

The Morganeer

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On the **ACROSS CHINA RALLY**



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

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FROM THE PRESIDENT



Springtime in Saratoga -- the downtown is lovely, the flags are flying, the tulips are out, and that means... PARADES. Now, for you to really understand what Easter and parades mean to me, I must flash back.

When I was in the 8th grade, we brought our 4/4 home and the tradition began. As you can see in the picture, Easter at the Hennessy's was truly a time of rebirth, though not necessarily of eating family dinners together on time, or with grease-free hands. I recall several holidays spent along similar lines; I didn't realize that this wasn't necessarily the normal family holiday, but it was normal for us. The photo album pronounces with satisfaction "Phase One completed!"

By this point, I was almost 15, and at that time in Connecticut a 15 yr old could drive with a parent. Never one to belabor the point, my Dad decided

it was time for me to drive the Morgan. Now, I don't really recall having driven any other car before this, so it was all new to me. We sat down, with paper and pen, on the floor of the garage, and Dad proceeded to explain, via half sentences, diagrams and strange hand and foot gestures, how a clutch worked. I nodded. A lot. Out came the car. Once around the cull de sac we lived on, and he decided that I was ready for THE TEST.

I did mention ONCE around the cull de sac, right? He drove the car to the top of the hill, stopped it right there on the incline, and hopped out. I believe the quote was "Make it go, don't stall and don't hit the emergency brake either, that's cheating." It was a steep hill. I relived this test with sweaty palms for years every time I stopped on an incline.

But what of the Parade, you ask? How the heck does this tie into a parade of all things? Well-- I must have done okay, because I could then drive the Morgan around town, though not usually alone. However, in our little Norman Rockwell town, we had a Memorial Day parade, from the village green to the Town Hall. I had marched in this as a Girl Scout. A solid 3 miles, all uphill. Somehow Dad got himself, or rather, the car, invited to drive in the parade. No surprise there until he told me that I would be driving in the parade, and that I could take a friend. Wait, did I mention that it was all uphill? At something like 2 mph? I guess I had finally passed THE TEST. He handed me the keys and didn't even warn me to mind the clutch.



To this day, spring holidays and parades make me think of family holidays spent in the garage, and the day when my Dad handed me the keys for that parade. Years later, I had the joy of teaching my son Brian to drive, and just to stay true, Brian's second driving lesson was in a Morgan. And after he passed THE TEST, I handed him the keys, and he took his date to the prom. Two years later, he bought his own Morgan.

Savor the joy~

photos:

Opposite page:

Dad bringing home the 'family' Morgan

This page,

Top:

Easter at the Hennessy's – helping Dad in the garage

Middle:

PARADE DAY!

Bottom:

Off to the Prom!



FROM THE EDITOR



Well, they SAY it is spring here in Maine. But we had barely a short teaser of sunny warm weather before it became cold, rainy, drizzly and foggy. A fire in the fireplace is still in order in the evenings to assuage the cold and damp. I believe in England they describe it as 'dull, with mist'. But it doesn't really matter, since the engine and Moss box are out of my Morgan – parts scattered all over the garage floor. Maybe, just maybe the engine rear seal and transmission front seal will no longer be leaking and the clutch not sticking when it all goes back together. One can only hope. Such is the life of a Morgan owner I suppose.

But enough about me, on to the Morganeer and its contents. There are several early season events to report on this issue. First was something affectionately called 'MAD MOG' and was nothing like the name implies. Actually it was short for Madison Morgan Owners Gathering, a early season luncheon organized by **Andrea Lucas** and **Steve Shefbauer** and reported on in truly unique style by **Spider**. Conspirators Spider? Really? I can't imagine what they would be conspiring against.

Next was the St Patrick's Day gala hosted by the **Nunninks**, **Jim Nolan** and **Dawn Heflin** and reported on as always by **Fred Cohen**. Although no Morgans 'attended' it was a fine social and culinary event. Irish coffee for dessert anyone?

And completing the early season event reporting, **Steve Shefbauer** reports on a visit to Automotive Restoration Inc. followed by lunch at a nearby brew pub. And this event drew two Morgans, driven there by their bold and intrepid owners (Bob Cohn and Paul Fredericks), plus another on display in the restoration shop. Oh, so THAT'S what a Morgan looks like. Now I remember.

Our favorite 'Parisian correspondent' (now cre-

continued on page 4

FROM THE EDITOR continued

denialed as an 'official' automotive journalist) **Douglas Hallawell** sent me a truly shocking expose. Can you imagine? Peter Morgan's 'daily driver' at one point was – I almost can't say it – A FERRARI! Shocking! Unbelievable! Say it ain't so Joe! Yes – sadly it's true. Well, at least it wasn't a Rolls Royce. Oh, wait a minute. Peter had one of those also. Who knew?

Filling out this issue are two technical oriented articles for those of you

thirsting for more tech stuff. First is an interesting story by **Dave Philpot** on the FIAT engined Plus 4 models which were produced by the factory after the TR4 engine went out of production (for the TR6) and they had not yet developed the Rover powered Plus 8. And as an addendum, **Tom Surrency** offers his insights on his FIAT powered Morgan.

Finally, we have a very informative article courtesy of **Hemmings Motor News** on the importance of Zinc additive to your motor oil for older push-rod type engines. Read on and you will learn everything you always wanted to

know about automobile motor oil.

I know (or, at least I'm pretty sure) that the sun will shine again and Morgan driving season will soon be upon us. Yes, time to doff the dust cover, rev up the engine (or in my case, collect all the parts off the garage floor, reassemble them and put them back in place – then ATTEMPT to rev the engine) get out there and DRIVE! Go around the block, up to Maine, to Autumn MOG – to anywhere! Trust me,

The road goes on forever,
Frank

TO THE EDITOR

Dear Frank,

I really enjoyed the most recent issue, starting right on page 2! I think Maura's waxing philosophical (her own words) made it her best 'From the President' to date! Thank you and keep the Faith, Maura!

In a related story, I bought myself a new car for Christmas: a 2017 Eloquent (Francophonic Switzerland - 12 cylinders - 640 hp). Only a few days ago, Stephanie came down to the shop and said, "Spider, we never really talk anymore! All you ever do is stand around and wax Eloquent."

Wax-on; wax-off. Unlike Maura's student, waxing truly improves the breed.

Run cool, Spider

Frank,

As usual, March/April was a great issue. Growing up in the NY area, I fondly remember Fergus Motors and enjoyed learning more of it's history. As a new Plus 8 owner I appreciate the efforts of creating the "Morgan America" to match our high speed interstate road system.

The "Revlon Morgan" was a revelation to me. Are we a strong club because we have a feminine side?

- 1 - The Philips's paint their car from lipstick
- 2 - The Garners name their Morgan "Lipstick"
- 3 - We have a female president
- 4 - We have a female vice president
- 5 - We have a female New England South captain
- 6 - AND a female AutumnMog co-chair

The Revlon revelation!

