

The Morganeer

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Autumn MOG 2017 *Cooperstown, NY*



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

NEW CLUB MEMBERS

Eric Bremenkamp
and Amy Cassotta

Old Chatham, NY
'68 Plus 4 4 str

Fred and Angela Fink

Navarre, FL
'65 Plus 4

Marilyn Jacobi

Woodbridge, CT

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to see you at an event soon.

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ABOUT THE COVER

Yes, the original artwork
used for this year's
Autumn MOG,
created by
Alison DeKleine,
will be auctioned off
at the event.

Another reason to be there?

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FROM THE PRESIDENT

Sometimes it dawns on me that I spend an inordinate amount of time thinking about words and meanings. I'll pause, mid-sentence, staring blankly into the distance, considering the way a word sounds, its context, and whether it captures the tone I want. Occasionally this is quite frustrating to my listener. As you know, I love to play with phrases and quotes, and mix my metaphors.

Recently, I was chatting with a group at a drive-in diner car show. One enthusiast was sporting a tee shirt with "I think therefore..." on the front. I've seen all kinds of spin-offs of Descartes' "I think, therefore I am". *Cogito ergo sum* was actually changed by Descartes into the more familiar French "Je pense, donc je suis" to reach a wider audience than the original Latin. You all get it in both languages, of course. The audience has expanded, as the saying now establishes the identity for many groups... "I drink/golf/knit/ski/fish, therefore I am." As I enjoyed the variety of cars, I thought the current version was quite appropriate as the shirt finished "I think therefore" with "I drive" on the back.

Fast forward two hours later and a nice glass of Chardonnay. Picture me, sitting on the porch, watching the race track attendees wander back towards their cars—at least, those who remember where they parked. Picture me pondering in an offhand way the word "drive." So many contexts for one small word.

Drive covers meanings from a wide span of activities, from the line drive in sports, to the driven individual, the driving wind, and of course, driving our cars. And don't get me going on transitive and intransitive verbs. Oh, sorry, I have already driven partway down that path. So why not—

Along the transitive lines, drive implies force, exerting pressure to do something. Regarding our cars, we are driven by our passion. Drive can indicate being pressed into a direction or an activity, as in "The love of Morgans drives us to buy the wide assortment of regalia!" Certainly it is fair to say that one way or the other, Morgans do give us the impetus to do many things we might not otherwise do!

On the intransitive side, we get another side of "drive." It can mean to progress



or move with strong momentum – The rain was driving hard as I paused to put my hood up. Ironically, there is much momentum in that, since the rain was also driving me to great haste with said hood. Drive in this sense even goes back to the most basic sense of operating a vehicle, as in "I learned to drive the Morgan when I was 15." I will add that, if you read one of my previous letters, you know I was driven to do it well...

Drive makes a great noun as well. Consider the drive to win, the computer drive, the drive to work, or much better, the Sunday drive.

In the end, it is fair to say that what drives us defines us, as does what we drive. So, here are some of my mental ramblings about the word drive, at least from the view on my porch!

I drive my Morgan. *It is fundamentally, what I do.*

My Morgan drives me. *Equally true, but not at all in the same sense.*

I am a driven Morganeer. *Yeah, it's ok. I'm not alone here.*

My car drives me crazy. *Face it, we have all been there.*

I love to go for a drive in my car. *As frequently as possible.*

I park my car in my drive, after a drive! *Just so I can watch people walk by and stop to look.*

Your drive to drive might drive you to new heights! *The Adirondacks do nicely for me. Try Cooperstown!*

Morgan Motors sums it up nicely - We are **DRIVEN AT HEART**.

See you at Autumn MOG, and remember - "*Cogito Ergo Zoom*" (*I think, therefore I drive fast*). Be driven my friends.

Maura

FROM THE EDITOR

Ah, summer, glorious summer. Once it finally decided to be here it has really done its thing. I have been enjoying these warm fair weather days, either tooling around in the Drophead or out chasing Stripers in my boat with a fly rod. Trust me it was difficult to sacrifice a day or two to put this *Morganeer* together, and I do hope you appreciate my ultimate sacrifice for our club, dear readers.

