

# The Morganeer

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2017

Vol 40  
Issue 1

## *A One Owner Super Sports*



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

## NEW CLUB MEMBERS

Warren & Judy Mann Bedford, NH  
'89 4/4

Bob 'Kermit' & Lynn Wilson Sr. Lisle, IL  
'35 3 Wheeler  
'37 Series I 4/4 (x 2)  
'66 Plus 4

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## FROM THE PRESIDENT

Do crossword below before reading.  
 Good luck. ed

Welcome again to that season where we sit by the (down 15) and enjoy the change of (down 13). I hope you all had a nice (down 9). By the time this newsletter makes it to your door, our holiday season will be winding down. I hope you all had a joyful (across 8) or (across 18) season. I was glad to see several of you at the Morgan holiday (down 1) hosted by the Lucas'. Here in Saratoga we have already had (across 13), which looks wonderful with the (down 12) which match my car nicely. As we get into 2017, my (down 4) turn to the time when I can get back in the (down 5) and give my cars a little love.

We will kick off in spring with our (across 14) which I hope many of you can attend. And, it is never too soon to think about one of our favorite seasons, (across 7). Good news, we have a committee for the next (down 10)! Morgan Malone, Alison DeKeine and Peter Per-



ry have generously offered their time to our event. Once again we will gather and (across 17), (across 6) enjoy our (across 3) and (down 2), show off our (across 19) and enjoy our time (across 16). Details will be following as things are arranged!

So to you all, with thanks for your support and friendship, I wish you (across 11) and I will see you soon,

Regards,  
 Maura Hall

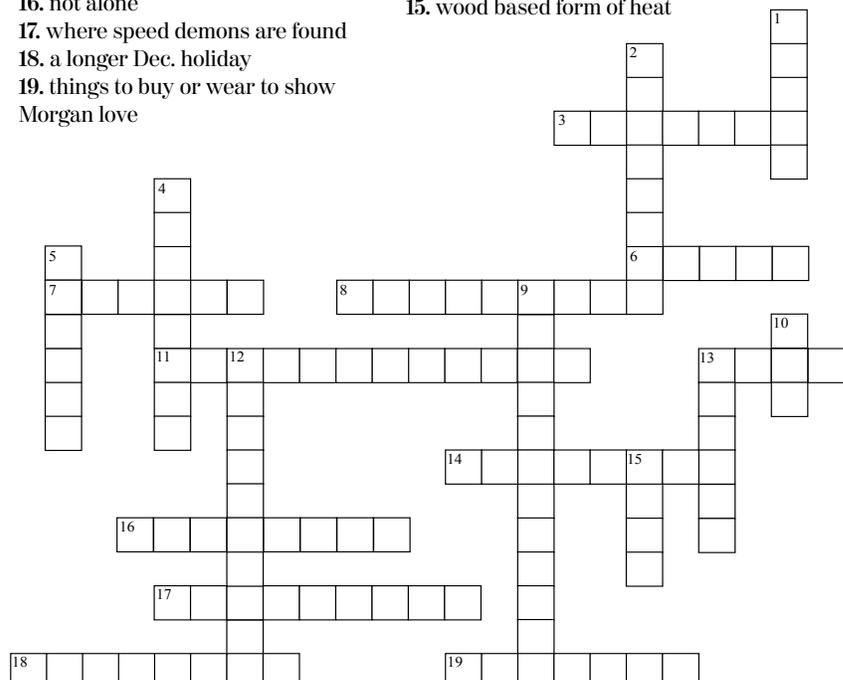
### CLUES:

#### Across

3. a fancy dinner
6. search for clues
7. season after summer
8. a Dec. Holiday
11. greeting given on Jan 1st
13. white precipitation
14. our early spring events
16. not alone
17. where speed demons are found
18. a longer Dec. holiday
19. things to buy or wear to show Morgan love

#### Down

1. Fete
2. a showing of Morgans
4. ideas or musings
5. Morgan home or shelter
9. turkey day
10. name for our Morgan gathering
12. red christmas flower
13. time of year
15. wood based form of heat



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## FROM THE EDITOR

This issue's cover artwork has an interesting story. It was done by Rick Swain, one of our Canadian members from Nova Scotia. Each year at the British Motoring Festival there Rick is asked to do a drawing of the car he would most like to own – to be given away as a prize (the drawing not the car). Here is his description of his choice:

*The car is owned by David Nielsen of Keswick Ridge New Brunswick. David bought the car new from Metro Motors in Windsor, Ontario in 1968. He had ordered the car sight-unseen and the dealer sent an Air Canada ticket to fly him from Fredericton to Windsor. They met David at the airport and drove him to the dealership. He had already registered the Morgan and had the New Brunswick licence plates with him. After discussing recommended break-in technique and such, he headed out for the 1063 mile drive home. He's had the car ever since.*

I would venture to guess he may be the only 'original owner' of one of the coveted Plus 4 Super Sports. A wonderful story and a great drawing anyway. Thanks Rick.

Well, I hesitate to say that this could be called the 'Junkyard Dog issue', but it might be appropriate. For those of you who have become accustomed to enjoying the usual fine photography of shiny Morgans and smiling owners, you might want to prepare yourself before opening this issue's centerfold. **Spider**, who I blame for all this, came up with the idea based on an old article on junkyards by a fellow named '**Kermit Wilson**'. I'll let Spider explain further, but brace yourself for the centerfold 'Junkyard Angels.'

Getting on to more esthetically pleasing themes, this issue's 'feature' article is an interesting travelogue sent in by **Mike Virr**. Starting out by visiting his homeland for a birthday celebration, he and Judy managed to fit in a Morgan factory tour and then continued on to the continent to whisk through most of Europe – all in two weeks.



We also get caught up in this issue on several late summer events. First of all, **Lorraine McNulty** sent in an interesting photo essay, along with a short write-up, from one of Jim Nichol's favorite events - British Car Day at Old Rhinebeck Aerodrome.

And from the pen of editor-at-large **Spider** come several contributions to the issue. First is a slightly belated report on the British Wheels on the Green event in hometown Madison, CT – with a plot twist only Spider could come up with. Also find another entertaining installment of his ongoing 'Spider's Tech Tips' series.

Also from the CT contingent, New England South Area Captain **Andrea Lucas** reports on the holiday bash she and Ted, along with daughter Jackie, hosted. The word must have gotten out on this one, which drew partiers not only from CT, but also NY, NJ, and MA. An elegant venue, good food, spirits and holiday revelers made for a very classy soiree. And it also provided another interesting Morgan rebuild story by club member **Vlastimil Poborsky**, who traveled from New York to the event.

Last but not least, this issue's Member Profile presents another of our hardy Maine contingent of Morgan owners, **Sam and Kayda Selby**. They are probably off to the Carribean on their sailboat, whereas I am cleaning up after our latest snow/rain/snow-storm, dreaming of Morgan days gone by and hoping for an early spring. For just as hope 'springs' eternal,

The road goes on forever.  
Frank

## TO THE EDITOR

Frank,

Again we had a great time in C'Town. Met new people and old friends. Heard a rumor the 3/4 might do it again. Hope so. The WNY Group comes here every Spring and they love it. It was picked as one of the top eight small towns in the country. The only one in NY.

Your article "The Road to Autumn Mog" was fun to read. I do have to bust you up. You were West of Albany, but still in Eastern NY. I consider I 81 Central NY and past Rochester, Western NY. Lorraine grew up in Jamestown, about as West as it gets. Your reference to Twilight Zone was appropriate. Rod Serling Lived North of Binghamton off I 81. His spirit was with you that night. Met him in 1962.

Great Morganeer. Wish Morganotes could be in color. We did it once when Bob Tesscione passed away. John (McNulty)

*You are taking away my literary license (to bend or alter the truth) on such a triviality John? As editor I have always followed the premise of never letting the facts stand in the way of a good story. Besides, isn't everything west of the Hudson (and NYC) Western New York? ed*

Hi Frank,

Thanks for another great edition of the Morganeer. Lots of interesting articles - I especially enjoyed the interview with Tom Surrency. He mentions Dick Worrall, who owned a 53 flat-rad in Hong Kong - Dick is now back home in the UK, still owns the same car, and regularly attends MSCC events here. He did an article for Miscellany about the car (which raced in the very first Macau GP in I think 1954) and his time in Hong Kong some years back. It's a small world!