Bob Cohn

More like the Revlon counter-revolution Bob. ed

Spider,

Nice article on Fergus! I think Fred Sisson built a 289 ford powered Morgan with automatic tranny.

Jerry (Murphy)

TO THE PRESIDENT

Maura,

I enjoyed your article.

I too have given a lot of thought to why Morgans are loved so much by the owners. My position has allowed me to observe Morgan communities all over the world for years. I have come to some amateur conclusions.

There are many reasons to become besotted with Morgans, but one stands out as the binding force of the community of owners of the old cars. Sadly it is no longer a characteristic of all owners, especially the newer cars.

Humanity used to interact with machines, were they an abacus or a foot pulley Singer sewing machine. They were extensions of ourselves, they enhanced our abilities, like Da Vinci's paint brush or a musical instrument. But no machine extended our lives more than an automobile and no machine changed us more. I have pleasurably laboured for more than two decades to provide the means to continue interaction for Morgan people.

The classic Morgan, designed in the Golden Age of Automobiles, preserved and allowed that interaction longer than all other cars. Nobody thought that out, it just happened that way. And we adore them for it. They become an extended versions of ourselves..as you say, an expression of ourselves, as all interactive machines are with their owners.

Sadly, the newer Morgans cannot provide that any longer. Automobile components are no longer made to interact with owner/drivers. Quite the opposite, like ALL cars now, they are made to deny and discourage owner intervention. However, they can still "look the part" and that is exciting enough for many people.

Lorne (Goldman)
GoMoG Webmaster

SEASON OPENER SANS MORGANS

Fred Cohen

St Patrick's Day is normally a harbinger of Spring in New Jersey - but not this year. The ground was covered with many inches of snow for this year's Morgan party. The weather, however, did not deter our hosts Louise and Bob Nunnink who, along with Dawn Heflin and Jim Nolan provided a sumptuous Irish afternoon.

The Irish stew, corn beef, cabbage, Irish soda bread and numerous side dishes had us all in a very convivial mood. The desserts, baked by Louise, along with her special coffee laced with Irish Mist were a real hit with all of us.

Of course a major attraction to any visit to the Nunnink home is Bob's car collection. They are all classics and all in fine running condition.

The group of Morgan club attendees included Corrine and Jim Vollmuth (along with their grandson), Jeri and Bob Cohn, Jan and Dave Bushey, Mary and Burt Hunter, Eric and Joanne Singer, Ellen and Irwin Dresel, Nellie and Bob Koetzner, Soyoo and Greg Caltibiano, and Lita and Fred Cohen.

As usual for a Spring get together there was much talk about moving our cars out of the garage and a run-down on upcoming Morgan events.

Many thanks again to Louise, Bob, Dawn and Jim. They make Morgans and St Patrick's Day very special here in New Jersey.



photos:

Top: The Hostesses with the Mostestess

Bottom: Dessert and Irish coffee - YUM!

Classic Motor Art
By Rick Swain



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**MORGAN MOTOR CO
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to this mystery in the next
Morganeer

KID IN A CANDY SHOP

Steve Schefbauer and Andrea Lucas



cars over his 43 years in the business. His first project was a Shelby 350 in 1966 and his current work is a Lotus Elan that sat in a field in Michigan for 38 years and, for lack of a better phrase, is a basket case even the most accomplished restorers probably wouldn't touch. He talked about his advice to those who would like to tackle a project, (a word to the wise, you Morganeers) the first, and most important being "The more time you spend taking it apart, the less time it will take to put it back together. Be sure to mark and tag every part and allow at least 10 hours per week to do the work".

I would like to thank The Academy--oops, sorry, wrong crowd. The people we really want to thank are Marianne Brunson Frisch and Charles Roy, founders of the Association of Motoring Enthusiasts (AME) for including The Morgan 3/4 Group LTD in this event and for their tireless work organizing a great day, as well as Kent Bain of Automotive Restorations Inc. and Tim Suddard, Publisher of Classic Motorsports and Grassroots Motorsports for a fine presentation.

For those who have never been inside Automotive Restorations Inc. the title of this article explains my feelings each time I visit. The building is 40,000 sq. ft. of an eclectic mix of foreign and domestic cars, both race and road vehicles in various stages of restoration. Kent Bain has created a team of highly skilled craftsman whose

work has won awards at Pebble Beach, Amelia Island and other concours events. Kent has recently sold his interest in ARI, that he started in 1978, but will still be a major contributor to the organization. Tim Suddard, the guest speaker, publishes two significant automotive magazines and has restored 50

We had a great turnout from the club with attendees including: yours truly, Spider Bulyk, Andrea, Ted and Jackie Lucas, Bob Cohn (who suffered the slings and arrows of outrageous fortune to drive from NJ, crossing the ever exciting Tappan Zee Bridge and





the challenging I95 in his '81 Plus 8 Four Seater), Fred Cohen also from NJ, Ellen and Erwin Dressel, and Paul Fredericks who brought his yellow '73 4/4 once owned by Henry Angel.

After the ARI tour we moved down the road to Two Roads Brewery, purchased San Diego style burritos from The Green Grunion Food Truck, took the food upstairs, enjoyed a variety of craft beers and had great conversation with our fellow automotive enthusiasts.

WOW! Does it get any better than this?



photos: **This page, TOP:** Participants gather at ARI

MIDDLE: Brew pub lunch brings smiles all around – Spider, Steve, Bob and Andea

BOTTOM: Paul Fredericks and his 4/4

Opposite page:

TOP: Inside Automotive Restorations Inc. Can you find the Morgan?

BOTTOM: Spider under the bonnet of Bob Cohn's Plus 8

MADMOG

Annual Conclave of Conspiracy Theorists

Spider J. C. Bulyk

*"I've burned all my bridges and sunk my ships
And I'm standing at the edge of the sea"*
— George Jones



It was a dark and stormy night.... Okay, okay, okay, it wasn't a dark and stormy night. It was a sunny day, but the strong winds suggested that it had indeed been a dark and stormy night somewhere! (Brrrrr!)

Having suffered a lifetime ban from Potopaug after the last foray (you DO

remember reading about that in The Morganeer, right?), our heroes Andrea Lucas (Southern NE Area Captain) and Steve Scheffbauer (general rabble rouser) decided to hit a new location on the coast, operating stealthily under the radar for the Annual Conclave of Conspiracy Theorists. Okay, okay, okay... so they're not really "theorists" exactly, more like goofy car chatterboxes. This

new location was The Grand Madison Beach Hotel Exoticus— very unobtrusive with only 5 reporters from local Shoreline press skulking around. Not only was the kitchen fare tasty and the drinks generous, but it was an easy submarine landing for the smugglers in the group.