Okay, having gotten that off my chest we can delve into the issue proper, which I would have to say can best be described as the 'Summer Blockbuster' issue. Not only are there some amazing events reported on, but also some tech tips, a little improbable Morgan history and a story of a chance encounter.

This issue's cover premieres a piece of original artwork by Autumn MOG co-host **Alison DeKleine**, which will not only serve as the poster and award logo for Autumn MOG (and featured on the cover of this *Morganeer*), but also the original painting will be auctioned off at the Autumn MOG banquet. Very cool!

President **Maura** (or should I say Chief Maura) contributed an interesting analogy equating our club affiliation to primordial tribalism. After reading I don't know how you could NOT be totally psyched up for Autumn MOG.

When **Ron and Kathi Garner's** Italian friends and hosts for part of their 'Tour of Italy' decided to visit them, they thought it was a good excuse to have a party. So they invited the whole club, plus the Cape Cod British Car Club to attend, and to their amazement, a good percentage of them (and some of their friends) showed up. To say it was a 'gala' event is a serious understatement. To say it was perhaps the biggest event in club history excepting Autumn MOG is not much of an exaggeration. How Ron managed to find spaces for all those cars is amazing. The event was so large that it took several of our members just to report on it – **Tom Austin, Jack Flynn, Morgan Malone, Larry Sheehan, Bob Cohn and Bill Scott** of the Cape Cod British Car Club, who



also reported on the event in their *Cape Cod Currents* newsletter.

As a sub-theme, I suppose we could also call this the '**Spider**' issue, since his name seems to pop up on almost every other page. Not only did he pen two articles – a Peabody's Improbable History article about the Morgan Motor Company of Brooklyn, NY (yes, that's right), and a definitive tome on Plus 4 tire options – but he also provided some commentary on another 'Tech Tips' article. He figures prominently in another story of a surprise rendezvous in Maine. And then there is the 'Is it Spider or Spyder' article. Who else but our own Spider would carry an old folded over *Car and Driver* article in his wallet as a document supporting his official name on his passport! "Eeees eeeet Spider ou Spyder monsieur?"

Club historian **Jim Nichol** reports on the big motorcycle event at Old Rhinebeck Aerodrome, where Marc Wunderman's and Jim Perman's 3 Wheelers are always crowd pleasers. And rounding out the issue, our Member Profile series is back with an interesting profile on Connecticut member **Steve Scheffbauer**.

Well, the Stripers are calling me and the Drophead beacons to be driven. The best part of summer is yet to come. So I'll just sign off saying "See you at Autumn MOG!"

The road (but NOT summer) goes on forever,

Frank

TO THE EDITOR

Frank,

Just read your piece "Humans in the Raw" and feel the same way when passing a newer "sports car" with top and windows up. When driving the Plus 4 for 35 years with only Brooklands screens, there was no top to put up. Someone once dropped a hint that some older Morgans had roll up windows. Did you know that?

See you in C'Town,
John (McNulty)

John,

I know of no early Morgans with roll up windows. I think maybe someone spun you a yarn on that one. But nice to know someone reads the back pages of The Morganeer.

Note: John subsequently corrected me. I guess the Plus 4 Plus DID indeed have roll up windows. No wonder it didn't sell!

ed

Frank,

I liked the Op Ed even though I could have been the brunt/trigger for it ("B" instead of "P"). I think most people are too quick to retreat from close contact with (what Jamie Kitman calls) "noise, vibration, harshness". There's value in exposing yourself to it and tolerating it, adding to the exhilaration somehow.

I will point out that the Z4 is my everyday car, 24/7/365. I swap to a second set of wheels Thanksgiving weekend and back again on Tax day. One environmental issue I've never been able to manage is heat - ever since I was a child, I suffered in the heat. Today I joke that for every degree above (say) 75F, my IQ drops by 5 points; at 100+ I'm really stupid and could die by stupid accident. So I'm inclined to have the top-up/AC-on in August, especially on a very long run or in heavy traffic interstates (trucks/dieselfume/etc.). However, I'm also inclined to have the top down in February: Snoopy and Red Barron flight jacket, goggles, etc. Happily banging down the road. Also, as an every day car, I use it for business, wearing a suit and tie,

TO THE EDITOR Continued

driving potential suppliers/customers around also in suit and tie. Sometimes it's magical to put the top down and sometimes it's deadly: that's why it's called a "convertible".