Best regards,  
Charles (Neal)  
Editor, *Miscellany* magazine

A Linguistic Meander Through Collective Speculations. So, what's the collective noun for a group of Morgans? I'm thinking it must be.... "A Forest of Morgans!"

Regards,  
New members: Warren & Judy Mann  
Bedford, NH

*Ah - you've been leafing through the finer points of the Morganeer. Good. Yes, a forest of Morgans seems appropriate - especially in the North Woods. I hope we will see you at an event next season. Perhaps we could stage a 'forest of Morgans' photo. ed*

# BRITISH CAR DAY RHINEBECK AERODROME July 16, 2016

*This article first appeared in 'Morganotes', newsletter of the Western New York Morgan Club. Reprinted with permission of their editor, also the author.*

Lorraine McNulty

It was hot, hot, hot!! And a free ride in the old plane was tempting - what a way to cool off - but we never actually took to the skies.

We had traveled down from Albany with the Adirondack Triumph Club. The Aerodrome itself is an interesting venue. Old planes were buzzing like bees all day long as they gave rides and put on various shows. The pilots were in period attire, which must have been really hot! And there are a number of displays in old hangars: a three wheel Morgan among them. It makes sense as it has a lot in common with many of



photos:

**This page:**

**TOP:** The Rhinebeck Morgan - does it run?

**MIDDLE:** A Curtiss pusher - first aircraft to land on a ship

**BOTTOM:** An original Blériot 11 ( note 3 cylinder Anzani engine)

**Opposite page:** Prepping the Sopwith Pup for a demonstration flight

these pre 1920s aeroplanes.

Among the display cars were a number of Morgans including club member Joe Spiro's Plus 8, Mark Wunderman's white Plus 4, Jim Nichols' trike and his son's tan Plus 4 (*does Jim know about this? ed*). Also there but without Morgan's were Charles Flannigan and Peter Perry who is now working for the Eckler's at Morgan Motors of New England.

After seeing the sights we left early: chased off by the climbing temps. Much nicer to be cruising in a Morgan on a hot day than standing around looking at them!



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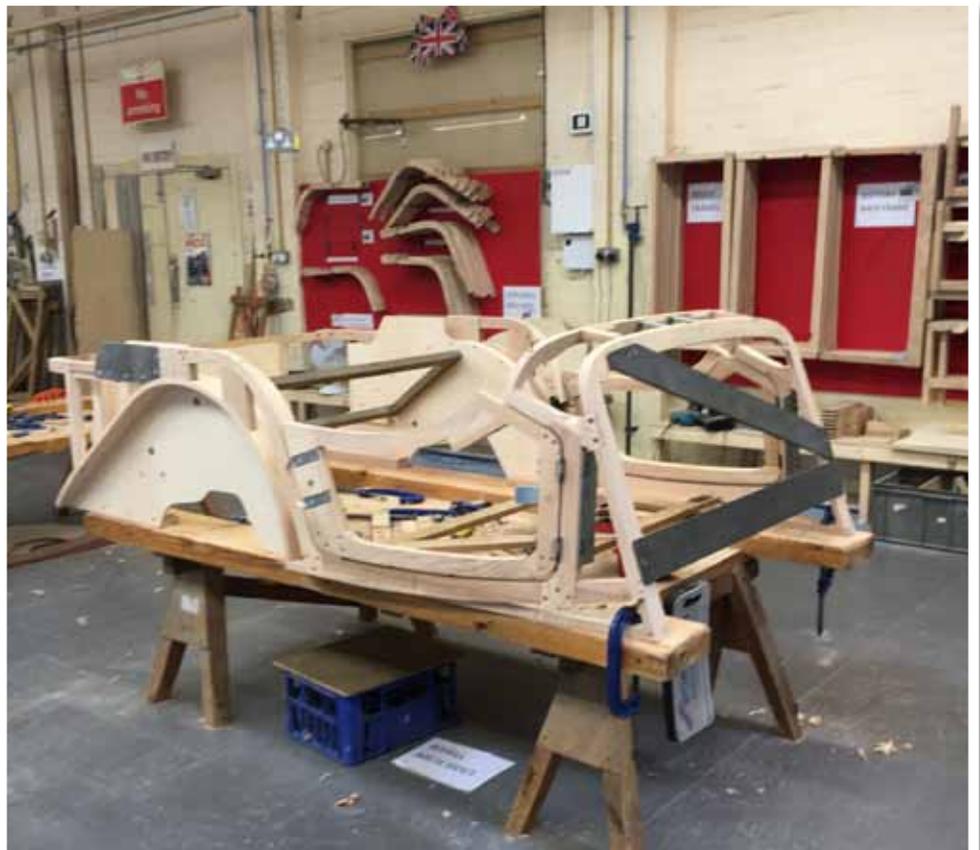
# A EUROPEAN TOUR *To Malvern and Beyond*

Mike Virr

station, near Oxford, and headed for lunch at “The Pudding Club” in Mickleton near Broadway, Worcestershire. We had been to lunch here before during the Morgan Centenary but we hadn’t the stomach to sample all the puddings, pun intended. Well before you have pudding or desert, for some one must have a main course? Roast beef and Yorkshire pudding with mashed potatoes filled the bill, and the belly? We were then presented with about 8 different puddings - bread pudding, marmalade pudding, spotted Dick (Jack Aubrey’s favorite), chocolate pudding. As much as you could eat of each, which wasn’t as much as we would have liked having

**I**t all started when Judy announced we had to attend a big family birthday near Oxford in mid September. We mentioned it to Chip and Yvonne Brown who own a ‘57 Plus 4 and who often attend the same vintage race meetings with VSCCA, of course. They suggested we meet up in the Midlands and arrange to visit the Morgan Motor Company together. So we arranged an itinerary around that. Then we would fly to Munich to visit our mutual friends, the Moes, also VSCCA racers, and drive across Germany to Mulhouse, France to visit the Schlumpf museum and see the Bugattis. I have to explain my father owned Bugattis. But, although I would love one, I just can’t afford one at present prices.

So after the family birthday bash, we picked up the Browns at Didcot





Enough about food; we then set off for Mecca, or The Morgan Motor Company to you and me. Driving into Pickersleigh Road in Malvern Link this cheeky little red and black Morgan 4/4 comes skidding across our Ford hire car bows. I recognized it immediately as our old friend and fellow racer Chris Towner. I blew the horn repeatedly but he still beat me into the last space in the Morgan car park so we had to park in the field. We went into the nearly new visitors center but the

eventually we were herded together and set off without Chris who was too busy chatting up his mates on the factory floor.

We had Malcolm as our guide who is also the official Morgan historian, so he could put us right on the details. As it turned out Chip and I were the only ones on the tour who actually owned Morgan's. Apparently, according to Malcolm, this is quite common as a lot of visitors are potential customers. The tour went pretty well as usual, chassis shop, wood shop, body shop, paint shop, (when I first went in there they painted in an open bay with a fan in the eaves, that is until a couple of cows dropped dead in the field next door when they used acrylic paint) upholstery, electrics to finish inspection and final road test.

As soon as I set my eyes on the new



already consumed the afore mentioned Yorkshire pudding, etc?

After an approximate two hour lunch we toddled around the village and made our way to the first B&B at the Manor Farm in Western Sub Edge. This was chosen because it had an award for the best breakfast in the U.K. Good job it wasn't the best dinner? We walked around the village there and found The Seagrave Inn, where a snack was all we could manage. Just as well as it was chefs night off, being a Monday. However we were told he was very good. The next day, after a breakfast of sausage, bacon, tomato, black pudding, kippers and eggs we were set up till dinner or at least tea time?

cafe was closed. However Chris knows one of the ladies in there and we order tea.

