that area with the knowledge that my high-speed driving would keep the water away from the cockpit. The drive progressed as planned until I had to stop for a red light only two miles from my destination, yep! Drenched.

On my return trip I stopped to show off my trophy to my parents.

My mother rolled her eyes and returned into the house, my father, not so judgmental, proceeded to enumerate everything unsafe about the TR. As it only took him about half an hour to finish his litany of hazards I was soon on my return to Oswego via the Thomas E. Dewey Thruway. Just west of Albany I came upon a large mouth white TR3 parked on the shoulder. Stopping to render aid, the driver said he'd been traveling happily when just as he passed over a divider strip, the car quit running.



For the sporting motorist the Triumph T.R.3 offers all the joy and exhilaration of fast, up-to-date motoring. A lightning acceleration, with the latest Disc Brakes for super safety, and an unbeatable 100 m.p.h. speed all go to make the T.R.3 stand way out ahead in its class. At the same time its roomy luggage boot, its economical 32 m.p.g. petrol consumption and its docility and manoeuvrability in traffic make it an excellent town car—for shopping, for week-end golfing or for the odd run-about jobs. Undoubtedly with the T.R.3 you get the best of both worlds! Over-drive, Hard Top and occasional seat for extra accommodation are available as optional extras.

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An ad for the Small Mouth TR3

Popping the bonnet, it was a simple process of elimination until the culprit appeared—his coil wire had jumped off the coil. Running again, at an indicated 110 mph (Probably just about the “ton”) we passed everyone in sight until he exited at the Utica exit. Dropping back to a mile a minute, I breathed a sigh of relief five miles farther on as I passed by a radar trap.

Feeling quite chuffed with my “escape,” I drove out to Nunzie’s, a watering hole on Lake Ontario, for a cool Genny, and chatted with a frat brother, John “Frog” Colloca, proud owner of an MG-A 1500. Therein a debate over the performance of the two ensued followed by a side-by-side drag race which sadly was won by the MG as I tore up my first/reverse idler thus turning a perfectly serviceable Triumph into a forward-only vehicle.

Following a week of having to carefully choose my parking spots, I was able to locate a used gearbox for \$30 (The cost of two half-kegs of Genny) and thanks to my other part-time job at an Atlantic gas station, it was successfully replaced with the help of Bob Browning (Fraternity brother who at the time was running an Austin Healey 100/4 but with a Chevy 265 V8).

With winter in the air (Oswego has about half an hour of autumn) I was fortunate to ferret out a high schooler willing to fork over \$200 for the 3 and I proudly faced November with a properly heated and AM radioed ’56 Chevy 210 2 door sedan.

A second TR3 would later enter my life, but that was nine years later and a very different lifetime!

Plug

# The Thrill of Triumph, the Agony of Defeat

## *A Triumph by Any Other Name Would Still Loose First/Reverse*

Steve Schefbauer, Editor-at-Large

When I bought the 1958 TR3 it was the Summer of 1964 and I was 19 years old and had never driven a sports car, so I was running on pure instinct which we all know is not valid at that age. I saw this car, for sale, in the owner’s driveway and it was like the Holy Grail to me. I paid \$850 with very little haggling on my part.

It looked good and ran very well, far as I knew, and, on its first big excursion, I drove it from North Jersey to Watkins Glen with very little problem except loosing first and reverse on the trip back which, after exchanging stories with 3/4 Club Historian, Jim (Plug) Nichol, on our respective TRs, is a universal weak spot on Triumphs.

Over the summer of the first year of ownership, I was spending the weekend with a friend, at his family’s summer cottage in Point Pleasant Beach, NJ. An all day downpour flooded the roadway out front and the drains in the road were gushing water due to the water table (saltwater pond across the street). I looked out and the water was up to the rocker panels so I thought it wise to move it to higher ground. When I opened the door water was covering the floor; I picked up the carpet and rubber mats to discover several rust holes about the width of a beer can, in the floor (I had never checked under the carpet)—Shame on me.

It was about two years later that driving home from commuter college (Fairleigh Dickenson, Rutherford, NJ Campus) the temp gauge slowly went to Hot, Hot, Hot and I pulled into the closest gas



Jim's TR3 I  
May '73



Steve's  
1958  
TR3 A



station. The guy said he had never seen a car run with no coolant in it before. That was the beginning of the end as the head gasket kept blowing and probably needed a milling of the head or worse, redoing the cooling system, which I couldn't afford as a student.

I filled it with water and a little anti-freeze and drove to Spreen's in Hackensack, NJ, back then a "Numero Uno" for sports car sales. I prayed (my Catholic background) for it to hold up until the sales guy took it for a ride, came back and said "Wow, a really strong first gear" which of course was new having blown on the way back from the Glen the year before. He bought it on the spot for \$650.

Soooo, to make a short story long, it cost me \$200, \$150 for new first/reverse, plus usual maintenance for a daily driver for two years of a really good time.

End of story. But wait there's more!! For another time.

Surfboard in the passenger seat to the Jersey Shore, girlfriend in the jump seat (She was a good sport and very flexible), four Surfboards plus three passengers for a surfing safari from Point Pleasant Beach to Island Beach State Park, stopped by local constabulary for overloading vehicle and released on our own recognizance.

Never lost traction in the snow—and other events that made even the Agony of Defeat seem like a Triumph.

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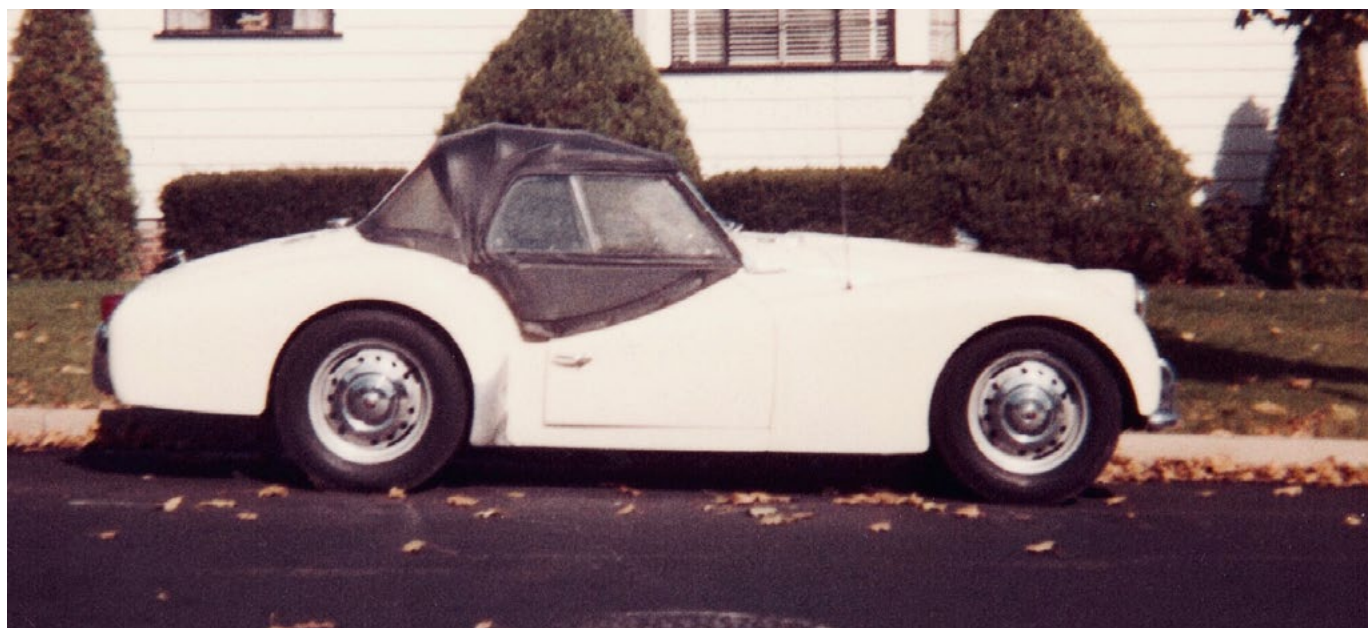
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BRAKES: Disc brakes on front wheels\*  
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ACCELERATION: 0-50 in 8 sec.  
MAINTENANCE: Parts and service available coast to coast!  
Free Brochure and dealer list on request.  
Write now—for fun!  
\*A Triumph-plus . . . as standard equipment.