Stephanie usually has the top down on the Miata at every opportunity. The temp has to get around 45F - 50F before it goes up.

In the Plus 4, there's nothing quite like driving back country roads with the windscreen folded, exposed to all that this entails. However, when we take long runs - say 10 hours to VA or Mont Desert - in the hot sun, we put the top up (four seater - big open spaces along the sides - light color reflects heat) with no sidescreens. Although the top does contain the heat somewhat, the radiant

effect of the sun is sharply diminished and we arrive much happier. I also confess that I like the lines of the Four Seater (my favorite Morgan aspect) with the top up: a miniature "Duesenberg Phaeton Profile" that has always appealed to me and was what first drew me to Morgans.

Interestingly, I used to be a "high end auto audio" freak but not so much anymore. Usually I have so much going on between my ears that I'm quite busy without the need for entertainment - and this is in spite of the fact that the Z4 has a "high end auto audio" system, factory installed.

So I repeat my opening line, I liked the Op Ed.

Spider

Thanks Spider. I sort of get what that was all about - I think. It's just that I'VE been driving around ALL summer with the top down - obviously lowering my IQ (whatever that is?). ed

To The Registrar (?)

Jack:

Wonderful issue! Congrats! This current issue, as well as the last issue, STILL reflects the British Invasion with incorrect dates of Sept 19-21. The correct dates are Friday, Sept 15 - Sunday, Sept 17.

Thanks,
Beth Jouris

Such shoddy attention to detail by our editor! I'll have to speak with him about that. My apologies Beth. ed

FROM OUR ACE RACER MIKE VIRR



After Mike's Vintage Racing Report was published in the last Morganeer with this photo, I mistakenly inferred to Mike that maybe he should be driving a Super Sports. Here is his response. ed

Here's a picture of my 4/4 overtaking Nick's Super Sports. Don't you worry about that little car. If it can take on Ferrari GTO's it can take on a SS.

My response:

Thanks Mike. I was not sure who was overtaking whom when you first sent me that photo. I should have known. The poster in the back round says it all.

Mike's response:

A bit unfair really as it was Nick's first time out and later on he had a throttle problem, one link to the forward Weber had slipped. So we're not going to really know which is really fastest until we meet again?

So, is Mike and his mighty '59 Morgan 4/4 Series II racer REALLY that good? It seems to me that we should arrange an 'all Morgan' challenge race to settle this grudge match once and for all! What say boys?

IS IT 'SPIDER' OR 'SPYDER'?

Reprinted from December, 1993 Car&Driver through the courtesy of Hachette Filipacchi Media U.S.

Our Spider adds this comment:

"I cut it out and carried it with all of my collateral materials (birth certificate, baptismal cert, probate court name change, NYC records birth cert name change, marriage license, and a few others) when I traveled to difficult, undeveloped, possibly corrupt places (Soviet Union, China, India, Emirates, eastern European countries, etc)."

We wondered why Ferrari has changed the spelling of "Spyder" to "Spider" for the new 348 roadster, but even people connected with the Italian automaker couldn't provide an answer. In the process, someone here asked, "Why would anyone call a car a *spider* anyway?" Good question.

In the 1700s, the phrase "spider phaeton" described a lightweight, horsedrawn passenger carriage with a folding fabric top to keep out the elements. The wheels were spindly, and in some other upscale, enclosed models the rear wheels arched almost to the carriage roofline. This presumably reminded passersby of spiders, whose legs often rise high above the insect's body.

So what's that got to do with a two-seat roadster? Who knows?

Expanding the use of the term "spider" to cars is said to have begun in the Thirties in Italy, where rough two-seat competition racers were called spiders. So the word must be English, since the Italian word for spider isn't spider – it's *ragno*. Italian automakers Cistalia and Siata used the term to describe some of their cars, and in 1953 Siata switched to the "spyder" spelling for unannounced reasons. This is confusing because the Italian language traditionally does not use the letter 'y'. Maybe it just looks a little less repellant with the 'y'.