This time it's a guided tour; we used to guide ourselves for about 30 years, but I guess it's a profit center now. They had 60,000 visitors or some such ridiculous number last year? Anyway



photos:

**Opposite page,**

**TOP LEFT:** Mike & Judy setting off

**TOP RIGHT:** Pudding anyone?

**BOTTOM:** At the factory – the timeless wood craftsmanship of a Morgan tub

**This page, TOP LEFT:** Mike's new Morgan – getting it into the US is the trick.

**MIDDLE RIGHT:** Morgans 4/4 80 year anniversary! Think about it!

**BOTTOM RIGHT:** A fine violin being made in Peter Moes's shop



80th Anniversary 4/4 I decided I just have to have one. I should explain. I have only ever owned and raced 4/4's from the Series II in 1960 to the vintage 1959 vintage racer I have today. Now wouldn't it be grand to have a new 4/4 for touring. I'm still having a conversation about getting one into the US now as although Morgan can bring them in as a small manufacturer they still have to pass present day emission standards. That can be a problem!

Anyway after the tour we met up with Chris again and my old Bugatti friend Dixon Smith, who already had Dr. Rich Foyle with him so we all sat down to a rather good tea in the canteen. We bored each other to death with Morgan stories, of course. Speaking of which I was surprised to find my name, along with others, on the back of the 2004 Le Mans Morgan. I had forgotten about all about this as I must have contributed some modest amount to their effort. Chris insisted I was just showing off, which I was. Rich used to own the DeWalt Le Mans car so he had one all to himself at the Elkhart Lake running of the Peter Morgan memorial meeting. Just to show off some more I would point out that my 4/4 won the 4/4 race at that meeting also in 2004. Anyway we all had a good time at the MMC.

We then drove out to Shipton-under-Wychwood to stay at "The Shaven Crown" a small hotel recently converted from a monastery, complete with ghost.

However there was nothing ghostly about the well known chef who put on a beautiful dinner. We later learnt from the owner that the prime minister had opened the hotel last year. I felt he must have had connections because it would be unusual for the PM to open such a small but exclusive hotel?

Judy and I, along with the Browns then flew to Munich to stay with Wendy and Peter Moes. They live in a 15th Century farmhouse about an hour outside Munich. With the aid of a very good GPS in the Ford Focus Wagon we got there. Just being shown around the house and workshops was a treat. Wendy and Peter make top of the line violins and cellos. Peter made Yo Yo Ma's cello, for in-

stance. He is also building a 24' wooden sailboat, "The Simplette", and lastly, but not least, finishing his restoration of the Arnolt Bristol he used to race in the US.

While there we visited HK Engineering, who only restore Mercedes 300SLs. Their workshops are in a converted monastery, a recurring theme. I have never seen so many Gull Wings in my life - about 4 halls with 20 plus cars in each. And the workshops were in clinically clean condition.

We also visited the Deutschland Aircraft museum and saw a Messerschmitt 262, the first serviceable twin jet engine fighter and the Komet rocket plane ME 178. Both would have done untold damage if deployed earlier in WWII. Also some interesting tailless gliders. While traveling we visited various beer gardens, one on a lovely lake with mountains in the background.

Judy and I then left Peter and Wendy to drive across Germany, Austria, and Switzerland to Mulhouse, France to visit the Schlumpf Bugatti museum there. It's an all day drive, mostly on the Autobahns, so we stayed in Mulhouse overnight and visited the museum the next day: a must for me as my father raced Bugattis in the '50s & '60s. The "Cite de Automobile" to give its full title has 500 cars of which 125 are Bugatti's. They made a special display of the Type 57S "Atalante" which was the same as my father's car, so that was special for me. I first stripped a Type 57 engine down



when I was 14 years old.

We then took the SNCF fast train to Paris, which only took about 2-1/2 hours. So comfortable at speed you could hardly tell you were moving. Big improvement on MetroNorth.

We stayed in the Hotel Brighton on Rue de Rivoli just across the road from the Tuileries gardens and within easy reach of Musee D'orsay and the Louvre. Over a three day period we had a big dose of impressionist and other paintings including an exhausting stair climb in the Louvre to look at the two Vermeers they had. It was worth it. In the evening we visited a different small French restaurant each night, the best of which was "La Cordonnerie" which had just one chef and a waiter and could only accommodate about six small tables at a time - just superb.

We didn't see any sign of armed police in central Paris, but there was a dearth of tourists, which was nice for us. Most of the tourists in the Louvre, for example, were Asian.

Then we flew directly from Charles de Gaul to JFK. Three weeks on the road and glad to be back in Connecticut to recover. I had the Morgan out at Lime Rock in the Fall Finale a few days later where it performed very well. But that's another story.



photos:

**Opposite page,**

**TOP LEFT:** Peter's Arnolt Bristol in restoration

**BOTTOM RIGHT:** A Mercedes 300 SL 'Gullwing' at HK Engineering

**This page,**

**ABOVE:** Deutschland Aircraft Museum

**BELOW:** Ah Paris! A fitting end to a European tour

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## JUNKYARDS 2

From *CLASSIC AUTOMOBILE REGISTER* #4 (circa unknown).  
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### Bob 'Kermit' Wilson

*A Junkyard University PhD means Piled higher and Deeper. Auto Parts recyclers true, but they are still JUNKYARDS. Maybe there should be a junkyard Hall of Fame.*

"I think that I'll go to the junkyard today." That simple declaration is always guaranteed to bring the same reaction from Mrs. Wilson as my request for her to help me bleed the brakes. In her mind these activities are not bad, but rather are more likely to take more time than "just a minute" or more money than, "This won't be expensive at all." The truth is; I really like junkyards, and I rarely pass up an opportunity to visit an old favorite or explore a new one.

Junkyards represent the end for some cars, the beginning of a new life for others but they can best be likened to a learning institution. I have learned more about cars, trucks and just stuff in junkyards than in any other venue. Lets consider the curriculum:

**Basic Economics:** If you need it and they have it, the part will probably cost more than it did new. If you think it is a good idea to have this treasure just for

stock it is likely to cost less. But, you may not use that part for years, if at all. This speaks to opportunity costs of money. A trip through a wrecking yard in Montgomery, Illinois clarified the reasoning for high insurance rates for two seat sports cars. Fifty two Corvettes, all wrecked in the front end. Like the old joke, "How fast was he going when he backed into you Father?"

**Psychology and Theatrical Arts:** While blowing down the hill on I-75 into Cincinnati the LaSalle diff in our '32 Ford Lo-Boy suffered from a terminal cast-iron hemorrhage. The car came to rest in surprisingly close proximity to a large wrecking yard just over a small berm to the right of the road. We jumped the fence and immediately spied the exact part we needed. What followed was probably the best acting job I ever performed. The coy conversation went something like, "We're work-

ing on a hot rod and are looking for a good rear end. Got any ideas?" "I don't know, look around and see if you can find anything." After what seemed like an appropriate search time, we actually got that LaSalle two speed electric shift rear end for \$10.00 and the unwitting owner was kind enough to drop it over the fence with a fork truck within fifty feet of the disabled rod. This offers some exception to the "If you need it" Economic theory.

**History:** If viewed in the proper context, a trip through a good junkyard will reveal more about the history of the automobile than a trip through your average automotive museum. It offers an opportunity to see how the designers and builders were thinking, and whether their theories of structural integrity were really sound.

**Marketing:** How about that great indoor European junkyard in Portland, Oregon. Cars on racks clear to the ceiling, and huge grocery-like carts to transport your newly discovered treasures to the cash register. Ever been to DelDebbio's on DelDebbio Road in DelDebbio, Texas? How's that for marketing.

**Fine Art:** That Great highway bulletin celebrating Marshall Teague's Big Green Hudson Hornet has been saved and now beckons buyers to a very orderly yard on the outskirts of Daytona Beach, Florida. And like many museums, he actually charges admission.

**International Relations:** The English-Swedish Spares yard in Alphretta, Georgia offers a new view on automotive relationships from our Common Market friends. Imagine a Jaguar Vanden Plas with 27 miles from new, totaled by a Saab.