A TR3 ad highlighting the remodeled front



Steve's TR3 A in profile



# DROPHHEADS



1965 Morgan +4 4 passenger DHC [Craig Howell](#) from San Carlos, CA, USA



1965 Morgan +4 4 passenger DHC [Craig Howell](#) from San Carlos, CA, USA



[Thesupermat](#) 2012



Classics at the Castle, Sherborne 1947 dhc [Andrew Bone](#) from Weymouth, England



Classics at the Castle, Sherborne 2012 [Andrew Bone](#) from Weymouth, England 1947





Cholmondeley Pageant of Power 14/06/2014 SG2012



Cholmondeley Pageant of Power 14/06/2014 SG2012



Morgan 4/4 (1947) Engine 1267cc Standard [Andrew Bone](#) from Weymouth, England



[Thesupermat](#) 2012



1961 Morgan Plus 4 Drophead Coupé in east Hampton, NY. [Mr.choppers](#) 2012



Hebden Bridge Vintage Weekend 05/08/2012 SG2012





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#### 2021 Morgan THREE WHEELER

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2017 Morgan THREE WHEELER – Blue, Honey Leather // *ABSOLUTELY SPECTACULAR*

2012 Morgan THREE WHEELER – Silver, Tan Leather // *SUPERDRY EDITION*

#### 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*

### ROADSTERS

2023 Morgan PLUS FOUR – automatic, eight speed paddle shifter or six speed manual transmission

2019 Morgan PLUS FOUR – Polished aluminum with BRG wings // *850 MILES!*

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

#### 2005 Morgan V6 ROADSTER –

British Racing Green/Mulberry Red Leather // *26K MILES!*

#### 2003 Morgan PLUS 8 – Royal Ivory,

Mulberry Leather // *ANNIVERSARY EDITION*

#### 2002 Morgan PLUS 8 – Rolls Royce

Garnet Metallic, Gray Leather // *35K MILES!*

#### 2002 Morgan PLUS 8 – BRG, LeMans '62,

Only one in North America // *#1/40!*

#### 1967 Morgan PLUS 4 LOW BODY –

Burgandy/Black wings, Black vinyl // *BEAUTIFUL DRIVING EXAMPLE!*

#### 1967 Morgan PLUS 4 DROPHEAD COUPE

– Ivory body/Irish Green wings, Ivory leather // *RECENT GROUND UP RESTORATION!*

#### 1964 Morgan PLUS 4 DROPHEAD

COUPE – Red, Tan leather // *ONE LOCAL FAMILY OWNERSHIP!*

#### 1963 Morgan PLUS 4 DROPHEAD COUPE

SUPERSPORT – Green Velvet, Black leather // *CONCOURS WINNING STANDARDS!*

#### 1963 Morgan PLUS 4 ROADSTER –

BRG, Black leather, 2-seater, well maintained // *GROUND UP RESTORATION!*

#### 1962 Morgan PLUS 4 SUPERSPORT

– BRG, Black leather, one owner from new just out of complete restoration // *RIGHT-HAND DRIVE*

#### 1961 Morgan PLUS 4 FOUR SEATER

– Tan body/Irish Green wings, Tan leather // *LEFT-HAND DRIVE*

#### 1960 Morgan PLUS 4 DROPHEAD

COUPE, GRAND LUX – Ivory on Regency Red, matching Red leather interior // *CONCOURS QUALITY!*

#### 1955 Morgan PLUS 4 ROADSTER –

Red Center Body/Black Wings, Black Leather // *LEFT-HAND DRIVE*

#### 1954 Morgan PLUS 4 – Yellow,

Black interior, interim-cowl example // *RIGHT-HAND DRIVE*

#### 1929 Morgan/GN BLACKBURN AERO –

Single seater, racing history // *ONE OF A KIND*

### OTHER MARQUES

#### 1965 Sunbeam TIGER MK1A

– Race Rally Prepped!

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*With this issue of The Morganeer we have Part two of the Carrera Panamericana series written by Dennis Glavis of Morgan West, who tells us of his experience driving the 1989 Carrera Panamericana with his friend and co-owner, Jack Gordon, in their 1953 Morgan Plus 4 Flatrad, lovingly named "The Flying Haggis."*

*One would have thought, two grown, educated, intelligent people would have said, "Thank the gods, we made it back with our lives and a Morgan in, well, relatively one piece, so lets leave 1989 alone and bask in the glory of 1988," 'cause just how much shear fun and free booze are two guys supposed to have?"*

*But Nooooo!! So back in the saddle are Dennis and Jack, polishing up their helmets and tightening up that competition seat belt for another piece of vintage racing history.*

*Steve Schefbauer, Editor-at-Large*



# La Carrera Panamericana 1989

## Part 2

Dennis Glavis

After last year's fiasco, courtesy of the Mexican Transporter Service, Jack and I decided to play it safe. This year, we bought a trailer to be hooked aft of Jack's trusty Cornbinder (International Scout) and volunteers to make the drive from Santa Cruz to Tuxtla Guterrez abounded. We should have known better! Following further frame, chassis, and rear suspension repairs by Greg and Pierre, chez Engine Room, our enthusiastic volunteers suddenly, one by one, realized that they couldn't go because (1) they had to wash their hair, (2) their girlfriend had to do her nails, (3) their cat was sick, or, (4) their girlfriend's sick cat had to have its hair and nails done!