Meanwhile, Porsche in 1954 was about to export a zoomy race car which was stuck with this mouthful designation: "Type 500/1500 RS". American importer Max Hoffman politely suggested instead the simple name of "Spyder".

And that's where the name came from. We think. Maybe.

Okay, that's it. Morgan MUST designate one of its new models the 'Spyder'! ed



Porsche 550 Spyder



Ferrari 448 Spyder



Porsche 918 Spyder



Morgan Spyder?

... And Another 'Spider' Story

According to my passport, it's "Spider-John Conrad Romanyshyn Bulyk".

Back in the 1800's, some slaves became unable to work (typically loss of sight or leg movement). Rather than feed them, slave owners would free them and kick 'em out. Many of these guys would take up music/stories. Some gal got shot in one town, he'd make up a story about her and sing it in the next town. These were the original itinerant bluesmen. Many used the name "Spider", which had a nice voodoo vibe to it. Back in the late 60's, I had a solo blues gig one night a week (\$25 and all the beer I could drink) and used the name "Spider" and sometimes "Spider-John" - but ONLY for that gig.

At the same time I was also the front man for a local party band (not using the name). We had a non-band-mem-

ber guy who would introduce the band at the start of each set. He knew my name "Spider" and it spontaneously came out of his mouth one night. The next day, all around campus, I was "Spider". Later in professional work, my card read "John C. Bulyk" but everybody called me Spider so I put it on my card. A decade or so later, the only documents I did not sign with Spider were checks and deeds so I went down to Probate Court and had it added to my name. Back in 72, Stephie said, "I take thee, Spider...."

Fast forward 3 plus decades and I'm on the phone with the secretary in my insurance agent office. She asks, "Spider? what's the story?" I tell her a longer version of the above paragraph. She responds, "Of Course! Anasi the Spider!" Whazzat? Who? Turns out Anasi is a west African folklore character

who is a crafty little spider. Mankind did not have songs and stories, so Anasi goes up to the gods and steals songs and stories to give them to man (much like Prometheus the Titan stealing fire in Greek mythology).

So it's possible that these old guys used "Spider" because it evoked some of that legend. I ask the secretary how she knows this....turns out she has a degree in African studies. You can google Anasi....there are even contemporary children's books about his exploits.

The 'y' spelling is for the Marketing Department guys.....it's too far down the alphabet for all those old bluesmen to know much about.....me, I'm a conventional Spider with an 'I' and I'll stay that way even though many refer to me in print with the 'y'.....you can see attached article for further automotive context...



PLUS 8 FOR SALE

Shelly & Lenny Mandel's
Cadillac Cranberry 2000 Plus 8 is for sale.

The car has been garaged, and meticulously serviced and all major work was done at Morgan Spares. The original owner added about \$11K in extras and Lenny also added: an RPI V8 Morgan +8 Polished Stainless Steel Exhaust System—2 ¼ bored Manifolds, 100 Cell Sport Cat & Link Pipe (stock Morgan Cats are 400 cells), 18" Sports Silencer and Sports Tail Pipes, Carbon Fiber Injection Trumpets, ECU Performance ReChip, Aluminum Radiator, Moto-Lita Steering Wheel, Leather door pouches, and much much more. They are buying a 4 seater so that their grandsons can enjoy the Morgan along with them.

Contact Lenny @ 201 618 0716.



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SOUTHWEST HARBOR RENDEZVOUS

Love Minus Zero – NO VACANCY

Frank Wnek

Southwest Harbor, and a quaint little bed and breakfast called the Kingsleigh Inn, has for several years now been Meredith and my secret getaway place for a summer sojourn. Imagine our surprise this past August when who should we encounter there but none other than Spider and his spouse Stephanie, who as it turns out make a biennial trip to Bar Harbor and Mount Desert Island, Maine. This year they had extended their stay a few days in Southwest Harbor, what locals call the ‘quiet-side’ of the island. What were the odds? Was it karma, coincidence, a serendipitous chance encounter, or another of Spider’s famous conspiracies? Well, I’ll let you decide, but I will submit for your consideration (yes, cue Twilight Zone theme once again) a favorite expression of mine passed on by one of my friends – “Coincidences are just God’s way of disguising little miracles.”