**Education:** When our oldest daughter was learning to drive, we paid an attendant in Day's Junkyard in Nicholasville, Kentucky \$10.00 to give her a narrated tour of the grounds explaining the cause and personal consequences of each incident. He was instructed to

---

**Above:**  
 Kermit in his F type 3 wheeler at the 2004 Peter Morgan Memorial race at Elkhart Lake.  
 Not EXACTLY a junkyard dog!

make up a story if he didn't know the exact details. We especially liked the Buick Roadmaster that had run off the road near the Palisades of the Kentucky River and was snagged in the tree tops forty feet from the ground. "How did they get the people out?" Sarah asked. "We just waited 'till we pulled the car to the ground. They was dead anyway" Hard question, simple answer, great impression.

**Behavioral Sciences:** Anyone who ever visited Kondrake's in Sanford, Florida will never forget the verbal abuse offered by the proprietor and his pack of proverbial junkyard dogs. We all put up with it because he always had what we wanted. I never asked for anything from him that he couldn't produce. The price was always fair and the language was always blue. We all cried when that great monument to wrecked sports-racers closed. I still wonder what ever happened to those remaining treasures.

From this field work and more like it, I have earned another degree, MBWA. That is, Management By Walking



Around, and it is truly as valuable as any BS. Enough of this, back to work in the shop. It seems that the nearly perfect aluminum finned brake drums that I found in Central Wisconsin were the last pieces needed to finish Mrs. W's car. Those bits are from the eleventh junkyard represented in this

restoration, and they were not too expensive. "Lynn, can you help me for just a minute?....."

**Above:**

The famous Hudson Hornet sign

# Almost Famous...

*About the Junkyard Author & Our Newest Member*

**Spider J.C. Bulyk**



**K**ermit – a/k/a Bob Wilson, Sr. – has been around VSCCA (Vintage Sports Car Club of America) and racing circles forever...okay, maybe a little less time that "forever". But he was racing these early cars before there were racetracks, because no one had yet invented dirt.

I met Kermit – email and phone – through Linda Eckler while helping Scotty Uenoyama in Tokyo "get a little more" out of his 1950 Plus 4's Standard Vanguard engine. With its 6.7:1 compression ratio, running on Vaseline Hair Tonic, downhill with a tailwind, that engine could pump out a muscular 68 hp. Linda said, "Call Kermit, he races 'em!" So I called. Since then, we've had a conversation or two whenever some poor lost soul calls me to ask about (for

**Left:**

Kermit in his natural element



photos:

**Top:** Racing in his Flat Rad  
Elkhart Lake

**Bottom:** Racing his  
F type 3 wheeler

instance) the manifold pre-heater flap in a Standard Vanguard.

It'd been a while since the last go 'round, when suddenly Plug Nichol forwarded me Kermit's Junkyard article. CRASH! BANG! KA-BOOM! Reading it, I was immediately back in my own junkyard days, lying to junkyard owners about what I needed just to get a better price, taking stuff apart with no intention to purchase only to find out how it worked, bringing Milk-Bones to befriend the dogs, coming home filthy and stinking of hypoid: I could almost taste the Piels Real Draft and smell the Lucky Strikes: made my face break out just thinking about it.

After my first accident in a Morgan, the insurance adjuster asked the late Robert Couch to cut costs by using junkyard parts. Robert said (something like), "...please call me when you find some..." Because Morgans are scarce, and many of our cars are newer or newer restorations, most Group members don't have 'the Morgan Junkyard Experience', preferring instead to buy new parts from Morgan Spares, Melvyn Rutter, or Moss. But those experiences are still around, just waiting to happen. Most recently, pal Jim James (Morgan Cars Beijing) found a flat rad in a Chinese junkyard (the black-n-white photo was in Hemmings' Exotic & Sports

Cars)...a junkyard Morgan in China? Really?

When Kermit agreed to let us reprint his article, I looked for people to give me background, ya'know...git me up on the lowdown... about Kermit so we could introduce him to those who haven't had the pleasure. Plug Nichol tells me Kermit campaigned the trike at Road American - Elkhart Lake at the Inaugural Peter Morgan Memorial Race 2004. Nichol remembers this so he can plug (sic) the fact that his Murphy ran in the same race. In another connection, Kermit's 4/4 was one of 10 Morgans at the Pebble

Beach Concours (again along with Murphy) in 1999. Mike Virr tells me that, in addition to the F-Type, Kermit has several flat rads and a '66 Four-Seater. Just to add a pinch of eclectic, he also runs a 48 Series-1 with an airline body from a Bugatti and a Ford V8-60 engine. It's titled as a Morgan, with the model given as "Morgatti". Plug added that there may be some other exotics stealthily lurking in Kermit's barn. He goes on to describe Kermit's automotive connoisseur knowledge as "eclectic plus".

I would agree.



*This article first appeared in MOSS MOTORING magazine.  
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David Stuursma and the author.*

# WHITWHAT?

Michael Grant, Moss Motors



A good many of the cars we deal with don't use nuts and bolts that can be purchased from the corner hardware store. Much maligned and misunderstood, Whitworth hardware used on older British cars has quite an interesting history.

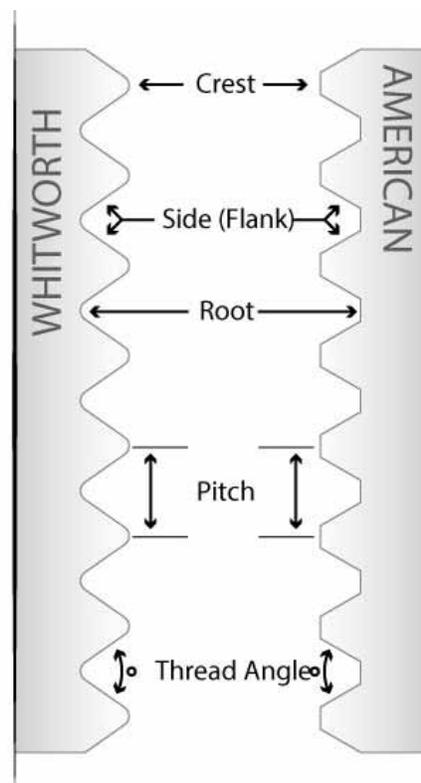
Threaded fasteners go back a long way. In 1568, the first practical screw cutting machine was invented by a French mathematician named Jacques Besson. After that, things took off... after a fashion. By 1611 the idea had caught on in England well enough for it to be mentioned in a book, the significant point being that the companion piece to any screw—the nut—was mentioned as well. While the concept was basically sound, in practice there were a few bugs to be worked out. In the 1600s putting something together was a real chore. Once you found a bolt you liked, you had to find a nut, and that was a matter of chance since nobody was making consistent threads. Once you found a nut that fit (well, sort of) the nut and bolt were tied together with string.

This happy chaos continued until well into the industrial revolution, when Henry Maudslay perfected a lathe that could cut a consistent thread pitch into the shaft of a screw. This made it possible to make large numbers of identical screws. Making threaded fasteners on a lathe is time consuming, and therefore expensive. In 1850 a man from New York named William Ward perfected a system for forming the threads on a bolt by heating it to 1600 degrees Fahrenheit, and then rolling it between two grooved dies. The grooves on the flat dies were forced into the bolt, and the

threads were formed as the bolt rolled between the fixed and the moving die. This same basic system is used today, the only difference being that the bolts are not heated before being rolled. "Cold" forming produces much more uniform threads, allowing closer tolerances, and because the bolts are not heated, they are stronger.

The man responsible for the development of the first standards for the production of threaded fasteners is none other than Joseph Whitworth. In 1841, his paper "A Uniform System of Screw Threads" set forth a concept that was to revolutionize manufacturing:

2) The angle between the side of one thread and the adjacent thread should be 55 degrees.



3) Both the crest and root of each thread should be rounded with equal radius (r).