These perfectly plausible explanations were presented to us just days before the Haggis Terribulous was to depart. No problem! We would just call Lindamood Enterprises to transport said vehicle to Laredo, Texas, and get our faithful Mexican Transporter Service to careen the rest of the way. Said arrangements were made. The day after Lindamood was to have picked up the Haggis, we called to find out why they were late—"Simple," we were told. They could only transport the car if Mooselip, Alaska, would suffice as its destination—"No trucks goin' anywhere else, pardners." We finally found some good ol' boys in Arkansas to rescue us as our stomachs slowly descended from our mouths.

Off to sunny Mexico! We grabbed the Redeye Express, San Jose to Guadalajara to Mexico City to Tuxtla. Making the approach into Guadalajara, our captain announced that the fog was too thick and that we'd land directly in Mexico City ahead of schedule. We landed in what seemed like mere minutes later, our

Mexico City arrival confirmed by our trusty stewardess, but as we rolled up to the tower and its "Welcome to Guadalajara" sign, we thought something amiss—whoops, wrong airport! Delayed a further six hours by the thickening fog, we began alternative emergency plans to get to Tuxtla and the start in time should we miss the day's only, and fully booked, flight. But the fog lifted and we flew and landed in Mexico City in time to fly, on foot as well, to catch the sainted flight to our day with destiny.

Wonderful—we would get there by noon, the Haggis should be there two days previous, we'd look things over, spend the day and evening by the pool and enjoy the festivities in preparation for the next day's 7:00 a.m. start. What a couple of Stupidos! Our trusty transporter was variously reported as: one hour away, six hours away, and broken down beside the road. But nay, as the sun descended behind the jungle hills and darkness fell your car(s) arrived. Climbing aboard the Transporter, we discov-

ered (1) our key had been left on and everything electrical was dead, (2) our newly repaired frame was gashed and torn while backing onto said prehistoric transporter, and (3) all my new tools and spare parts, replacing last years' stolen ones, had been stolen. No Problema—by midnight we had unloaded, found a welding shop, swapped batteries, and were enjoying a leisurely dinner at 2:30 a.m. prepared for any eventuality, armed with our Tool Formidable, Jack's Swiss Army knife!

This year, the course had been shortened by some 300 miles to 1,700 miles, finishing further East in Nuevo Laredo instead of Ciudad Juarez. Our opponents were much more well-prepared and experienced, including teams representing the Italian Ferrari Club (former Ferrari Factory Driver Corrado Copellini, France, Australia, and some "hot shoes" from England, Robbs Langlosh and Carol Spagg, the later piloting her immaculate 1954 Aston Martin DB2/4. Unfortunately, a delay in sanctioning the event by the FIA had caused many of the European entries to not be able to be transported across the Pond in time. We were gridded 59th in an arrived field of 87 and set off for Oaxaca, one of the world's most beautiful cities, amid cheering crowds. We were the only Morgan, though there were several other Lucas mal-equipped entries: the Aston, two Jaguar XK120s (one is triple Webered, disc braked), an

XX150 DHC Jag from Mexico City, a 13 to 1 compressioned '54 Austin Healey 100/4 just arrived from Road Atlanta, two MG TFs, both from Mexico, and several Jag sedans, 3.4 and 3.8 litre alike. Alfa Romeos abounded, some nine of them entered along with 12 Porsches, many of both Marques equipped with late five-speed gearboxes, dual Webers, and low profile rubber—all no-nos, but this was Mexico!

By day's end, we discovered that our tires both rubbed on the rear wood framing in hard corners, but, Damn the Torpedoes, Full Speed Ahead! Some 22 kilometers of steep mountain roads had been totally washed out by a previous hurricane and being choked by dust or pounded by flying stones. We finished the day in Oaxaca, feasting on fried grasshoppers, much to the disgust and amazement of our English compatriots, Rob Lamplough and Geoff Pamnson, and found that we'd moved up to 29th place overall. Our day's end repairs: one missing fender bolt.

Ever onward! Day 2: Racing from Oaxaca to Puebla, this was the day we would enter Tehuacan, the city of 75,000 inhabitants that last year turned out 300,000 to welcome us like a liberating army. It could never be as great—boy, were we wrong! For some three hours, poolside of a magnificent Colonial style hotel, we danced for, sang to, played to, and fed ev-

ery delicacy known to man (and raiding rib-caged dog). Every nation amongst us was honoured by flag and anthem and the international unity and brotherhood that events like this create swelled our hearts. Back on the road we were pelted with so much confetti that we drove in a virtual snowstorm for what seemed forever. We knew that we'd performed well that day. We began to discover which Alfes and Porsches we couldn't out-corner and which we could, and which NASCAR equipped '54 Lincolns could go by us in a blur. But mechanical difficulties were beginning to prevail and we soldiered on, keeping our "drive at 9/10ths only" in the speed sections, and, "you can't win if you don't finish" philosophy. Arriving in Puebla, we found that our left front suspension locating strut had broken, our exhaust had cracked, another fender bolt had gone stray, and we'd developed a high RPM miss. No problem—just behind us in the dirt, lay a piece of aluminum pipe, soon to be cut, hammered and drilled into a new strut. Our spare distributor cap proved to be incorrect but was made to function via Yankee ingenuity. This later proved incapable of curing our high speed miss, later discovered to be due to the 0-11,000 foot ascents and descents we repeatedly made.

But somehow we had fallen back to 42nd place, despite passing several cars

and not being passed by any on our velocity runs! We couldn't find out why and sought the Mexican Ralleye Commission's assistance. Manana, we were told, our protest would be officially reviewed ... Manana, in Mexico. We blasted off to find the local Ford garage who was allowing all competitors to use equipment, manpower and facilities, all night, to do any necessary repairs. There we discovered our friend's MG TF being unbent at all four corners, body and suspension having earlier excavated a beckoning cliff. Carol's Aston was undergoing oil pump repairs, and engine out affair, whilst others banged, clanged, welded, tired, braked, and engine swapped. We tightened our loose rear bumperette and returned to the Hotel to party. "Who are those guts?"

The next day's run, Puebla to San Luis Potosi, was grueling, keeping us behind the wheel for 10 hours and 35 minutes, punctuated by a scheduled stop in Mexico City at the Autodromo Hermanos Rodriquez. We were to parade the course during the Group C race lunch break. Instead, what we got was five minutes of standing in the parking lot, having missed the race, the track, the everything. Oh well, it was off to Pachuca, there to be fed, fawned, and libated like Aztec gods. Saddle up, motor on, whoops, out of gas and we're in the middle of the desert—







no problema, hail a passing Mexican service truck and driver who would gleefully siphon, via swallowing, gallons of gas to be happily regurgitated into our tank.

Driving at night at breakneck speeds on Mexican two-lane superhighways was fascinating. Semi-trucks would park in the middle of the road for siestas, trucks were inverted, aflame, alongside the road, lighting the way. One must never turn one's lights on and never, never pass unless it is totally unsafe to do so! The starlit sky was magnificent though, its beauty relieving the day's tensions as we sauntered on. Arriving in San Luis Potosi, a banquet (no endless speeches this year!) awaited us along with the ladies' favorites, cockfights, in our honor! Meeting with the Scoring Committee to find the err of our ways, or theirs, we were told that the man in charge, el Jefe, had gone back to Mexico City and would be replaced, manana.