Well, it may not have been miraculous, but something magical certainly did happen. After exchanging pleasantries (and realizing it had been 3 plus years since we had seen each other) we hastily made plans to have dinner together. Before dinner Spider invited us to his rental ‘cottage’ for a drink and a surprise. This was when the magic happened.

There was (as always with Spider) an ulterior motive in our invitation for a drink. Soon after our arrival (and before the drinks actually appeared as I recall) with a wry smile on his face Spider started to open a guitar case. “I’ve got to show you this”, his smile broadening. What he pulled out was truly magical – a custom made Fylde acoustic guitar made to Spider’s exacting specifica-



Photo

Right: Exile at the Harbour with Frank & Spider:
NO VACANCY



I listened spellbound while mesmerized by this beautiful guitar. Yes I had brought one of my plebian instruments along as well, but mine was merely a guitar in semi-skilled hands. The Fylde was a fine, FINE instrument.

After keeping me in suspense for a while, Spider finally offered to let me play it. I could barely contain my excitement. The Fylde played effortlessly, and the sound that it produced even in my semi-skilled hands was – yes, MAGICAL! It was like driving down the road in your Morgan, the engine just having been finely tuned and humming along with a smooth and beautiful exhaust note. (So okay, you knew the Morgan analogy was coming

eventually to justify this non-automotive story, right?)

After a song or two I reluctantly returned this beautiful instrument to its owner. It really did deserve to be in the hands of its owner as Spider regaled us with a few more tunes. To think that the same hands that crank wrenches and get covered with oil and grease working on his Morgan could also produce such wonderful sounds on a fine guitar was just another of the many mysteries of this man called Spider. What further mystery shall we discover about him next?

photos:

Top: Spider and the exquisite Fylde

Bottom: The 'elderly brothers'. Wake up Little Suzie!

tions by world famous British luthier Roger Bucknall MBE. But that was just the opener – and yes, he had my complete attention!

Something equally magical happens when Spider has a guitar in his hands. All of a sudden he is transformed from the normal going in five directions at a time, carrying on two simultaneous conversations, high strung high gear Spider we all know and love to a Dylanesque, Phil Ochs-ish, Tom Paxton-like (well, you get the picture) bluesy folk singer guy. And the sound coming out of this guitar in his hands combined with his unique voice was truly amazing.



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1998 Morgan Plus 8, Connaught
BRG/Tan Biscuit leather interior,
Black Ambla 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, Gas power,
LHD, BRG body/Black wings, Tan
leather interior, 28k original miles

1970 Morgan Plus 8, Yellow,
Black Leather, newly rebuilt
3.5 liter, V8 16 valve engine

1967 Morgan Plus 4, DHC, Ivory/
Green Wings, Ivory leather

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

1963 Morgan Plus 4 SuperSport,
BRG/Black leather

1962 Morgan Plus 4 FOUR SEATER,
Kingfisher Blue/Black leather

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

1935 Morgan F2 VIN #F246

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Allard J2X, Mk III

2008 Tesla ROADSTER, almost
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MEMBER PROFILE

Steve Schefbauer

Frank Wnek with Andrea Lucas



the club for Lime Rock 2017. He was the impetus for our March Mad-MOG in Madison, CT which was well attended. He also first made me aware of the Father's Day Car Show in Norwalk, CT this year and wrote the article for the *Morganeer*. His keen sense of humor is evident in his numerous articles for the *Morganeer*. He loves cars, car shows, car racing (and his lovely bride Ann Marie of course) and is trying to get his Morgan in good driving order. This makes him a great Morgan club member.