Our noble Regalia Merchant, Doug



Constant, intended to smuggle a bunch of sweatshirts from “the Orient”, across the Sound from Long Island to Connecticut but his submarine’s reactor failed to achieve its required “de Broglie wavelength” (look it up, whydontcha?). Karin and he arrived empty handed but warmly welcomed. The other unadmitted smugglers were the Saffers; no one knows what Shelley and Ethan were carrying from Long Island - the rear of their car was weighed way down upon arrival, but had lighten up appreciably upon leaving. Ethan claims to be no more than a mild mannered reporter from a great metropolitan newspaper. Go’on...ask him about it someday!

Like the aforementioned nuclear reaction, the group number finally hit critical mass and all efforts at stealth were abandoned. Andrea and Steve broke out our banner and let the whole world know the kind of danger they were in. That having been said, looking around the Dining Hall, nobody seemed to take notice. At Steve’s suggestion, a further drink order was then given.

Andrea gave us all a rundown on this seasons upcoming events. Steve whined and moaned about an engine rebuild keeping his Moggie off the road. (Although we did meet Steve’s charming Ann Marie who – knowing Steve - we had all assumed till then was a fabrication.) Carl Kaufmann talked about his new Morgan trailering concept. Alison DeKleine and Morgan Malone pumped up this year’s Autumn MOG plans. Stephanie consoled Barbara Fuller on the issues in her relationship with VIXEN, her Plus 4 (don’t we all know about these issues!) It was great to see Steve Colsen - recently returned to the fold – who ran down from the Sleepy Corner of Connecticut. Indiana-Andy (Traggis) – Archeologist-Fisherman Morganica – brought the Holy Scripture of Malvern, a pre-biblical metal casting bearing the ancient inscription “Mor-

gan Motors Brooklyn NY”. (ed: stay tuned to The Morganeer for the true scoop on this fascinating discovery.) And Ted Lucas – bless his soul – had the foresight to insure from the beginning that everyone was on separate checks, thereby making parting more sweet than sorrow (not to mention a lot less four-function high school math.)

Once again, we all forgot why we called this meeting or what the ‘Conspiration du Jour’ was all about any-

way. To quote Scott Willoughby quoting Scott Willoughby, “We are all people who would never talk to one another if it weren’t for these funny little cars.”

photos:

This page:

TOP: The conspiracy corner

BOTTOM: The head conspirator

Opposite page:

TOP: The host and hostess display the banner

BOTTOM: Patiently awaiting the repast





THE MORGAN WITH THE THOROUGHbred ENGINE

David Philpot

Between 1981 and '87 Morgan produced a little over two hundred cars fitted with the FIAT twin cam engine. This engine is also known as the Lampredi twin cam after the man responsible for its design and engineering, Aurelio Lampredi [1917-89]. The form in which it was specified by Morgan and how it came to be used will be explained later, but first a look at its background.

Conception

To start we go back to what we now know as Formula 1, post World War II. The Formula was for 1.5 litre supercharged or 4.5 litre naturally aspirated cars and the cars used were essentially of pre-war design, as was the formula they raced under from 1946. The dominant car was the Alfa Romeo 158/159 Alfetta, winning 37 out of 41 starts in

Grand Prix races and 10 out of 13 starts in Formula 1 races. The Alfa was powered by a supercharged straight eight of 1500cc, which in its final form, unbelievably developed well over 400 bhp at 9300 rpm. This came at a price in terms of fuel consumption, the car barely covering half a kilometre on a litre of fuel. Its success was also due in some part to having Giuseppe Farina and Juan Manuel Fangio on the team. Alfa withdrew from racing at the end of the 1951 season.

The second piece of this jigsaw concerns signor Enzo Anseimo Ferrari who drove for Alfa and for a while managed their racing division. He left Alfa in 1937 and started his own company making mainly racing components for other manufacturers, being prevented under a contract with Alfa to build complete cars. In 1945 he founded Ferrari, building sports racers and Formula 1 cars.

The engines used at the time, designed by Gioacchino Colombo, although finding success in sports cars for many years, they were less influential in Formula 1. The supercharged 1.5 litre V12 being a particular gem.

In 1946 Aurelio Lampredi joined Ferrari and started work on a range of naturally aspirated engines, which brought some success to Ferrari in Formula 1. The FIA decided, in view of Alfa's withdrawal, that for 1952 the driver's championship should be run under Formula 2 rules that required either 2 litre naturally aspirated engines or 750cc supercharged. The Lampredi designed 4 cylinder 2 litre in the Tipo 500 won the championship in 1952 and 53. In 1954 the new Formula 1 regulations changed the engine capacity for unsupercharged engines to 2.5 litres for which the Lampredi engine was enlarged to suit.

Ferrari had some success with this in

1954 and 55 but by then Mercedes Benz and Maserati had entered F1 and became dominant. A familiar story.

In 1955 Aurelio Lampredi left Ferrari and joined FIAT heading up engine development. He was responsible for the design and development of the FIAT twin cam engine. Originally he took, the then current FIAT 1500 block, and fitted it with a belt driven twin cam head with pent roof combustion chambers. This was much the same modification as Lotus and Cosworth did with Ford engines. The Lampredi twin cam first appeared in a FIAT 124 Sport in 1967.

As a footnote which may be of interest, in 1967 Ferrari decided to compete in the new Formula 2, which was for naturally aspirated cars with no more than six cylinders and a maximum capacity of 2 litres. Additionally the engine had to be derived from a production car that had at least 500 examples made in a 12 month period. Ferrari did not have a suitable car or the manufacturing capacity to meet these requirements so approached FIAT. Aurelio Lampredi worked on the rather unusual Ferrari racing V6, it having a 65° bank angle and separate crank pins for each cylinder, and made it suitable for a road car.

The outcome was the FIAT Dino, which was produced as a Spider with body by Pininfarina and as a longer wheelbase coupe by Bertone. Between 1966 and 1973 nearly eight thousand of these cars were built around 75% of them being coupes. This engine was also used in the Lancia Stratos which won the manufacturers rally championship in 1974, '75 & '76. This seems a fairly impressive pedigree so maybe the Lampredi Twin Cam can qualify as a thoroughbred.

The Engine

The engine is a very robust design incorporating some interesting features, and although developed has remained basically unchanged throughout its production. The one major change that did take place, in the early '70's, was a new block identified by 84mm bore,

which has remained the same on all subsequent engines. The block is of a fairly conventional layout with a deep crankcase and provision for a five main bearing crankshaft.

The connecting rods and crankshaft are forged steel and in the case of the 2 litre variants the crank is nitrided. There is a short jack shaft on the induction side of the engine with a skew gear driving the oil pump, which is mounted in the sump, and incorporates the pressure relief valve. In the case of block mounted distributors they are also driven from this half engine speed shaft. Some engines have the distributor drive by skew gear off the exhaust camshaft whilst on others it is fitted horizontally at the rear of the camshaft as on a Ford CVH. The jack shaft also has an eccentric that drives the block mounted mechanical fuel pump. Just above this is

the crankcase breather incorporating an oil separator.