Came the dawn—this was to be our day of rest, an off day between six 10-13 hour days of racing. We were asked to parade through San Luis—why not? Honking and waving through the cordoned off streets, the people were magnificent. Schools were let out, children shrieking and flag waving as we approached. Hospital verandas were lined with applauding habit frocked nun/nurses and wheelchair interred patients alike. Ah, Mexico!

Proceeding to the City's main zocalo, we parked, to be welcomed by the state's governor in front of his palace. There, his carefully prepared band behind him. Quieting them with a swat of his hat, he continued, only to be interrupted once more by the cacophony of official fireworks prematurely ignited from the palace roof. The crowd went wild and

we took cover in his office, there to be presented gold coins commemorating the event. From there, it was now back to the hotel and some rest. No, not yet. For as we proceeded toward our hotel, we were suddenly diverted into the Plaza de Toros where the local One Hundred and Twenty Decibel Band played in our honor, food and drink provided beyond description and where we were to witness the fighting and killing of the bulls in our honor. Two horse-mounted matadors, picadors, I think, both of whom made the likes of Errol Flynn and Olivier look deformed, quickly dispatched their tasks. Never having witnesses this, I winced at their deed but, filled with bravado, machismo, and Tequila Sauza, suddenly found myself, cape in hand, mid-ring, facing the meanest, nastiest (adolescent) bull in Todo de Mexico, Mano a Mano. The young bull, confused though he was, did make some feeble at-

tempts at goring my cape, and absolutely infuriated me when he stepped on said cape, preventing me from actuating my finest techniques. Eventually both Bull and I safely left the ring, somewhat more experienced and somewhat bored with each other.

Returning to our hotel with stories of reckless abandon, we prepared to resume our quest for glory and the Scoring Committee manana.

This day's run was to be a short one, terminating in the colonial mountain city of Zacatecas, perhaps comparable in its beauty to Fisolet. The transit section traversed roads that kept us airborne more often than not, alongside river valleys and gorges of indescribable beauty, almost prehistoric in their virgin pastoral state. Arriving in Zacatecas, the fever I had suffered the last few days overwhelmed me and I took my rest and recovery period on the storefront alongside our Morgan, the Haggis. An hour later, I arose in a dreamlike state and in Holy Grail-like fashion discovered a giant jugo (juice) squeezer. This prize was mine! Some quick curbside repairs to replace a cord bared rear tire, still rubbing on our frame and we were as good as new again, though some adversaries limped in, transmissions defunct, and/or bodywork rearranged. The steep climb to Zacatecas with El Bufo, a series of very, very sharp decreasing radius, off camber corners, had reduced and devoured six of our compatriots. But, tonight's festivities were about to begin and the Main





pared '54 Lincoln passed us at about 150 mph, every remaining car and driver attempting to move up from 56th position to 1st, and, a road that allowed any and all cars to practice touch and skip landings and takeoffs from the top of one bump to the top of the next, freely soaring in between.

Five or six vehicles self-destructed en route. Arriving to endless tree-perched, building-topped crowds in Nuevo Laredo, we calmly assembled at a local "lubricatorium" where we were all treated to beer and cham-

Piazza featured the Mexican National Ballet Folklorico, performing al fresco, in our honor. As we mounted the stage to receive our medals for the day's completion, these magnificent performers, now our audience, showered us with streamers and applause that moved us, honored us, to the depths of our souls. Mexico! We wanted this race to last forever.

Last forever it could not, but two days yet lay ahead. Another dice with El Bufo, this time downhill, eliminated several more contestants including the Italian Ferrari Club drivers and bumped our compadre from Los Gatos, Ted Long, from the glory of 5th place to 40th place overall. Monterey was our destination and, as mountains became high desert, we had some of the best wheel to wheel dices of the Event. Passing several cars in the corners, the '62 Jaguar 3.8 sedan of Howard Gray and Kelly Gibbs loomed ahead. Something special happens when British marque meets British marque, a jousting of sorts. Passing each other to and fro, we left the mountain corners and ended this velocity run in a multi-kilometer straightaway. Slowly gaining on them, we ran out of RPMs and, bricklike in our frontal design, settled in an indicated 115 mph, the Haggis panting, "I think I can, I think I can," but never could, tough even at these speeds, Jack and I wanted to get out, run alongside, and push for that bit of extra the Haggis just couldn't muster. Crossing the checkpoint, we were thrilled nonetheless and settled back to let the adrenaline ebb and admire the pastel colored mountains flanking our course. In Monterrey, we were informed that Manana had

arrived, that gross scoring errors had been committed on our and one other vehicle and that the race's final results would reflect this.

El final ... Today's run, the race's last, would be short, ending in Nuevo Laredo and would include a final 28 kilometer velocity straightaway on "bad" roads. The weather had turned downright frigid, requiring down jackets over Nomex. As we approached the control section for our final run, we were all saddened yet joyful at being able to complete the course ... little did some of us know ... The 28 kilometer straightaway had no corners but what this, closed to racers only, section did have was a slowly meandering truck sooo slowly pulling across the road in front of us, the word's biggest armadillo crossing the road in front of us just as Frank Danielson's Nascar pre-

pagne showers, gratis tequila flowing like spring mountain streams. We proceeded to carry five compatriots about in our tiny two-seater Morgan, hats flying through the streets as race car upon race car screamed down one way streets, wrong way, of course, passengers exiting posterior over cerebrum with vehicles proceeding at flank speed.

Ah, Mexico ... the jungles, the mountains, the people, the laughter, the deep fried grasshoppers ... As the Brooklyn Dodgers used to say, "Wait 'till next year!"

Viva la Carrera Panamericana!!!

*Ed: This article was originally published in the newsletter of the Morgan Sports Car Club of Northern California. (Photos submitted by Dennis R. J. Glavis)*





# We're going to Saratoga Springs for Autumn MOG 2023!

Despite all the talk of inflation and other pricing pressures, we've managed to hold registration cost increases to only \$10 per person (\$190 for a single registration and \$360 for a couple, up from \$180 and \$340 last year.)

Friday night's optional dinner runs \$70 per person, just like last year. No change. And it's at a fantastic place, the Inn at Saratoga, close to the Gideon Putnam.

The Autocross is shaping up and, if we get all the approvals we need (we've been making progress) it will be just like Autumn MOG 2021 (same location) except, with a sense of fairness, we don't want to tax everyone for the enjoyment of a few so we've had to adjust the pricing to reflect real costs: \$140 per car and \$25 per driver. The cost per participant winds up at either \$165 per person or \$95 per person if you talk your roommate into participating. (Limit of 2 drivers per car.)

Gideon Putnam Hotel room rate for Friday and Saturday night is \$199 per room (single or double) plus applicable taxes and incidentals. We're discussing a further-discounted rate for members choosing to arrive early (Thursday evening.)

We still need more help to pull this off. We have a big crew but it needs to be a bit bigger—anyone for running the Hospitality Suite?