So, who was this mystery man before he became one of US? It seems that even in his youth Steve exhibited those latent aberrant tendencies which would eventually lead him to the semi-insanity of Morgan ownership. As he explains:

I was a child of the British Invasion (the 60's) and have always been an Anglofile. I bought a 1958 TR3 in my college years and it was my daily driver. One day a friend of mine and myself were inspecting one of the many sports car lots around North Jersey and talked a

New members are what keep our club vibrant and growing, and as a relatively new member Steve Schefbauer has hit the ground running. After purchasing his '64 Plus 4 several years ago and joining the club, he has become a fixture in the very active New England South crowd. And he has enthusiastically jumped in and helped Area Captain Andrea Lucas organize and host events such as the New England Auto Museum show (reported on by Steve in our last issue) and for two years running the Labor Day weekend sports car event a Lime Rock. He is also one of those guys who will respond at the drop of the hat to impromptu gatherings like Spider's "Hey, let's get together for liquid lunch" hastily organized noggin events, which has no doubt endeared him to the Spider.

Andrea describes him thus:

Steve is a very personable, enthusiastic and humorous person who has been a great help to me in disseminating information and coordinating events for the NE South Area. I keep kidding him to take over as Area Captain but he wants to remain my faithful sidekick!

I first met Steve last March 2016 at the Griswold Inn noggin in Essex, CT coordinated and reported by Spider. As you know, Spider is one of the first club members to bring others into the fold. I next met Steve at Two Roads Brewery in Stratford CT April 2016 where he was extremely helpful in gathering information for the Lime Rock Historic Festival from one of the coordinators also at Two Roads Brewery.

He has reported on Lime Rock for us last year and got the word out to



salesman into letting us 'test drive' a red 4/4. When we brought it back an hour and a half later, he was pissed and said he was ready to call the police. A few years later one of my fraternity brothers bought a '65 Plus 4. By then I knew I needed one but it took me almost 50 years to get there.

Well, this certainly explains a lot. Fan of British Invasion music (Beatles no doubt) – check. Prior ownership of a Triumph – check. Tendency towards grand theft auto – ah, well not so sure about that one. Grew up in New Jersey – suspicions confirmed! When asked what car he'd be driving if he didn't have a Morgan he quickly answered – a Lotus 7 S1. This aside, all in all I guess he was destined to become a Morgan man.

Now retired from his 'day job', Steve spent his career in banking, first working for a regional bank, working his way up to VP of Marketing and Development, and then later going off on his own as the owner of Bauer Consulting LLC (note subtle name change), specializing in commercial lending and financing. As he explains his current employment status: "Still keep my fingers in the pie; just don't lick them as much."

One thing he quickly learned about is keeping his Morgan in tip top shape (see article on his recent engine rebuilt elsewhere this issue). When asked what he was most proud of himself for regarding solving a maintenance issue, his typical upper management response was: "I'm proudest of my communications skills that allow me to contact Spider whenever I have a problem. That and finding an excellent mechanic." Hmm, we need to talk about that one Steve. Spider might not be there for you on a dark and stormy night when your Morgan lights



go out! And for sure your mechanic won't be!

Steve met his spouse, Ann Marie, when introduced by mutual friends in 1998. They started out doing the dating thing, became committed to each other and were married on August 24, 2012 on a cliff overlooking the Pacific Ocean in Carmel, California. As Steve explains: "you can't be too careful and rush into these permanent relationships." Hard to argue with that one. As I am writing this (you may have noticed) Steve and Ann Marie have returned to Carmel to celebrate their 5th Anniversary. I suggested to him that if they revisit the cliff not to stand in front of Ann Marie. But he laughed and said: "Because Ann Marie understands me is the reason I even have a Morgan." But Morgans can go over cliffs also! Just sayin' old boy. You can't be too careful around women or Morgans.

As to fitting in with the club it seems Steve feels right at home. He enjoys participating in events and also, in his words, "being Andrea's antagonist." As he even more tellingly explains:

When I bought my Morgan from Dennis Glavis at Morgan West he suggested I join the 3/4 Morgan Group. Dennis said they were all characters and all different kinds of characters. He was, happily, right. Proud to be a member of this merry band of misfits.

Oh don't worry Steve. Trust me – you fit right in!