4) The relationship of the pitch to the radius of the rounded portion of the thread is defined by a ratio of 1/6th; in other words, the radius  $r = (1/6) \times (\text{pitch})$ .

Finally there was a system that would allow the fasteners used on one type of machine to be replaced with another "standard" fastener. The logic was hard to beat, and England adopted the system to the extent that by 1881 it was the effectively the "British Standard."

The Whitworth System was used as proposed for bolts and screws from 1/8" to 4 1/4" in shank diameter up to 1908, when an additional thread form was proposed—British Standard Fine (BSF). Presented by the British Engineering Standards Association, BSF was identical to the original Whitworth form except that the pitch was finer—meaning more threads per inch. Now, a bolt with a diameter 1/4 inch could have either 20 threads per inch (BSW) or 26 threads per inch (BSF). The advantage of the finer thread pitch is twofold. A fine thread bolt is about 10% stronger than a coarse thread bolt of the same size and material. Fine threaded fasteners also have greater resistance to vibration. Those of you who have worked on cars with Whitworth hardware will have noticed that almost all the hardware is BSF for these reasons. Why use any coarse threaded bolts at all? Coarse thread fasteners are well suited for use in tapped holes in material softer than the bolt (such as studs in aluminum cylinder heads), and they are

easier to assemble. It's almost impossible to cross thread a coarse threaded fastener by hand.

For sizes smaller than 1/8", the British adopted a Swiss Standard thread form for small screws and renamed it British Association (BA) thread. This thread form was adopted in 1903. Like the Whitworth form, it has rounded crests and roots, but the angle between adjacent faces of the screw's threads is 47 1/2 degrees. Instead of being sized by fractions of an inch, they are numbered 0BA, 1BA, 2BA and so on up to 22BA. In the BA system the larger the number, the smaller the screw. Other than that the system is analogous to our machine screw system, where numbers are used (#6, #8, #10 and so on).

A question often asked is why didn't the US adopt the Whitworth System? As it turns out, we did. By 1860, most of Europe and the US were using the system. In 1864, however, William Sellers was instrumental in persuading the Franklin Institute in Philadelphia to set up a committee whose prime goal would be to set up national (meaning American) standards. Sellers, who made machine tools, was dissatisfied with the Whitworth System on several points; the 55-degree angle was hard to gauge and the rounded threads caused an uncertain fit between the nut and bolt. He also argued that the Whitworth threads were weaker than a system he proposed where the angle between the opposing faces was 60 degrees (not Whitworth's 55), and the crests and roots were flattened. The Franklin Institute adopted Seller's system, and by 1900 it was in use throughout the US and much of Europe. The American system had both fine and coarse threads called, logically enough, American National Fine (ANF) and American National Coarse (ANC).

The Whitworth system is further complicated by its tool size designations. American tools (and European) are sized by the head of the bolt or the size of the nut. An American 1/2" wrench fits a nut or bolt with a head 0.500" across the flats. A Whitworth wrench is sized according to the diameter of the shank of the bolt, not the

head. A 1/4 W (Whitworth) wrench fits a bolt with a shank 1/4" in diameter. The jaws of this 1/4 W wrench will fit a bolt head or nut 0.525", which is a bit larger than a 1/2" American wrench. As if that wasn't enough, in 1924 the British decided that the heads of the Whitworth bolts were too large, so they were downsized without changing the diameter of the shank.

The "new specification" bolts had heads that were one standard size smaller so that the old tools could still be used—otherwise the literally millions of tools in use would be rendered obsolete. The jaws of a 1/4 W wrench are 0.525" wide, and will fit pre-1924 bolts with a 1/4" diameter shank. The same wrench will also fit the head of a post-1924 BS standard bolt with a 5/16" diameter shank. To enable the tools to be selected easily, they are marked with both sizes. The 1/4" W wrench described above will be stamped "1/4 W" and "5/16 BS", the BS in this case standing for "bolt size."

The Whitworth, BS and BA wrenches are unique—there are no American counterparts. Use of the closest American wrench will often result in the rounding off of the corners of British nuts or bolts, with intense frustration leading to the use of pliers or the ever-popular Vice Grips.

The Whitworth System, with its associated BS thread system, was in use by British automobile manufacturers until 1948, when Canada, the US, and the United Kingdom adopted a Unified Thread System which incorporated features of Seller's and Whitworth's systems. Actually, the push to standardize an international thread system was initiated during the First World War. Both America and England shared much of the same machinery and equipment, making interchangeable parts essential. The issue was the subject of various international conferences from 1918 to 1948, with the Second World War playing the role of catalyst for the adoption of the Unified System. The Unified System was adopted by the British automobile industry on a large scale in 1956, when most of the common fasteners on the cars built that

year were of the Unified Thread System. The fact that the major market for these cars was in the US was no doubt a major factor in the decision. The Unified System is basically the same as the American system in use—the two thread systems were American National Coarse (ANC) and American National Fine (ANF). They became the Unified coarse and fine. The change was not mandatory and some British manufacturers (notably SU and Lucas) did not make the switch to the Unified System, and used Whitworth based hardware, mostly small British Association (BA) fasteners until they ceased production.

The Unified System was not destined to last. Having seen that everyone could change over from one system to another, the International Standards Organization launched a campaign to replace the Unified system with a version of the metric system which originated in Europe. It has been slow going. Since 1966 there has only been a partial changeover to the ISO metric system in the American and British automotive industries.

The Whitworth system should not be viewed as a stumbling block invented by the English to keep us from putting their cars back together again once we've managed to take them apart. I don't believe it has anything to do with our minor disagreement back in 1776 either. The Whitworth system made it possible to manufacture complex machinery on a large scale, and it made it possible to work on that machinery without having a team employed full-time keeping track of the different nuts and bolts. Each system takes some special wrenches and sockets, and you might have to think for a minute or two about which wrench to use, but heck, if it were easy, anybody could work on these cars.

# DRIVING YOU NUTS!

In the space available it would be impossible to list all the thread forms you may run into working on British cars— but a partial list may give you an idea as to how many are out there.

British Acme Threads	British Standard Whitworth (B.S.W.)
British Association (B.A.)	French Automobile (metric)
British Standard Brass (B.S.B.)	ISO Metric
British Standard Cycle (B.S.C.)	Metric Spark Plug
British Standard Fine (B.S.F.)	American National Coarse (A.N.C.)
British Standard Metric	American National Fine (A.N.F.)
British Standard Pipe (BSP) parallel threads	Unified National Coarse (U.N.C.)
British Standard Pipe, Tapered (BSPT) tapered threads (like American National Pipe)	Unified National Fine (U.N.F.)
	Unified National Extra Fine (U.N.E.F.)
	and the list goes on...

The British Standard Whitworth, British Standard Fine, British Association Fine, British Standard Pipe (parallel and tapered) and related thread forms are based on mathematical relationships, which are beyond the scope of this article. Because we still make threaded fasteners to the original British specifications, some of our reference material is quite old. One of my favorites is the “British Standard Specification for Screw Threads of Whitworth Form”, published 10 May 1940. That date is very significant. World War II began in September of 1939 with the German invasion of Poland. On May 10th, the Germans invaded Belgium, Luxembourg, the Netherlands and France. Neville Chamberlain resigned as Prime Minister of the UK and Winston Churchill became the man of the hour.

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# JUNKYARD ANGELS

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NEW **2016 Morgan 3 WHEELER:**  
 Tourist Trophy Special Edition #5  
 of 5 built for the World, Polished  
 Alloy body, quilted Navy Blue  
 leather stitched in yellow, more!

NEW **2016 Morgan 3 WHEELER:**  
 Polished Alloy Land's End Trials  
 Edition, 1 of 5 for the World

NEW **2016 Morgan ROADSTER**  
 '65: Montblanc White/Chocolate  
 leather, 340HP 3.7 liter V6/6 speed

NEW **2016 Morgan ROADSTER**  
 '65: MountBlanc White, Yarwood  
 Cinnamon leather, 340HP/6 speed.