Down the road we'll have further info on registration processes, hotel reservation secrets, a detailed agenda/activity calendar, other things to do around Saratoga Springs and so forth.

Here are some pictures from 2021 to whet your appetite!

Tom Austin and Jamie Goodson  
Autumn MOG Organizing Team

## Autumn Mog 2023



Saratoga Springs, NY



The Rally will again leave from the Gideon Putnam



The optional dinner Friday evening is \$70 a head, no change in price from last year.  
It's at The Inn at Saratoga



So where are you? We're waiting for you to get here!



# The End of an Error

## *We Spend a Great Weekend in Newport, R.I. and Correct Audrain Museum's Morgan Mistake*

Steve Schefbauer, Editor-at-Large

March 17—Ann Marie and I headed up to Newport for a long weekend celebration of Ann Marie's birthday, staying in the ever-pleasant Castle Hill Inn. Built in 1875 for noted explorer and Harvard University Professor of Marine Biology, Alexander Agassiz, as a summer residence, this Victorian is steeped in history with 40 acres of wooded trails and its own lighthouse on the Narragansett Bay side of Aquidneck.

It is proper lodging with a sumptuous breakfast complete with Mimosas, Bloody Marys, Champagne—to start—and, of course, Afternoon Tea at 4:00 p.m., all compliments of the establishment for the price of the room. Not a Motel 6 price but a price one would expect from a Relais & Chateaux in Newport. And that's why we only go twice a year for our birthdays, but enough of the travelog.

March 18—Audrain Automobile Museum, always a choice destination when in Newport, had just opened a new exhibit called "Wonders in Wood on Land & by Sea" <https://www.audrainautomuseum.org/wonders-in-wood-on-land-and-by-sea>

A "Must See" if you find yourself in Newport with time on your hands (or make time).



The Castle Hill Inn



The lighthouse at the Castle Hill Inn



Rest stop at Castle Hill



One of many trails at the Inn



1951 Fiat 500 Giardiniera



1952 Lancia Aurelia Giardinetta

Being wood-themed, the exhibit lends itself nicely to—come on—come on, you know—**RIGHT, MORGAN!**

Back to the Morgan in a moment.

If you check out the link to the exhibit, you'll see not only notable "Woody" automobiles but also some historic boats designed and built by Nathanael Green Herreshoff in nearby Bristol and on loan from the Mystic Seaport Museum. Each one a work of art and a tribute to craftsmanship.

The cars, as well, are works of art and among my personal favorites are:

A petite 1951 Fiat 500 Giardiniera, a 1952 Lancia Aurelia B53 Giardinetta with a beautiful finish that gleamed and sparkled in the light of the museum, a 1914 Rolls Royce Silver Ghost "skiff-back" in mahogany, giving "boat-tail" a whole new meaning, and a 1948 Chrysler Town and Country Barrel Back Convertible which seemed absolutely huge next to some of the foreign automobiles on display.

And, oh yes, a 1957 Morgan Plus 4 on display with under-build photos of its wood framing.



1914 Rolls Royce Silver Ghost Skiff-Back



Whoa, wait a minute, that's not a Plus 4!!!

Being the first day of this new exhibit and the fact that I'm a smart ass, I felt it my duty to point out the error to one of the, very knowledgeable, Audrain volunteers who I corralled and brought over to the Morgan. I went over the differences, pointing out the easy, obvious, discrepancies:

If you lift the bonnet, you'll find a Ford Anglia 1172cc engine—not a Triumph TR2 1991cc engine.

This Morgan has a push/pull three speed, reverse pattern, Ford transmission—not a Moss four speed mounted on the tunnel.

Wider running boards etc., etc., etc.

And the final obvious clue—see the winged Morgan badge on the cowl? There is a 4 above and a 4 below—Not a + above and a 4 below.

This, my friend, is a 1957 Morgan 4/4!!

Feeling quite superior, I rested my case. I had just become an automotive historian who corrected the Audrain Automobile Museum. Oh Joy—let the congratulations come; I was quite full of myself and a hero—at least in my own mind.

Truth be told, this is the same Morgan from an episode of “Mansions and Motorcars” that the dynamic duo of Leno

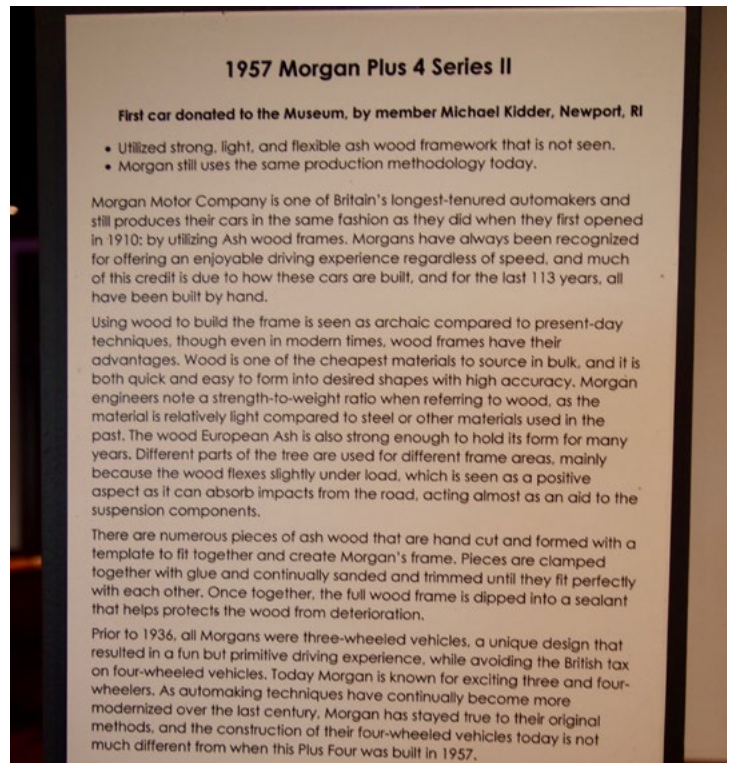
and Osborn both misidentified as a Plus 4 with Leno saying something about Morgan should have put a four speed into the car.

Sharp-eyed club member Bob Britton, among others, was the first to spot the error and report it in The Morganeer so in all fairness, I was not the first—but I did point the error out to Audrain and that's a good feeling.

Vindication comes with the changing of the Morgan display and the listing on the exhibit website as a 1957 Morgan 4/4, so credit Audrain, who strive for accuracy, with a quick correction and a happy ending.

Cheers!

The Audrain  
Museum's  
inaccurate  
label



The '57 4/4



# June is for Driving

*Jane and David Darby (1967 Plus 4) invite you join us for a scenic drive around Washington, CT and the New Preston / Warren area.*

## Saturday June 17, 2023

(Rain Day Sunday June 18)

11:00 a.m. – 2:00 p.m. (including lunch)

**June is for Driving** departs 11:00 a.m. from 2 Sunset Lane, Washington Depot, CT (corner of Upper Church Hill Road and Sunset Lane).