The water pump is mounted on the front face of the block and driven by the alternator vee belt. The cylinder head is where some of the innovative engineering has been applied. The gas flow is virtually straight through the combustion chamber, which is serviced by large valves. The valves are operated by camshafts via inverted buckets. This is the clever bit, instead of the tappet shim, which is about the size of a half crown, or two pound coin for younger readers, being located under the bucket it sits in a recess above it.

Anyone who has worked on a Jaguar XK, Lotus Twin Cam or similar will know how time consuming, and frustrating setting valve clearances can be, having to remove the camshafts to replace the shims then refit the camshaft.



photos:

Right: FIAT twin cam engine

Opposite page: The iconic FIAT 124 Spider

With the FIAT method the valve is held open with a simple tool and the shim removed and replaced in the bucket recess without disturbing the camshaft. The camshaft is in its own housing, and supported by large bearings big enough to allow the cam lobes to pass through for the camshaft to be removed. This entire top end is fed with generous quantities of oil. A toothed belt drives the camshafts and the jack shaft, with a built in tensioner for setting the initial belt tension.

The fuel system in the Morgan applications follows two different systems. The 1600 is serviced by a manual progressive twin choke downdraught carburettor with an automatic cold start system. The air to the carburettor is fed through a air cleaner via an automatic hot/cold butterfly valve. The exhaust manifold is a four into two thin wall casting, which has good gas flow characteristics. The 2 litre Plus 4 engines are fitted with a Bosch L Jetronic fuel injection system. This system was widely used by many manufacturers at the time and is considered to be simple and reliable. The larger capacity engines had a fabricated four branch exhaust manifold.

Two litre models are a good compromise offering a good power output without the fuel consumption penalty of twin carburettors. The original Bosch FI system has a single throttle plate so can be likened to a single carburettor that tends to be a bit restrictive. Any serious tuning of these engines really requires reverting to carburettors or the fitting of separate throttle bodies and a programmable system.

Personal Experiences

Towards the end of 1982 I was informed that my Morgan was to be built during the following spring. At that time the options published for a 4/4 were a Ford CVH with a 4 speed transmission or a FIAT engine with a 5 speed transmission for an extra £70. By the time I visited Malvern early in 1983 the Ford engined cars were being fitted with a five speed transmission. There were relatively few CVH engines about so I had no indication of their reliability or longevity. I had previously had experi-

ence in 1967 of the twin cam in a FIAT 125 and was impressed by the performance. In my quest to investigate its reliability I sought out a work colleague who owned a 2 litre automatic 132. This car carried him and four workmates to work each day, passing most other vehicles on M4. I was surprised to find it had recorded 200k trouble free miles and looked like new, although he did wash it most days during his lunch break. I made my decision, coughed up the extra £70 and confirmed my specification for a FIAT engined 4/4.

Until I collected the car from the factory I had only driven a Kent engined 4/4 and a Plus 8 so driving it home was a new experience. Once loosened off a bit it would cruise at an indicated 60-70 mph on the primary choke and return a fuel consumption in the high thirties but once use was made of the second choke this dropped to low thirties. The transmission derived from a saloon, does not really have 'sports car' ratios with a bit of a gap between second and third. I tow with my car so the deep first and second have probably been to my advantage.

Endeavouring not to write a boring log of all the trivial things that have happened in the thirty odd years with my Morgan, I will try to be brief. The original engine was starting to consume a little oil by 160k miles so I had it rebored and fitted new pistons, there being no measurable wear on the crankshaft or any other major parts. After another 65k miles I exchanged this engine for a 2 litre version adding twin DCOE 40's. In this form a rolling road suggests that it is developing about 120 bhp. The noticeable features are it's

strong torque spread over most of the rev range, and the dream of achieving 30 mpg.

In Conclusion

Firstly I have to say I have no particular reason to sing the praises of Fabbbrica Italiana Automobili Torino. FIAT have never enjoyed a big market share in the UK, and had a reputation for suffering from corrosion and bits falling off. Back in the '50's and for the next couple of decades many cars suffered badly from corrosion, even much more expensive models from manufacturers who had a reputation for quality. I think we all will have experienced these problems.

Generally quality, reliability and longevity of all cars seemed to have improved so one can hope this is also true of Italian cars. I think we would all agree that in the past some exciting cars have come out of Italy so with the recent introduction of a couple of affordable rear drive models we may see some again.

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THOUGHTS OF A FIAT ENGINEED MORGAN OWNER

Editor-at-large Spider contacted FIAT-engined Morgan owner Tom Surrency for his comments. This is his response. ed

Tom Surrency



I have gone thru David's article several times. I can't find anything basically wrong with it. Seems very well researched. Since so few 1600 and 2 liter FIAT engine cars were produced they tend not to be well covered by MSCC or others. However, much has been written about the Lampredi designed engine which covered a number of cars in the FIAT stable. It also has a great competition history. David's article seems well supported by the many other articles I have collected over the years on this engine.

So, not to burden you with extreme detail as Morgan owners are prone to do, the following are some of my thoughts and observations:

- I ordered a new Morgan direct from the factory in 1977 while still living in

Hong Kong. There was no Plus 4 at that time so I intended to take a Plus 8 when my time came up to spec the car. Around 1984 Morgan introduced the 1600 with comment that the 2 liter was forthcoming. At about the same time, Morgan told me my place in the queue was coming up. I requested a delay in delivery and requested the FIAT engine 2 liter. This was confirmed.

- I took delivery in August 1986 with the fuel injected model. I heard that a few of the very early ones had Webers, but this may be rumor only. I originally intended to move the car to HK after free period in the U.S. However, HK raised the duty on new cars to 100 percent of value, so I left it in the UK with Anne's parents who at that time lived near Melvyn Rutter in Wanstead. Over about 25 years I used it when on leave in the UK and made several trips around

the UK and Europe. - totally trouble free.

The engine took a very long time to "break in". Little real power until over 2000 miles registered. The gearbox is very notchy (is that a word?) and 1st and 2nd too low for a real sports car, and the gap both in shifting is high and ratio is too low. Even to this day the Moss box in the '58 is much better to use. Neither match the Miata box in the 3 wheeler! Once you get into 3rd, 4th and 5th it is great. Very quiet. I was told at the factory

that the main reason for dropping the FIAT engine was the engine would only go into front wheel drive FIATs in the future and the transmission for rear wheel drive would no longer be available. I suspect it was more to do with an Italian engine in an English car?