NEW **Morgan 3 WHEELERS:**  
 choose from **2016** Triple Black

**2015 3 WHEELER** Black,  
 Electric Blue leather

**2012 3 WHEELER** Ferrari  
 Rosso Fiorano Metallico,  
 Bone Yarwood leather

**2005 Morgan 3.0 ROADSTERS**, choose  
 from: Two Tone Blue Metallic;  
 BRG Metallic/tan, 1,800 miles

**2003 Morgan PLUS 8**, 35th  
 Anniversary (1/100) Panama Green  
 Met./Sand leather, 4.4k miles

**1992 Morgan PLUS 8**, BRG/  
 Tan leather, 7k miles

**1967 Morgan PLUS 4**, four  
 pass SuperSport perfect clone,  
 ground up restoration

**1966 Morgan PLUS 4** DHC, White/  
 Black, chrome wires, ground up  
 restoration // PRICE DECREASE

**1962 Morgan PLUS 4** FOUR SEATER,  
 Red/Black leather // AUTOMATIC TRANS

**1959 Morgan PLUS 4** FOUR  
 PASS, Ivory/Green leather,  
 older beautiful restoration

**1959 Morgan PLUS 4** DHC, BRG/  
 Black Wings, black int. very nice

**1955 Morgan PLUS 4** FOUR  
 PASS DHC, LHD, two tone blue,  
 beautiful older restor. 1 of 51

**1953 Morgan PLUS 4** FLATRAD WITH  
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# THE FROGS FORGOTTEN!

*British Wheels on the Green, with French and Hollywood overtones, starring all of the usual suspects plus cameos by dangerous extras.*

Spider J. C. Bulyk

**T**his is definitely NOT one of my usual intros. I like the high drama of starting out with, "It was a dark (and stormy) night!"

Okay, okay, okay...so it wasn't a dark and stormy night after all. It was a delightfully sunny and still, Autumnal day in downtown Madison, Connecticut. Trees and lawns were still green, temperature was "moderate", and there weren't a drop of impending drama nowhere to be seen: a setting difficult in which to conceive a tale. Life then was just too cool for school!

This was *British Wheels on the Green*, an annual event of the Jaguar Club of Southern New England (JCSNE). I had just arrived – fashionably late, living less than 2 miles away – on the Bonneville since The Hope is still .... uh... umh...'indisposed'. All of the *usual suspects* were already there: Ted and Area Captain Andrea Lucas, Andy Traggis, and Rod Griffith. Sling chairs, sunglasses, coolers... check. Also, our loyal advertiser, Cardone & Daughter, had set up their tent.

For our Group, this is usually a local meet, so I was knocked out by the presence of a gorgeous red '52 Plus 4 with Jersey plates. Jersey? in Madison? Really? Leaving in "the wee dawn hours", Jim Vollmuth trailered it from Mendham, NJ all the way to East Haven, CT where he stashed the trailer in a Home Depot parking lot and drove

the 35 mile round trip to the Madison Green. Just proves that the only thing you need to make an event is to "want to go there". Cool moves, Jim.... cool moves indeed. As an aside, this is a 'vox-populi' concours, voted by all registered participants: in the Morgan class, Jim Vollmuth and Ted Lucas took well deserved trophies as No. 1 as No. 2 respectively.

This is when it started getting strange. There's no motorcycle class at this event so I stashed my ride with the Morgans, but just off to the side...when what to my wondering eyes should appear, but neighbor Joe Mullaly with all of his Porsche gear! Joe has this delightfully lovely late '60s, mushroom-brown 912 froggy. We see one another



photos:  
**Top:** The Morgan contingent  
**Middle:** Jim Vollmuth's lovely Flat Rad  
**Bottom:** Really, this is harder than it looks – being cool on a hot summer day.



from time to time. Suddenly alongside Joe's 912 pulls his neighbor in a beautiful wet-lipstick-red deTomaso Pantera.

For those of you who might be 'Italian Automobili' challenged, a Pantera is NOT a pannini sandwich with arugula, soppressata, and gorgonzola. Rather it is a slick bodied 70's supercar, styled by the legendary Ghia's Tom Tjaarda, with a big, fat, stonking Ford 351 Cleveland stuffed in behind the seats. In short, this car screams compelling!

Joe introduces his neighbor who responds, "Eeeze wehrry naize to meet you, Mssr. Speederrrh. Eye tooo 'ave ahe Morgane, ah but eeeze en France." Since I'm reasonably merciless, I hit 'im up for the \$50 membership and asked for his card, which he did not have. I asked for his name 3 times but missed it at each opportunity, so gave him my card and mumbled, "écriis moi" (write me, or something). The conversation shifted and he told me he is thinking of bringing his entire collection to the USA.

In the final conversational agonies, he tells me that his Morgan is the yellow one



used by Mel Brooks in the slapstick parody "Silent Movie" with Dom deLuise and Marty Feldman. The scene of them going through the gate often reminds me of happenings at our club's gymkhana's (really, get the movie and watch it!)

I must have said something culturally or socio-economically inappropriate because he never wrote. I wrote to Joe asking for his neighbor's email address but Joe's email has changed....maybe he changed it on purpose? You can never tell with those Porsche guys...So the net of it is that I've forgotten his name and still can't contact him ('eeehm'?). He is - in the words of the JCSNE - The Frog Forgotten.

Truly, the usual suspects have a lot of laughs at these events here in Madison on the Shoreline. For next year, you can find information at [www.jcsne.org](http://www.jcsne.org) then follow Jim Vollmuth's good example and get here! Very cool indeed!

photos:

**Top:** The gorgeous Lucas Plus 8

**Middle:** The mysterious Frenchman and his Pantera

**Bottom:** The yellow Morgan and motley crew in 'Silent Movie'

# MEMBER PROFILE:

## Sam & Kayda Selby *Sailors, Adventurers, Morgan owners*

Frank Wnek with Sam Selby



*Sam Selby is an interesting, gracious, self effacing guy who tends to shun the limelight. Sam and wife Kayda joined the club several years ago after purchasing their Morgan. Since then they have become active members who can always be counted on to help out and have a good time doing it. They are a great addition to our small but distinguished Maine contingent.*

**B**oth Sam and Kayda grew up outside of Maine; Kayda in Michigan and Sam in suburban Philadelphia. She went to Texas for college and Sam went to Ohio. Both moved to Maine in the early '70s, Kayda to take a high school teaching job and Sam joining one of the NAS Brunswick squadrons flying P-3s. Interestingly, they met in 1974 after being jilted by their spouses, while they were both living in rural Woolwich. Before even meeting her Sam had

admired Kayda's house, the oldest in a town of historical homes. When a mutual friend invited him to a party there, he instantly fell in love with the owner, too. Talk about fate!

Left by her husband in this lovely but decrepit home, Kayda was juggling a teaching career with raising kids, two and five, while undertaking expensive, historically correct renovations on a local landmark. It was not surprised for Sam to learn that during the previous winter the house had guzzled more than 3000 gallons of heating oil without

providing much comfort for its three residents. Possessed of some carpentry skills as well as a passion for old things, he immersed himself in the house while building an intensely romantic relationship with its owner. The house needed constant attention, the children needed a full time dad, and their mother and Sam were in love. They married in 1975, sold the house in 1994 after thousands of hours of labor had landed it on the National Register, and they moved onto their 43 foot sailboat. Instantly they downsized from 3000 to about 50 square feet of floor space. For the next decade they joked that they were together 24-7-43.... basically all the time and never separated by more than 43 feet, as they sailed more than 50,000 miles back and forth between Maine and the Caribbean following the sun.