Our route explores a beautiful lattice of backroads in this historic corner of southern Litchfield County.

For approximately 1.5 hours and covering about 35 miles, we will navigate local roads and traverse scenic vistas. Speeds will vary from 25 – 40 mph. No gravel or dirt roads.

And we'll finish with Dutch-treat lunch at the historic Hopkins Inn, situated on the beautiful shores of Lake Waramaug.

This charming inn has been serving guests since the 19th century and offers a unique dining experience with a panoramic view of the lake.

Interested and would like to drive? Email [dbdarby@aol](mailto:dbdarby@aol) and we'll get the wheels rolling. Or call or txt 917.886.4450.

**June is for Driving** – YES – but so are April, May, July, August, September, October, November. That's most of the time, if you're a Morgan.

Welcome to the Vintage Car Club of Connecticut, where we invite you to join us on an unforgettable journey through the scenic roads of the 06794 area. As a member of our club, you will have the opportunity to experience the beauty of Connecticut's countryside while driving your vintage car along winding roads and taking in the stunning views. Picture yourself cruising along winding roads that offer breathtaking views of the rolling hills and picturesque countryside, all while enjoying the fresh air and sunshine. After a thrilling drive, we'll be stopping for lunch at the historic Hop-



kins Inn, situated on the beautiful shores of Lake Waramaug. This charming inn has been serving guests since the 19th century and offers a unique dining experience with a panoramic view of the lake. You'll be able to indulge in delicious, farm-to-table cuisine that highlights the

flavors of the region. Join us for a day of vintage cars, breathtaking scenery, and culinary delights. Our club welcomes all vintage car enthusiasts to join us on this memorable journey through the 06794 area. Sign up now and let's hit the road!



# The End Is Near! *Or So I Hope*

Paul Fredricks

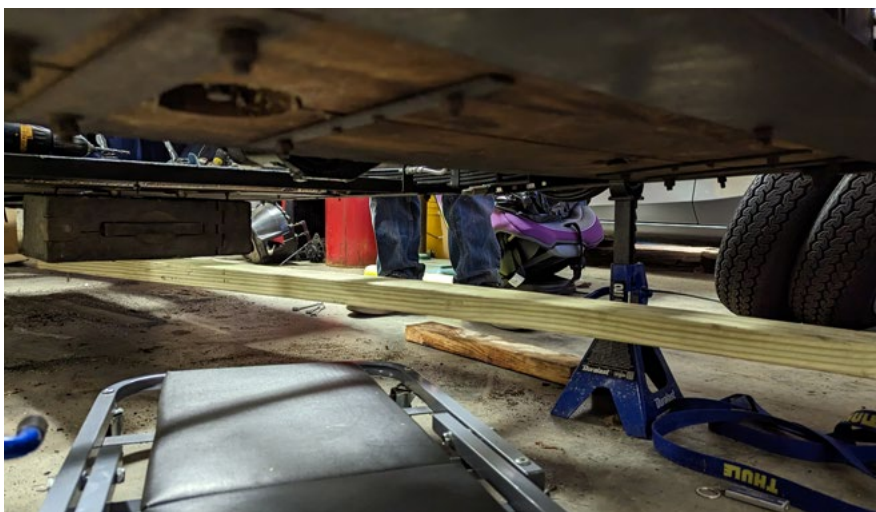
To say that my winter project has been an adventure would be an understatement. I have gone from euphoria to dread in a matter of moments. The trick is to keep your eye on the prize. And the prize is on the horizon. By the time you're reading this I should be tooling around town and have already been to the spring dust-off.

Let's start with the leaf springs. If you recall, I was replacing the original six-leaf springs with new six-leaf springs and replacing the Armstrong dampers with the Rutherford kit. Well, I got it all together and then found a problem. There isn't enough clearance for the lower attachment point when using the Rutherford with the six-leaf spring. I could shim the bump stops by  $\frac{3}{8}$ ", but that would really preload the suspension and create a very rough ride (this was one of the dread moments).

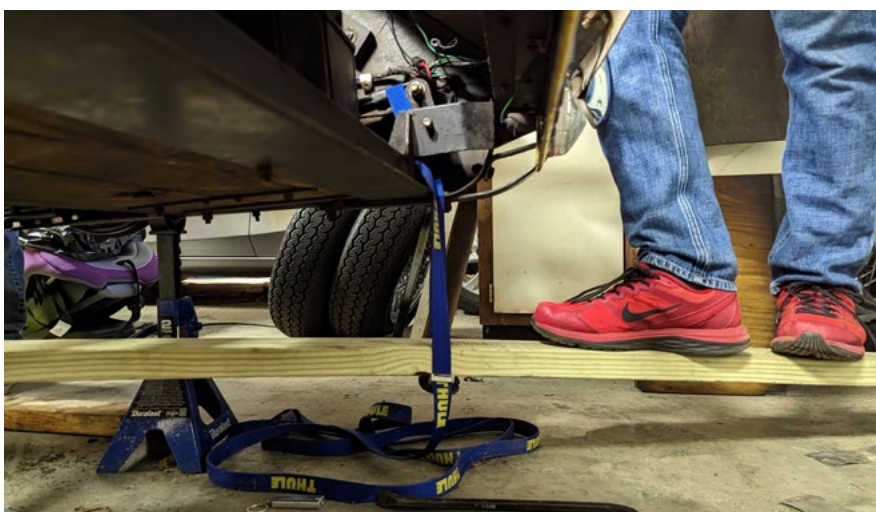
I spoke with Larry at Morgan Spares, and Tim at New Elms in the UK (the Rutherford people). It seems to be agreed that no one knows why Morgan used six-leaf springs in the first place. They make the ride so stiff. My 50-year-old springs had probably lost their stiffness years ago. Sooo, I took everything apart and made to drive Copake to swap out the sixes for fives.

While I was there, I spoke to Larry about how he puts the springs in. Front attachment points first, then the rear. He uses a 12" C-clamp to pull the springs down into place. I don't have a 12" C-clamp and I also don't have a lift to raise the car six feet off the ground. I haven't the room for such a clamp.

Here's how I did it. With the front already attached, I put an 8' 2x4 under the car from front to back, leaving a couple of feet sticking out the back end. I put a tie down strap around the end of the spring and put the board through the loop. A wooden box between the board and the chassis gave me the leverage I needed. I then had my son-in-law stand on the end of the board to pull down the end of the spring. Laying on the floor I was able to guide the bolt into place as he adjusted his weight. When I did it for the five-leafs I was able to do it myself by sitting on the board. This was one of those euphoria times.



A wooden box between the board and chassis provided the leverage needed



Son-in-law's weight on the board pulled down the end of the spring



Gearbox mated to the engine and lowered into the car as a unit



The Rutherford kit went in without issue, but tightening the bottom plate for the leaves was not fun. If only I had a lift. I think I need to invest in a larger floor jack and taller jack stands. That would have made life easier. I also added a Panhard rod to make the rear end a bit more solid, with more bolts that were difficult to tighten.