- In 2011 I put it on the road again in the UK and found that the fuel tank had filled with rust, resulting in having to change the fuel pump several times. The pump was before the fuel filter and clogged up repeatedly. I therefore shipped the car to the U.S. and went thru it front to rear. The Bosch fuel injection started giving trouble and parts were hard to find, especially the air flow unit. The European version was different from the version sold in the

photo: Tom's FIAT engine Morgan alongside his Plus 4 racer, now both residing in Arizona

U.S. Therefore, I opted to remove the entire unit, replacing it with an EFI unit sold by Vick Autosport in Texas. Similar to Megasquirt, it is a great unit, but not as easy to install as advertised. However, once installed it has been a delight to use. The unit uses a K & N cold air filter system which should give added horsepower and it feels like it. I was not particularly interested in performance, so went with the EFI rather than twin Webers. Webers would have been easier to install, cost about the same.

- A further issue is that the engine is designed for high octane, leaded petrol in the UK. Octane in UK is higher and of course leaded fuel is no longer available at the pump. So using an additive is highly recommended. However, I do use a tank of leaded AVGAS about every fifth tank. This can be purchased in ten gallon cans. I also replaced all the petrol related rubber items with methanol resistant hoses, etc.

I should point out that as of this writing the car has just under 12,000 miles on the odo. It is in almost as delivered from the factory condition. One other item. Many years ago, Dick Worrall (owner of Betsy) and I were doing some

restoration work on both of our Plus 4's in HK. My chassis had been damaged and plated by a previous owner.

I ordered a new chassis along with other parts for both Dick and myself and had them shipped to HK. I asked the factory to hot dip galvanize the chassis. I got a reply back that they had never done anything that large but would endeavor to do so. They sent it to Birmingham and had it done. About 10 years later Morgan started building cars with galvanized chassis's. Forty years later not a spot rust on the chassis! Goes under "Improving the Breed".

I know there is at

least one other 2.0 liter in the U.S. and at least one 1600. Right now, in your part of the world I don't think I have to tell you to "Run Cool"!



photos:

Above:
Under the bonnet - a FIAT?

Left:
Yes Nigel - a FIAT



NEW Morgan 3 WHEELERS:

NEW 2017 Morgan 3 WHEELER:
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2016 Morgan 3 WHEELER: Triple Black

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in production), 820 miles,
absolutely as new condition

2015 3 WHEELER Black,
Electric Blue leather

2013 3 WHEELER Polished Aluminum
Brooklands, Black leather, #38/50

2005 Morgan 3.0 ROADSTERS, choose
from: Maybach Himalayan Grey
Metallic body/Black wings; Two Tone
Blue Metallic; BRG Metallic/tan,
1,800 miles, or Ferrari Pozzi Blue

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

1998 Morgan Plus 8,
Connaught British Racing
Green/Tan Biscuit leather interior,
Black Ambra top and side curtains,
7,000 miles, all fluid changed one
year ago. Alloy wheels, photo build
book signed by Peter Morgan.

1998 Morgan Plus 8, Rosso
Corso with Tan leather & weather
equipment, 5.6k miles, 2 owners
from new, stainless steel wheels,
stereo, luggage rack, as new

1989 Morgan Plus 8, Gasoline
powered, LHD, British Racing
Green body/Black wings, Tan
leather interior, 28k original
miles, beautifully kept

1973 Morgan Plus 8, 13k orig.
miles, Grey Metallic/Dark Red
leather, 1 owner since '76

DRIVEN AT HEART

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

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

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

1958 Morgan Plus 4 FOUR PASS,
Ivory/Green leather, older beautiful
restoration // BIG PRICE REDUCTION

1953 Morgan Plus 4 FLATRAD WITH
CYCLE FENDERS // SON OF SKIMPY,
AKA, SKIMPY II, BRG/black fenders

OTHER MARQUES:

Allard J2X, Mk III

2012 Perana GT, last one ever
of 6 for the US; LS3/AT

2008 Tesla ROADSTER, almost
new, every option, Red

1959 Triumph TR3 Black

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The Across China Rally 2016

*Morgan owners in China drive through the lovely Chinese countryside.
Photos Courtesy of Jim James, Morgan Cars China.*





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PETER MORGAN'S FERRARIS

This article was first published in Miscellany magazine. Reprinted here with kind permission of Miscellany editor Charles Neal and the author. ed

Douglas Hallawell

In the 1960s, Peter Morgan was closely associated with the development of several Morgans including the prototype Plus 4 Plus (currently on display at the factory) and the Plus 8. And it's of no secret that he extensively used both the prototype coupé and, later, a Plus 8 as his personal means of transport. Lesser known to the Morgan community was the liking he took to V12-engined Ferraris, so much so that he ordered a new, dark blue 'Chinese Eyes' 330 GT 2+2 in November 1964 from Maranello Concessionaires. Charles accompanied his father when it came to picking up the car from Ronnie Hoare in Bournemouth. As related to me by Charles, the reason for the purchase was that his father needed a 4-seater family saloon that could take



photos: **Above:** Peter's 330 GT 2+2 **Below:** Peter's 365 GT4 2+2





him and his parents to his school in Oundle. The Ferrari always required warming up before a journey, and on one trip to Oundle was nearly written off by bricks falling off a lorry and landing on the bonnet!

After keeping the car for several years, Peter's interest in 4-seater Ferraris was rekindled when he discovered a later model, a 1973 'azzuro blue' 365 GT4 2+2. The Pininfarina-styled Ferrari had then recently been acquired (new) by its first owner, a certain Mr. Andrew Grima, on the 15/09/1973. Mr. Grima was a prominent jeweller friend of his from London. When Peter discovered the V12-engined Ferrari a month later, he immediately fell in love with it, and even convinced Mr. Grima to sell it to him. On the 6/11/1973 Peter acquired the Ferrari and registered it with MMC's personal number plate, AB16. During the 30 years in his custody, the Ferrari could be spotted on occasions parked in a corner in the dispatch bay. Charles, however, preferred the 330 GT 2+2 which he found "much prettier and compact, making a better noise with its V12 on full blast after clearing its voice". As a young student, rid-

ing in the back seat was understandably "exciting". According to Charles, the second Ferrari was a little more easy to live with in spite of a dodgy wiring loom which made the transmission tunnel smoke occasionally.

The picture above shows Peter's 365 GT4 2+2 at the factory, about to have its clutch changed by Maurice Owen, Morgan's development engineer. When Maurice realised it was identical to that on a Plus 8, he made a point of this to Peter, and suggested taking a new one from MMC's stock of spares. Peter, how-

ever, objected, requesting that Maurice order it directly from Maranello. Pictured by John Sheally when the Morgan was on the factory hoist, Maurice commented to John: "I'll never understand, as the Ferrari clutch assembly cost 4 times what we have in stock". Maurice was, justifiably, frustrated.