Sam explains his sportscar history leading up to his Morgan purchase:

*I was probably predisposed to Morgans by a childhood gift of a metal, scale model Jaguar XK120. That car's gor-*



**Left:** Kayda's first Maine house



*geous long wings are cemented in my memory. I bought a '67 MG Midget in London and drove it to Germany for a summer job.*

*Even this underpowered little car got to 100mph on the autobahn, and since I was in the area I once took it for a thrilling lap of the Nurburgring. My first new car was a 1971 Fiat 124 Spyder. Way ahead of its time, this roadster possessed 4 wheel disc brakes, fully independent suspension and a throaty, Weber equipped DOHC engine. Unfortunately in just a few years this lovely machine literally rusted away on salty Maine roads. I replaced it with a BRG 1977, rubber bumper, MGB beater that provided several decades of reliable, fun transport. I'd always lusted for a Morgan, but it wasn't until I saw one being auctioned at Owls Head that I seriously considered one. When I responded to an seductive ad in Hemmings a few weeks later, I learned that the car was around the corner in Camden, Maine, and that its owner of four decades had just died.*

The 1971 4/4 4 seater had been Neil Moffet's pride and joy. A naturalized US citizen, Neil had bought the car in his native England while stationed there as a US Navy intelligence officer. Before returning to the US, he sent his beloved Morgan to Collin Musgrove Racing for

a body-off restoration. The engine was rebuilt and upgraded, some of the wood was replaced, and the car got a shiny new coat of paint.

When Sam and Kayda went to Camden to see the car Sam was instantly smitten. But before

he could even make an offer, he had to submit to an interrogation by Neil's brother, Nigel, who clearly wanted to be sure he would be a worthy keeper. During a test drive, Sam was even asked to make a slow pass by Neil's grave so, as Nigel humorously suggested, his brother, too, could check me out! (Yes, Sam – not just ANYONE is allowed the privilege of becoming a Morgan owner, particularly if they were a previous MGB owner! ed)



Sam further explains:

*More than 5 years later I am still thrilled to be the latest keeper of a very special car. This machine is so reliable that I almost look for problems so I can get out my tools. I did rebuild the front end last year, replacing the damper blades with elegant Mulfab roller bearings and new springs. An inexpensive Australian-sourced kit allowed the installation of a Mercedes steering damper to really stabilized the front end. The Ford Kent 1600GT purrs sweetly, especially since I've switched to 100 octane Avgas. Best of all, when I need to consult an expert I visit a former student, Tom Baldwin, who's become a local guru in Bath. (Tom was a favorite student almost 40 years ago when we taught at the local high school.)*

Both Sam and Kayda enjoy attending Morgan club events and mingling with, in Sam's words, "a diverse array of amazingly accomplished members. Everyone's nice, too." Another of the interesting couples our club seems to attract – or is it our unique and special sports cars?

photos:

**Top:** The 4/4 at an Owl's Head event

**Middle:** The Selby's other passion

**Bottom:** Grampa gives a ride

# NEW ENGLAND SOUTH HOLIDAY PARTY

Andrea Lucas



The annual 3/4 Morgan Group Holiday party was held December 10, 2016 and provided a fine finish to 2016 events. Unlike some of the year's events held in Connecticut, the weather cooperated to provide a cold but clear evening for the Morganeers who traveled from points in Connecticut, New York, New Jersey and Massachusetts to enjoy abundant food, wine, and good company.

The party was graced by many handsome people, dressed in holiday finery and included our lovely President, Maura Hall and her friend Heather. Maura was able to clear her busy schedule and crash at her Mom, Pat Hennessey's house in Trumbull, CT. She happily shared her extensive files of 2016 Autumn MOG information with Alison DeKleine, who will chair the 2017 event! Thank you for your enthusiasm, Alison! I'm sure Morgan Malone will also play a large part in the planning.

Pat Hennessey was busily snapping photos as usual for inclusion in this article. Pat had arrived from seeing the play, "Wicked" that afternoon and changed dinner plans with other friends to be with us. She is off to India in early January and was excited to tell me and Judy Virr and others about her plans.

photos:

**Top:** Girls will be girls

**Middle:** Cohens and Virrs at an elegant table setting

**Bottom:** Abrams, Neumans and Janie solving the world's problems



and Dave drove sixteen hours straight from Tennessee the day before and were tremendous helpers in set-up and cleanup etc. Kim was commiserating with Judy Virr and Lita Cohen on driving with husbands for extended periods of time. Thanks also to my daughter Jackie for all her help throughout the year in planning and providing technical skills, e.g., creating the holiday invitation.

Other guests included Mara and Barrie Abrams, Lita and Fred Cohen, Ellen and Erwin Dressell, Joan and Les Neumann, Judy and Mike Virr. Jane Mattson-Shapiro and Steve Shapiro

also joined us after partying in Armonk, NY with other friends. A lively and lovely group it was, with plenty of holiday spirit.

With over a year now of experience as the NE South Area Captain, I look forward to planning for another year of Morgan events. Please send me your comments, suggestions or ideas for 2017.

Best Wishes for a Happy and Healthy 2017.

photos:  
**Top left:** Ellen Dressel and Jackie Lucas  
**Below:** Hobnobbing

Another pleasant surprise was to meet Vlastimil "Pat" Poborsky and his daughter, Stephanie. Pat proudly showed us a photo of his restored 1958 Plus 4 four seater. When he told me he did restoration work, I assumed he meant on cars but he also meant antique restoration and conservation of paintings. Hopefully, we will see him at more events.

A special thanks to my niece Kim and her husband Dave who live in Harbour Woods condominiums and sponsored the event at their clubhouse in Stratford. Kim



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# MY MORGAN RESTORATION

*At the holiday party she hosted, Andrea Lucas started chatting up one of the guests she had not met before, who had traveled from New York to the party. Fascinated by his Morgan rebuild story (when NOT working on his Morgan he restores old paintings, frames and antique furniture), she asked him to send her a few photos. Several days later she received these photos and accompanying tale. ed*

**Vlastimil Patrick Poborsky**

I have always had an eye for European sports cars. When I started looking for one of my own, luckily I found the 1958 Morgan Plus 4 model, which I wanted for my family. We traveled to On-



tario, Canada to pick up the Morgan in 2004.

The car was in good shape, although it did need some work. I started slowly working on the car myself, for about 10 years. I then decided to contact Larry Eckler to help finish the car. The body needed a lot of work, since the frame wasn't strong enough. The car has brand new shocks, disk brakes and wiring. The upholstery is new, which is black with red trimming to match with the body of the car. I had a custom made steering wheel, as well. The dash of the Morgan, I built myself out of walnut burl veneer.

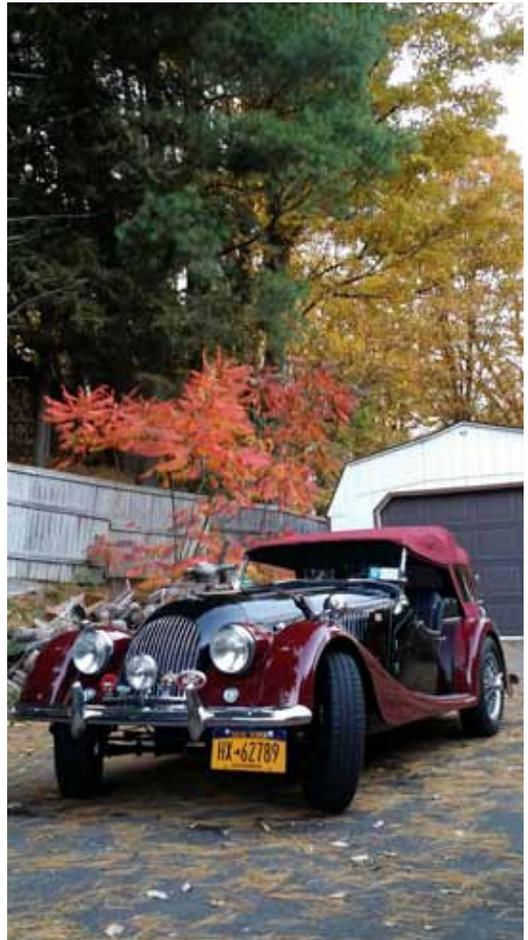
The Morgan was finished June of 2016, and now my family and I are enjoying the car. We will see you soon.