Farther up the car, I swapped gear boxes for a Ford T-9 5 speed and an alloy bell housing. I didn't realize it going in, but the original mechanical clutch mechanism doesn't work with the new set up. I had to add a hydraulic clutch and master cylinder. I measured everything 20 times before I mated the gearbox to the engine. Fingers are crossed that I'll be smiling by the time you read this and not in the middle of pulling the engine again to add a spacer.

I mated the gearbox to the engine and lowered the assembly into the car as one unit. It took a lot of jockeying and maneuvering to get it in. Removing the remote oiler assembly would have made it a bit easier. Once in place I found that the new gearbox was hitting a cross member, so I shimmed the motor and gearbox mounts about an eighth of an inch.

The 123 Distributor that I installed is really a work of art. Such a beautiful piece of kit, as they say, that it's a shame to hide it on the side of the engine. While I had great trepidation about installing it with my lack of knowledge, it was relatively easy. The best thing about the 123 is it has Bluetooth. When it's powered up it connects to an app on my phone. I can adjust the timing on the fly, making changes and seeing how things run from the comfort of the driver's seat. Isn't technology grand!

The final bits are going together now, mostly interior trim and the bonnet. While it is apart I'm replacing the emergency brake cable, and a new speedometer cable since the last one broke on the way home from Jiminy last year.

I tend to think about the weight of car as I go through all these changes. The bell housing and the flywheel are about 20 lbs. lighter than stock, but I think the gearbox is 10 pounds heavier. The Rutherford kit weighs about the same as the original suspension, the leaf springs are lighter, but the Panhard rod adds some weight back. When everything is com-



The new alloy bell housing

Screenshot of the 123 Distributor's readout on Paul's phone



The five-leaf springs and Rutherford kit installed



plete, I plan to drive it over to the local stone and block place and see if they will let me use their scale. I don't have a starting weight, but I know what it was supposed to be when it left the factory.

My hope is the car is even more fun to drive now that I've done everything to it. The proof will be in the pudding. The lighter flywheel and better control of the timing should improve performance, and hopefully the rear suspension work will help the handling a bit. And fifth gear on the highway should allow it to cruise at a very nice 3300 RPM, verses a screaming 4000 RPM.

In retrospect, it would probably have been wise to split the project up and do the other half next winter. Of course, I'm sure that when next winter comes along, I'll have a new list of things I can't live without to keep me busy.

*Once again, The Morgan Detective proves "Necessity is the Mother of Invention."*

*Great work Paul,  
Steve Scheffbauer, Editor-at-Large*



# Fuel Injection and Programmable Ignition Installation Project

## *Continuation and End*

Gilles Lachance

**A**s I mentioned in the second installment, I waited until early spring to open the garage door and start the engine for the first time since the modified distributor was assembled. It was to make sure, with the help of a strobe light, that the distributor was positioned exactly at zero advance relative to the top dead center of the first cylinder. Because the Engine Control Unit (ECU) was programmed for a fixed a 10-degree ignition advance, relative to the top dead center, for the first start. I then continued with the installation of the other components of the kit.

### INSTALLATION OF FUEL LINES

The fuel hose included in the kit meets the SAE J 30R6 standard and can withstand a 200 psi pressure (the fuel pump delivers 45 psi) and is suitable for gasoline containing up to 10% of ethanol. I ran two hoses (one feeding the throttle body and the other returning to the fuel tank) side by side on the right side of the car, considering that these hoses also attach side by side to the throttle body. I used the same passage as for the original fuel hose, that is, inside the car, under the padded section separating the door from the seat. Of the 10 meters of hose included in the kit, I only needed a little more than 6 meters. So, no problem on that side! As you can see from one of the photos, I used metal fastening collars with a rubber protective shield.

### LOCATION OF THE ECU

I first installed the ECU on a horizontal portion of the firewall, between the coolant hoses that join the overflow tank. Thus, the ECU was located approximately in the middle of the firewall, at a fairly equal distance from the various components to which it was connected, namely the throttle body, the intake manifold to which the coolant temperature and air



Back of throttle body



Front of throttle body

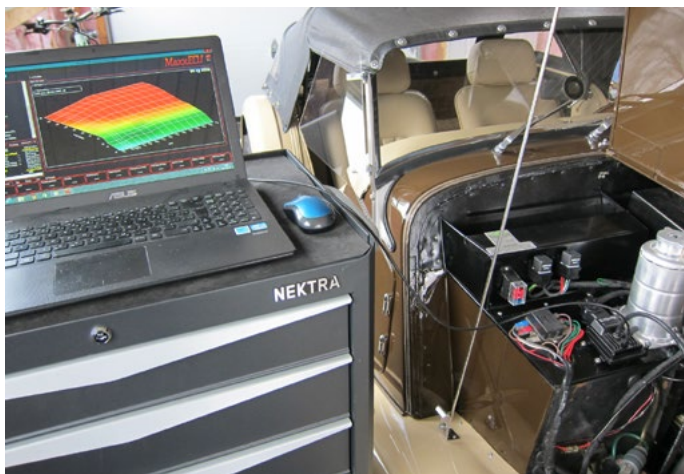


Side of throttle body

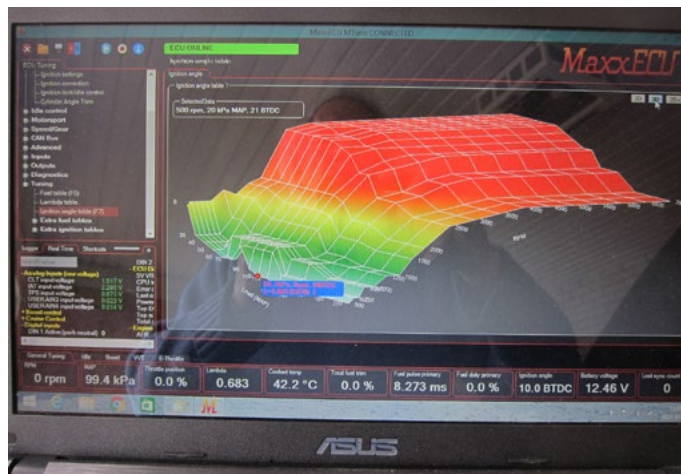


Fuel hoses on right side of the car

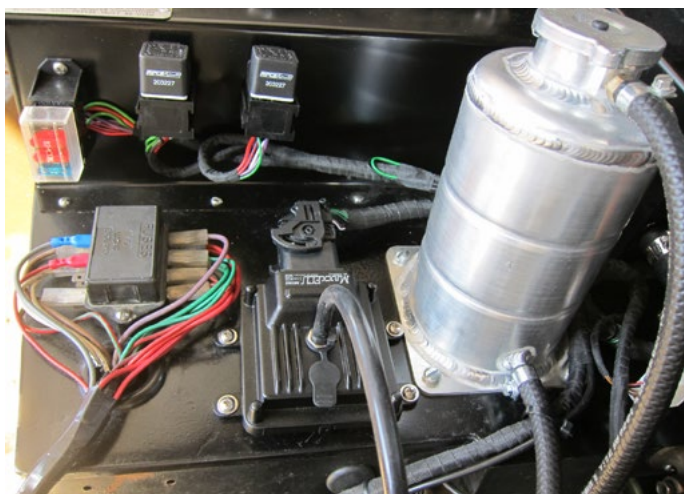




ECU connected to laptop



Ignition advance 3D mapping



New position of ECU



Throttle Position Sensor data Input

pressure sensors had to be attached, and the exhaust manifold with its wide-band oxygen sensor. However, on the first subsequent engine start, my laptop indicated that the internal temperature of the ECU rose to 64 degrees Celsius once the engine had reached its normal operating temperature. After consulting with the owner of Classic Fuel Injection who provided me the kit, I decided to move the ECU a little farther from the heat sources to prevent any damage to it.