Like all V12 Ferrari power lumps from that era, manual gearbox versions came with a hard clutch, but this didn't seem to deter Peter who later alternated driving it with his personal Plus 8 which, according to Charles, he actually pre-



ferred to drive. Furthermore, Peter got quite a lot of stick from his friends for driving a Ferrari. It remained the property of MMC until November 2003 when he passed away. In 2005 the Ferrari was sold to another friend of Peter's from Scotland who kept it for a few years, and restored it before selling it to a collector. With a meagre 63500 miles from new, the lovingly cared-for Ferrari was offered for sale in 2014 at an auction during the NEC Birmingham Classic Car Show where a fifth owner became the lucky custodian of this rare RHD version. According to Silverstone Auctions, the car came with Peter Morgan's personally engraved umbrella!

Interestingly, Peter's ex-Ferrari was

the subject of a comparative test drive in 2016 by 'drive-my.com' involving a Lamborghini Espada and a Maserati Indy :

<https://drive-my.com/en/test-drive/item/2404-giant-road-test-ferrari-365gt4-2-2-vs-lamborghini-espada-and-maserati-indy.html>

On another interesting side note, the second Ferrari also served as one of Charles' inspirations to create a Morgan sportscar that could equal the performance of equivalent models, ie Porsche and Ferrari. That became what we all know today as the Aero 8 range.

In 1976 when a journalist asked why, as a British manufacturer of uncompromising 1930s style roadsters, Peter Mor-

gan owned a modern Ferrari 365 GT4 2+2, he explained: ... "a Morgan should always be your second car, and in any case, the Ferrari is the second best car in the world - after the Morgan, of course."

Many thanks to Charles Morgan and John Sheally for supplying the essential content of this story and for John's photo taken at the Morgan factory.

photos:

Below:

Peter and his dog Jade in his Plus 8

Opposite page:

Top:

The GT4 in the Morgan shop for clutch work

Bottom:

Peter's ex Ferrari in driving comparison article

To John Sheally !!
A very good friend
and the fastest pilot
in a Morgan
With best regards.
Peter Morgan
27 Sept 1995 Malvern Link



Peter Morgan and his dog Jade

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TECH 101: ZINC IN OIL AND ITS EFFECTS ON OLDER ENGINES

Jim O'Clair

Editor's Note: After the conversation following our introduction of the Hemmings Motor News Motor Oil last month, we turned to our tech guru, Jim O'Clair, for an explanation of the problems classic car owners have when choosing a modern motor oil.

There has been a lot of confusion in the last few years about the lowering of zinc and phosphorus levels in modern oils and how these lower levels relate to classic and performance engines using standard flat tappet lifters – that is, just about every car built before the Eighties. The concern involves the use of the new lower zinc/phosphorus-content ILSAC (multi-viscosity) oils, readily available on shelves at auto parts stores everywhere, and how compatible they are with these older engines.

When anyone mentions zinc, they are actually referring to zinc dialkyldithiophosphate, a compound invented by Castrol for use in mineral-based oils or zinc di-thiophosphate (ZDTP), which is normally used in synthetic oils. Both have been used as an anti-wear ingredient in engine oil for many years. The zinc and phosphorus ingredients appear to be most effective when they are used together. ZDDP/ZDTP is one of many additives that are put into conventional motor oil to improve its lubrication qualities. Other ingredients such as boron and molybdenum are also added as lubricant enhancers.

What was discovered through oil testing by several engine component manufacturers is that many older engines experience a short period of time during engine start-up where critical lubrication is insufficient between metal-to-metal lubrication points when using modern oils

with reduced amounts of ZDDP/ZDTP. These same enhancers unfortunately have their downside: The phosphorus in this compound creates carbon buildup in engine bores and valvetrains, and both compounds can also lead to the early demise of catalytic converters. For this reason, the industry has been phasing out zinc and phosphorus levels since 1994, when the American Petroleum Institute's SH designation became the industry standard, and levels have been further reduced in each subsequent API rating for engine oils. Manufacturers have tried adding more boron to offset the effects of the reduced zinc and phosphorus levels; however, the dry start protection does not measure up to those using more ZDDP/ZDTP. This has opened up a whole new market for zinc/phosphorus additives for oil and many camshaft and engine manufacturers now recommend that an additive be used in initial break-in and for regular use.

All engine oils are rated for viscosity by the SAE as well as additive content by the API; passenger car ratings are two-letter designations that start with "S." Heavy-duty or off-road equipment ratings start with "C." The current API oil rating for passenger cars (gasoline engines) is SM and for trucks (diesel engines) CJ-4. Within these designations, you can determine how much zinc and how many other chemicals are present in the ILSAC (multi-viscosity) oils. These levels do not apply to straight-weight oils. If levels in the ILSAC oils are too

high for the API specification, they cannot be rated for the current specification unless the container specifies "for racing or off-road use only" or "for use in classic cars." This has caused oil companies to reduce levels of many additives, including zinc and phosphorus, to the required maximum in order to meet the current specification. Listed here are the current specifications for maximum amounts of additives to achieve the API ratings. P is phosphorus, Zn is zinc, and B is boron. Each figure is total parts per million of additives. These can also be roughly expressed in percentages by multiplying by .0001 (1301 PPM = .13 percent, 994 PPM = .099 percent)

API	P	Zn	B
SJ	1301	1280	151
CI-4	1150	1374	83
SL	994	1182	133
CJ-4	819	1014	26
SM	770	939	127

Most engine and engine component manufacturers recommend zinc and phosphorus content of more than 1,200 PPM for break-in; in fact, many will void warranties on camshafts or crate engines if this minimum is not found in the oil sample you supply when returning broken parts for warranty. For this reason, many manufacturers produce their own zinc additives or oils with supplementary zinc included; GM even offers its own break-in oil with additional ZDDP. With respect to readily available oil, you can see from the chart that, if you can find oil still on the shelf rated SJ or SL, you can use them, but you are right on the cusp of voiding a warranty. New SM oils are just not going to cut it unless they have a



zinc additive to boost the rating and one of the zinc supplements should be used with these oils or oils containing additional ZDDP additives are recommended. Some enthusiasts have recommended using commercially rated CI-4 15W40 diesel oil to meet the zinc and phosphorus additive requirement; however, CI-4 is an old specification and hard to locate. You can see that the CJ-4 specification that now

supersedes it is well below acceptable levels. Our best recommendation is that you contact your oil supplier for exact additive contents. Many straight-weight oils do not have to meet the ILSAC API specifications to be sold as SM or CJ-4, so this may be an alternative. Classic car oils with elevated levels of ZDDP/ZDTP are also being offered by many suppliers. Regardless, if you are purchasing off-the-

shelf oil for your classic car, ILSAC multi-viscosity oils rated SM or CJ-4 should have stated zinc and phosphorus additive supplements for use in older engines or an additional separate additive should be purchased and used with the new oil. As the new API rating SN becomes available in the next year, even more caution should be taken as the levels will be reduced even further.