---

photos:

**Top:** The Russian Cossack riding his steed (and accompanying fair maiden)

**Right:** Restoration in progress



photos:

**Top Left:** Getting advise from the oracle (Larry) – “Now this part is REALLY important. Especially if you want it to fit back together.” **Bottom Left:** New custom dash

**Right:** The completed restoration – a job well done.

# GREAT MALVERN HOTEL

## *Bar Features Jouris' 4/4*



*Who would have guessed that one of our iconic club Morgans is featured behind the bar of an iconic Malvern hotel bar. Seems appropriate, don't you think? ed*

Hello Bill and Beth (Jouris),

When we were in Malvern last week, Jo remembered that you mentioned your car was featured in a local hotel. We went in to the Malvern Hotel, saw other Morgan photos in the lobby and asked about your photo. The person at the desk was not aware of it, but as we were talking we noticed the photo featured prominently behind the bar -- see attached.

Happy New Year,  
Steve and Jo (Manwell)



# SPIDER'S TECH TIPS

## *One for the Money and Two for the Show*

### **One**

Hi Spider,

Thanks for the advice! I bought a jet coated TR3 intake manifold (lots of bling) from Linda and Larry back in the spring so I could put the pancake air cleaners on my motor. I finally got to it and can report Success! Still haven't done the engine rebuild and balancing but might get that done over the winter. Not looking forward to the moola outlay, but it needs to be done.

Regards,  
Steve (Schebauer)

Hi Steve,

Our cars may now be distant relatives. Back in 2010, I bought the incorrect intake manifold for the low-port 'LeMans' head on The Hope. Before I realized it was incorrect, I had it thermally coated with aluminized ceramic. When I realized my error, I traded the manifold to Larry for the correct one: it was a nicely polished one from his 'elephant's graveyard' department. My quick bet is that you bought the manifold I traded. Let me tell you a little about it.

It was stripped and coated by Central Connecticut Coatings, East Hartford, CT. You can find them at: [http://www.centralct-coatings.com/aluminum\\_ceramic\\_coating.html](http://www.centralct-coatings.com/aluminum_ceramic_coating.html) This option came out of my aerospace alloys background. The Aluminum/Ceramic matrix provides continuous protection against high temperature corrosion and oxidation, up to 1,375°F (745°C) and can go higher for brief periods. My FLUKE infrared thermometer tells me that my intake manifold never gets that hot...ever!

Since the coating is applied both inside and out, it's an ideal solution for manifolds, exhaust pipes, turbos, mufflers, in a

wide range of alloys: cast iron to titanium. An added side-benefit is the reduction of under-hood temperatures since combustion heat is scavenged to remain inside manifolds. On the exhaust side (not helping you on the intake side so much), scavenged heat constrained to the exhaust effluent increases flow effectiveness and thereby combustion efficiency. I don't know what the percentage gain is, but it could be significant.

So at the time, I had the intake manifold coated in the bright aluminum color, I also had my stock, cast-iron exhaust manifold coated in the flat black color. My files say I paid Central Connecticut Coating some \$150 for coating the intake and another \$200 for coating the exhaust (not including the cost of the manifolds themselves.)

Take a look at the picture? Is this your manifold? Run cool (or hot as it may need to be) and good luck with your rebuild! I'm here to help.

Spider J.C. Bulyk  
Tech Advisor Plus 4 Cars



### **Two**

Hi Spider,

What's involved in removing the radiator I think I might have a leak.

Pat (Cyrgalis)

Howdy Pat,

No maybe's - you either have a leak or don't have a leak. Have someone (or you) pressurize the system to identify pressure integrity of the cooling system, both with engine off and engine running. This will tell you if there are leaks anywhere in the system and help identify where they might be. External leaks are better than internal (engine) leaks. 'No leaks' is best.

There are two ways to take the radiator out: from the top and from the bottom. I've done both. Neither is terribly pleas-

ant, but not all that difficult. Start by draining everything and remove hoses and temp wire.

**TOP:** Remove bonnet halves, nose nacelle, loosen radiator fasteners (2 rods from fire wall, 2 fasteners with rubbers at bottom) and wiggle it out, removing or merely loosening stuff as needed. Expect a fair amount of bad language...it's easy to damage aesthetics or the radiator itself.

**BOTTOM:** Raise car on stands, loosen radiator fasteners (2 rods from fire wall, 2 fasteners with rubbers at bottom), then wiggle it out past steering drag link and tie rod. Remove bottom brackets and stuff as needed. If drag link is in the way, remove end at steering box. If track rod is in the way, try dropping one end (maybe also at driver's side) - drop both if needed - there's a tool for disengaging link ends without damage. Try not to change the screw orientation of the track rod with the two track rod ends - this would change toe-in. The track rod rotates with reverse thread on one end so toe in can be set by

rotating the track rod after reassembly BUT it's the toe-in measurement that can prove painful. This is less risky but more work.

Both methods have advocates. I like the TOP method for personal reasons....no particular logic.

Really, find out if you have a radiator leak first. For instance is it just a bad hose seal? Or is it a real leak requiring soldering? If you pull the radiator, it's a good idea to have it at least dip-cleaned. If the core is bad this is the time to change it. If you change it, try to find a shop that supplies "louvered core" - more efficient cooling in the same space. G&O is a brand I vaguely remember making louvered core - it was developed for 18-wheelers in the 1970's. The shop will use your top and bottom tanks changing just the core in the middle. Especially with louvered-core, insist that the shop GO EASY WITH THE PAINT!

Many people like the \$1K aluminum racing radiators (available from Morgan Spares) which have a very good reputation. Since I'm not going to race, run trials, or autocross every weekend, I prefer copper. Copper is a more thermally active metal than aluminum (better heat transfer), and easier to repair if damaged. Aluminum radiators have a longer life expectancy (you can braise aluminum but you must solder copper) and are more rugged, standing up to the physical pummeling of Malvern suspensions better than copper. Also, aluminum

allows the manufacturer to make the mechanical design more technical with higher pressures and flow rates, compensating for and perhaps exceeding the heat transfer capability of a similar copper core. Cost issues aside, I remain a copper radiator fan. Call me "precious", I don't mind.

The attached photo illustrates the bottom brackets of a copper core radiator from a 1956 Plus 4. Note the rubber grommets to limit vibration of the soldered joints. If you go aluminum, ask Morgan Spares if they are still necessary - I don't know.

Run cool,  
Spider, Plus 4 Tech Advisor



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# NORTHERN NEW ENGLAND HOLIDAY PARTY

Once again it's time to get together to celebrate the Morgan marque and camaraderie of the 3/4 Morgan Group.

On Saturday January 28th, the annual holiday party for the Northeast will take place at the home of Jerry Murphy in Newton, just west of Boston. We want this legendary party to be available to as many members as possible and realize that Cape Cod does not answer to that description. Jerry lives very close to the intersection of Route 9 (east) and Route 128/95. His address is 17 Cochituate Rd, Newton Highlands, MA 02461.

Also, for those who have participated previously, you may recall with fondness the "Yankee Swap" gift activity. Each couple (or individual) who wishes to participate in the Yankee Swap should bring a wrapped gift of up to \$20 in value (preferably of a Morgan nature).

**IMPORTANT:** If you will be participating you need to contact the Sheehans by either phone or e-mail to let them know that you are attending, so they can prepare the appropriate amount of food. Larry's e-mail is [Larry\\_Sheehan@post.harvard.edu](mailto:Larry_Sheehan@post.harvard.edu) and the phone number is listed above. As of right now (12/23/16) eight couples have signed up.

Looking forward to seeing you there !

## FROM LENNY

*And a few  
thoughts  
for the  
New Year:*

- Just remember, once you're over the hill you begin to pick up speed (*unless you're in a Morgan with sticky brakes or bad wheel bearings! ed*).

- I may not be that funny or athletic or good looking or smart or talented. Ah . . . . , gee, I forgot where I was going with this.



**Eggs Benedict served on a hubcap  
because there's no plate like chrome for the hollandaise**



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## AUTUMN MOG 2017

### Event Co- Chairs

*Alison DeKleine & Morgan Malone*

### Volunteers Needed

(apply with event co-chairs)

# 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).*

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- 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.

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