## FIRST TESTS

I had then completed the installation of this kit. On May 1 I went for a short ride to check if everything was okay. Here's the verdict: Yes, the car ran fine. Even better than with the old Weber double-barrel carburetor. However, there was a small problem that I would address during the following days: the engine ran at about 1800 rpm at idle. This was partly due to a too tightly installed throttle cable and also to the initial programming.

## INITIAL ECU PROGRAMMING

The program initially installed in the ECU, by the company who sold me the kit, allowed me to start the engine and drive the car. This programming took into account the number of cylinders and the displacement of the engine, as well as the number of injectors (one per cylinder or two in the throttle body in my case). However, this programming was not specific to my particular engine, that is to say, it did not take into account all the particular characteristics of my engine such as the shape of the intake manifold, the compression ratio and the general efficiency of the engine. That meant that the next step would consist of fine tuning. For those who have followed closely so far: No I did not forget to unlock, in the ECU, the ignition advance which was initially fixed at 10 degrees, regardless of the engine speed.

## AUTO TUNE FUNCTION OF THE ECU

The Engine Control Unit has an auto tune function that I can activate by a command on my laptop (when connected to the ECU by USB cable). However, I was advised to wait a few days before using this feature.

The software also includes a data logging function which, when unsatisfactory performance is observed, making it possible to study later how to amend the programming of the ignition or of the fuel injection.

## AFTER-SALES SERVICE

In the meantime, at the request of the person who sold me the kit, I "downloaded", while the engine was running, the ECU data on my laptop and I sent them to him by email. After analyzing these data, he sent me, also by email, an amended program that installed in the ECU. Isn't that pretty?



# Word from the Works

## MORGAN ANNOUNCES MIDLANDS AIR AMBULANCE CHARITY AS CHARITY PARTNER

April 5. Morgan is working with the Midlands Air Ambulance Charity (MAAC) as its chosen local charity partner for 2023. The partnership will see Morgan support the charity through fundraising initiatives including events at the Morgan Experience Centre, employee payroll giving, and volunteering. The Morgan Experience Centre will be open to MAAC critical care staff as a rest spot between missions as part of the charity's Brew for the Crew scheme. Morgan will participate in MAAC organized events throughout 2023.

The partnership, which was chosen by staff at Morgan, will see Morgan and MAAC work together to raise awareness and funds for the charity's pre-hospital emergency service. The Midlands Air Ambulance Charity is responsible for funding and operating three air ambulances and three critical care cars across the largest air ambulance operating region in the UK. MAAC delivers lifesaving care on more than 4,500 missions per year across six Midlands counties. The charity is wholly self-funded and requires between £11-12 million in donations per year to continue attending lifesaving missions across the region. The partnership will also see Morgan employees receive mission support training at the Morgan factory, including CPR and first aid training from the charity's critical care team.

## MORGAN STRENGTHENS ITS GERMAN RETAIL NETWORK OPENING NEW DEALERSHIPS

March 7. Morgan Motor Company has begun a partnership with two of Germany's leading automotive groups to open three new dealerships in Frankfurt, Munich, and Berlin. The company will partner with Dörr Group to



Morgan is working with the Midlands Air Ambulance Charity



Massimo Fumarola, Chief Executive Officer, Morgan Motor Company (left) with Rainer Doerr

open new dealerships at Klassikstadt in Frankfurt and Motorworld in Munich, whilst Marschner GmbH will open the first Morgan dealership in the country's capital.

The appointments further expand the company's offering and customer care in Germany, which is already the largest export market for Morgan sports cars. With an extensive luxury brand portfolio, the 140-strong Dörr Group team, led by owner Rainer Dörr, is one of Germany's most diverse supercar dealerships. Since its

founding in 2011 in Frankfurt, the group has expanded to five locations across Germany, operating events and experiences for customers throughout the year. With motorsport in its DNA, customers and fans can expect to see this theme highly prevalent in the operations of the two new dealerships.

Each of the showrooms will be officially opened in the coming months, however each dealership is operational and is ready to welcome existing and new customers.



## ADMINISTRATION

### President

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

### Vice-President

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

### Treasurer

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

### Secretary

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

### Registrar

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

### Intl. Inter-Club Liaison

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

### Historian

**Jim "Plug" Nichol**  
jhalfdime@me.com  
845-518-5453 (c)  
25 Crumwold Place  
Hyde Park, NY 12538

## AUTUMN MOG 2023

### Chair

*Event volunteers needed*

# *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](http://www.morgan34.org).*

## SUBMISSIONS

- Submit copy & photos to the Editor either electronically or by mail.
- Mailed submissions must be typed.
- Electronic copy format - WORD, .txt, or .rft.
- Electronic photo format - .jpg.
- Mailed photos will be returned if requested.
- Caption photos to identify cars, people, locations, dates, events, etc.

## EDITORIAL

### Editor

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

### Editor-at-Large

**Steve Schefbauer**  
sschefbauer@aol.com  
203-459-4959  
14 Falls Brook Circle  
Monroe, CT 06468

### Advertising Director

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

### Webmaster:

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

### Graphic Design/Layout

**Nicole Kachmar**  
nlkachmar@gmail.com



## TECHNICAL

### 4/4 Cars (Post War)

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

### Plus-4 Cars

Position vacant

### Plus-8 Cars

**Scott Willoughby**  
garudaville@earthlink.com  
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North Creek, NY 12853

### All Cars – Supporting

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morganspares@taconic.net  
518-329-3877 (store)  
70 County Road 7A  
Copake, NY 12516

## AREA CAPTAINS

### New England North Captain

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

### New England South Captain

**Fred Cohen**  
fsc541@verizon.net  
862-703-4991  
132 Sunrise Hill Circle  
Orange CT 06477

### Metro New York City Captain

Position vacant

### Mid- Atlantic Captains

**Bob & Jeri Cohn**  
CohnRobert@yahoo.com  
201-447-6982  
61 North Pleasant Ave  
Ridgefield, NJ. 07450

### New York Hudson Valley Captain

**Jim Nichol**  
jhalfdime@aol.com  
845-518-5453  
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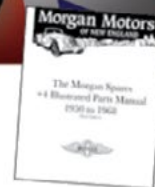
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