TECH 101 (PART II) WHAT OIL VISCOSITY REALLY MEANS

This companion article by Jim O'Clair is from a previous Hemmings Motor News. Everything you need to know about oil, but were afraid to ask. ed

Choosing the correct oil viscosity can be an important factor in determining the life expectancy and performance of your engine. Using the correct-viscosity oil can also keep the engine running at its peak efficiency, and plays a small part in the overall fuel economy of your vehicle. Modern engines have very different viscosity requirements over vintage engines, and manufacturers invest a lot of time and money to determine which mixture of oil and oil additives will work best with their engine components. This is why you often see original equipment recommendations for new weight ranges that were unheard of a few decades ago. These new formulations will eventually lead to the replacement of non-detergent straight-weight oils as well as some of the old, reliable multi-viscosity oils of the last five decades.

Simply stated, viscosity is merely a measurement of oil and other fluids' resistance to flow. This flow can best be described as the difference between pouring water (with a viscosity of 1) through a funnel and then molasses (which has a viscosity of about 2,000) through the same funnel. The amount of friction from the contents of the molasses causes it to flow at a much slower rate than the water. Viscosity measures the amount of friction that is within the oil, preventing it from moving freely. Higher-viscosity oils have more friction and flow more slowly than a low-viscosity fluid. This friction is caused by the makeup of the molecules used to create the oil byproduct during manufacture. Polymers are added to the mineral oil base to reduce changes

in viscosity when the oil is subjected to extreme temperatures at either end of their effectiveness. There is a limit to just how much polymer material can be added, though: While heavier polymers are good for thickening oil for a wider range of temperatures, they also have a lower resistance to mechanical shear than lighter polymers or base mineral oil, so it is a complicated balance that is sought when engine oil is formulated.

Viscosities are measured in several different ways and are numbered using industry-standard scales. Engine oils are measured on an SAE crankcase scale, while hydraulic fluids are measured on an ISO VG scale. Gear oils also use their own SAE gear scale and tractor/industrial fluids use an AGMA scale. Both SAE scales measure kinematic viscosity at 100 degrees Fahrenheit, while ISO and AGMA-rated oils measure kinematic viscosity at 40 degrees Celsius (104 degrees Fahrenheit). Consequently, you will find that oils from all four ratings systems will have the same viscosity (friction resistance), but are numbered on a totally different number scale. For instance, ISO 32 hydraulic fluid, commonly used in snow plows, jacks, tractors and construction equipment, has the same viscosity as 15W engine oil and 75W gear oil, but is too light to be recognized on the AGMA scale. Grade 5 AGMA-rated oil has the same viscosity as ISO 220, 50 weight SAE engine oil and 90W SAE gear oil. This does not mean that you can use ISO 32 in your rear end or 90W gear oil in your crankcase, only that the viscosities are similar. The base oil product and addi-

tives mixed into it determine the scale on which the oil should be rated. When ISO and AGMA oils can be interchanged, both ratings will be listed in the owner's manual.

When comparing multi-grade oils, the lower number represents the oil's viscosity at the lowest recommended temperature, the higher number representing its viscosity at the upper end of its recommended operating temperature. For example, 10W-40 is recommended for ambient (outside air) temperatures of +5 F to +122 F, while 5W-30 works best in temperatures between -22 F and +86 F. Good old 30W straight oil is currently only rated for +32 F to +86 F, and even 20W is not rated for temperatures below 14 F.

When selecting the oil that best suits your particular vehicle, your best information can be found in the owner's manual. The factory's recommendations will be listed there and you will usually be given a few alternatives, based on your local climate and driving habits. It should be noted that many manufacturers also recommend that you change the viscosity of your oil at least once a year based on local temperature changes. If you do not have a manual, follow the temperature range recommendations listed on an SAE engine oil chart or locate a Check-Chart Classic Classification Guide from Motor Information Systems (Motor Manuals). Several are available, including one for 1950-1989 vehicles. Valvoline and other manufacturers also produce Lubrication Recommendation and Capacities catalogs every five years or so with updated information for engine, drivetrain and differential requirements as well as oil recommendations for small engines, tractors, outboards, motorcycles and heavy-duty trucks.

3/4 Morgan Group, Ltd.

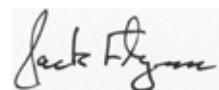
Registrar's Report

April 18, 2017

As of today, the 3/4 Morgan Group has 193 primary members. Changes in club membership since January 1, 2016 are as follows:

- Twelve members joined the club in 2016.
- Twenty-four members have not renewed their memberships as of today. They are not counted in the 193 current members (above).
- One member resigned, and two members passed away.

On behalf of the Board of Directors, I thank the Area Captains and members like Spider Bulyk, Frank Wnek and Marc Wunderman who have encouraged new memberships and membership renewals.



Jack Flynn, Registrar

Autumn MOG Update

The planning and administrative details for this year's Autumn MOG, once again in Cooperstown, New York, are progressing along, as reported by co-chairs Morgan Malone and Alison DeKleine. Here are some highlights:

- a new venue for the Friday night dinner is in work. No need to worry about a leaky tent on a rainy evening this year.

- a new venue for the autocross is also under consideration. It may entail changing the day of the autocross to Saturday (after the concours) which would most likely move the rally over to Friday afternoon. More details to follow.

- An Autumn MOG logo and poster



is under design by Alison. The original (oil painting) will be auctioned off at the banquet.

- There are rumors to the effect that a police escort from the hotel to the concours Saturday is in work, as well as a piper. But you didn't hear that from me.

- Registration forms are being updated and should be available in late June and available on the website as well as posted in the July/August Morganeer.

A good time should be had by all. DON'T miss it!



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Classic Cars – Classic Guitars

So okay, it's not a Morgan. We do have some 'closet' classic 'Vette' fans in the club I'm sure. But combining sports cars and guitars under one roof seems a really cool idea, and would certainly tempt Spider and me to lighten our wallets a bit. I DO love those classic Gretsch guitars! Chet Atkins, George Harrison, Stephen Stills – you get the picture. The shop is in Fort Lauderdale, FL. Maybe we need another one in Connecticut. What say Spidey?



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IN MEMORIAM *Mary Hunter*

We were all saddened to hear of the passing of long time and enthusiastic 3/4 Morgan Group member Mary Hunter on April 30th after suffering a stroke several days prior. Mary and husband Burt were an inseparable couple and fixtures at many club events, especially Autumn MOG. For many years Mary volunteered for the unenviable task of being the auction chair, and invariably raised several thousand dollars for the club treasury.

We will ALL miss Mary for her enthusiasm, her gentle smile, enduring friendship and her indomitable Morgan spirit.



BRITISH CAR DAY AT OLD RHINEBECK



Weekend Air Show Group Admission Rates

Children (5 and under)	FREE
Youth (6-17)	\$5
Adults (18-64)	\$20
Military (active or retired with military ID)	\$15
Seniors (65 and over)	\$15

The 2017 British Car Day at the Old Rhinebeck Aerodrome has just been scheduled for Saturday, July 15 with Sunday, the 16th set aside as the rain date.

The Saturday show is the "History of Flight" show which this year features the Aerodrome's new Spirit of St Louis replica, a project begun by the late Cole Palen, the Aerodrome's founding father. From its original Wright J5 radial on, the Spirit is a faithful replica of Charles Lindbergh's NY to Paris Ryan with the Aerodrome staff even able to use the Smithsonian's original to double check the accuracy of the replica.

The cars will be parked together on the Green amid the hangars at the south end of the facility.

For those attending, the group rates will apply, which in most cases is a savings of \$5 per admission. There will likely be an opportunity to participate in the show activities.

For more information, see the Aerodrome website, oldrhinebeck.org or email me, Jim Nichol, jhalfdime@aol.com

The 3/4 Morgan Group, Ltd. EVENT CALENDAR 2017

Including Multi-Marque Classic Car Events

<u>DATE</u>	<u>EVENT</u>	<u>HOSTS</u>
May 19-21	NNE Dust-off Return to the Samoset. Tour the coast and enjoy lobster dinner. Limited availability, reserve early!	Frank & Meredith Wnek <i>wnek_fm@comcast.net</i> Phone: 207-729-6300
Jun 4	New Jersey Clambake Ridgewood, NJ	Bob & Jeri Cohn <i>CohnRobert@yahoo.com</i> Phone: 201-447-6982
Jun 4	British Cars by the Sea Harkness Memorial State Park Waterford CT http://www.ctmgclub.com/BBtS.html	Andrea Lucas <i>andrea.lucas@snet.net</i> Phone: 203-421-4650
Jun 3-4	Greenwich Concours d'Elegance Roger Sherman Baldwin Park Greenwich CT www.greenwichconcours.com	
Jun 8-11	British Motorcar Festival Bristol, RI http://britishmotocarfestival.com	Alison DeKleine & Morgan Malone <i>autumnmog.2017@gmail.com</i> Phone: 508-409-7900
Jun 18	NE Auto Museum Tour Norwalk, CT	Andrea Lucas <i>andrea.lucas@snet.net</i> Phone: 203-421-4650
Jun 24	Lunch with Italian friends 59 Harborview Road Hull, MA	More details to come <i>ron-garner@comcast.net</i>
Jul 15	British Car Day at Old Rhinebeck Aerodrome Car show and 'History of Flight' show http://www.olderhinebeck.org see details page XX	Jim Nichol <i>jhalfdime@aol.com</i> Phone: 845-229-5088
Sep 1-4	Lime Rock Historic Festival , Lakeville CT Vintage Sports car racing/concours limerock.com/labor-day-historics	
Sep 19-21	British Invasion Stowe, VT http://britishinvasion.com	
Oct 6-8	The 39th Annual Autumn MOG Cooperstown, NY. Premier event of the 3/4 Morgan Group, Ltd.	Alison DeKleine & Morgan Malone <i>autumnmog.2017@gmail.com</i> Phone: 508-409-7900

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

DOES ANYBODY HAVE ONE OF THESE?

Rick Swain



When I purchased my 1960 Plus Four, it came with a Chassis Record, obtained from the Morgan Motor Company by the previous owner in 2006. Incidentally, it was signed by Charles Morgan.

The document listed the Agent (I guess that's Morgan speak for dealer) as B Roy, London, UK. On the dash of my Morgan was a Basil Roy Ltd Automobiles plaque (see photo.) The second photo shows the location of the plaque on the dash.

I belong to an internet discussion group - "MOG-group" so posted these photos there in an effort to learn more. I wondered how a lefthand drive car, sold by a UK dealer, ended up in the United States, where the previous owner had purchased it.

Gordon Craig, editor of Morgazette, the newsletter of the Morgan Sports Car Club of Northern California contacted me with some answers. He was interested in the photographs because he also owns a 1960 Plus Four, a 4 seater, and recognized the wood used to make the dashboard.

Gordon explained that the medallion (plaque?) was issued by Basil Roy Ltd Automobiles, London, one time chief exporter of Morgans bound for the US and other shores for Peter Morgan and the Morgan Motor Company. The medallion includes a likeness of St. Christopher (patron saint of travelers.)

Gordon asked Hermen Pol (Morgan Car Badge authority) about these medallions and he replied, "Many Morgan dealers had their own small badges in those days, but only a small percentage of these survived. I haven't seen one from Basil Roy. Most of the cars Basil Roy sold went abroad and probably 90% of the cars that went abroad went to either the USA or Canada. Of course, a number of their sales also stayed in the UK. It was usually specified in the Factory records if a car was destined for export. Some cars went to such unlikely places as several countries in Africa."

Gordon added that the past 50-60

years of wear and tear on weathered items like a Plus 4 dashboard probably means that many of these medallions have moved on to oblivion, but should you happen to have an intact survivor, now you know where it has come from, and a bit more of the Morgan heritage that blessed us all for safe motoring.

So it seems that I have something pretty special on my car, since no less an authority than Herman Pol has never seen one. When I consider the condition of most components on my car when I got it, it may be that a little blue metal rectangle might be the most valuable bit that I have. It's certainly the rarest.



And for my next question - what was affixed to the right side top of my toolbox just behind and above the flasher unit using these holes? There are two of them, 1/8" in diameter and 3 1/2" apart. A US dealer perhaps, but not Fergus Motors - they used 4 screws, not 2.



That's an easy one Rick. The photos to the right is what is attached to that place on the top right side ledge of the tool tray on my '64 Plus 4 Drophead Coupe. It reads:

CAUTION
IT IS IMPOSSIBLE TO DRAIN HEATER UNIT
WHEN DRAINING REMAINDER OF COOLING
SYSTEM - DURING WINTER CONDITIONS
BLUECOL ANTIFREEZE MUST BE USED

I'm pretty sure this plaque is original to the Plus 4 of this era. Ed



FOR SALE

1952 Morgan Drophead Coupe P2339

Fully restored inside and out. Pale blue leather, medium blue calypso exterior. All chrome replated. Motor rebuilt, transmission, brakes, and suspension gone through. Frame painted with POR 15, all structural wood examined but due to dry storage in California only one joint was rebuilt. Manifolds coated. New wiring harness and tires; interior and top by well known west coast upholsterer. Car runs and drives as it should. 33K original miles. I am the 2nd owner from new. A rare car that took Best in Show at Owls Head Museum Morgan Annual in 2015. All restoration documents available.

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- 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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