Steve's addendum: About that license plate (someone always asks): My aunt and godmother, Emma lived to be 3 days short of 103. I grew up across the street from her and she was always very good to me. When she passed on, she remembered me in her will and I took part of that money and bought the Morgan. I thought it was only fitting that I dedicate the car to my aunt Emma.

photos:

Above: A Morgan named Emma

Opposite page:

Top: A man and his machine

Bottom:

Steve and Ann Marie on their wedding day



THE TRIBE THAT MORGAN BUILT

An Autumn MOG Prelude Chief Maura

In 1769, Col. George Croghan was granted 250,000 acres of hunting grounds by the Mohawk Indians, one of the six tribes of the Iroquois Confederation. William Cooper, who founded the town that now bears his name, bought the property at auction in 1785. As we return to Cooperstown, its origins bring me back to how important it is for all of us to find a community, a tribe where we feel accepted, supported and motivated—to have a group of people you’ve gathered around you who are *your kind of people*.

All of us by nature are tribal. Historically, a tribal culture was necessary to survive. In our lives we have felt that sense of tribe, or belonging. Maybe your extended family gathers every Labor Day for a picnic, Maybe your team won the championship and you bonded over beer and team jerseys. At graduation as you all threw your caps in the air. There are many examples, but all highlight the feeling that a tribe can give us.

Our Morgan group is glorious proof! **Your tribe understands your drive for something more important than simply getting someplace.** They don’t think it strange that your car always needs something more: a new badge, another regalia item, maybe those fancy mesh thingies to protect the headlamps from bugs. And **you can turn to your tribe when times are tough.** When your turning signal ceases, your wiper blades freeze, your clutch makes odd noises, your engine

overheats, they’ve been there too, and they can help!

You can turn to your tribe when times are GREAT. Not everyone loves to share in other people’s successes, but your tribe does. They are genuinely pleased for you when your paint job came out great, when your new radiator arrives, when you put in that high torque starter.

Your tribe knows what you’re talking about. Not everyone understands the nature of your business, whether we’re artists or writers or whatever our calling happens to be. Our friends love us but they might not have a clue as to what we do. But your tribe does. Our shared experiences bring us closer together. **Your tribe “gets” you.** Not everybody does.

Sometimes these days, we can feel disconnected from our tribe. We know our people are out there—somewhere, anywhere—but we can’t always find

time to reconnect with them. Fortunately, tribes stage rituals to bring us back together.

In our tribe, one of the biggest rituals is Autumn MOG. As defined by **Anne Fishel, psychologist**, “it has all the important ingredients – a prescribed time and place; aspects that are predictable and repeated year after year (like a concours and a rally); and some that are novel (guests added and departed, new stories); and each year, we come together to revisit something familiar but keep adding new layers .” Rituals have expectations. Because Autumn MOG is repeated every year, there’s a buildup to the day – emotional connections keep this ritual going – along with some pretty good food, drink and driving.

We are lucky to have such a great tribe and ritual to help us keep our sense of community going strong and bringing us together. I hope that we can come together at Autumn MOG and renew our sense of belonging. If we can bond over beer or barbeques, we can share so much more when we bond over the world’s most beautiful cars at one of the world’s most interesting tribal gatherings.

See you soon ~ Maura

AUTUMN MOG 2017 REGISTRATION

Cooperstown, NY October 6th - 8th

Please print neatly.

General Information:

Driver _____ Navigator _____
 Others in party _____
 Address _____
 Phone _____ Alternate phone _____
 Email _____

Morgans at the MOG:

Model _____ Year _____ ☐ 2 seats ☐ People's choice
☐ 4 seats ☐ Judged*
 Model _____ Year _____ ☐ 2 seats ☐ People's choice
☐ 4 seats ☐ Judged*

*Please note: Only 3/4 Club Members are eligible to win best in show.

Are you a 3/4 Club Member ☐ yes ☐ no If not, would you like to join? ☐ yes ☐ no

Event Details:

Friday Distillery Tour (limited availability) _____ # of guests x \$0 per person = \$ 0.00
 Friday Dinner (not included with registration) _____ # of guests x \$50 per person = \$ _____
 Please choose your dinner options. See next page for menu.
 Saturday Banquet ONLY (no other events) _____ # of guests x \$75 per person = \$ _____
 Saturday Activities & Banquet _____ # of guests x \$90 per person = \$ _____
 Includes Concours, Rally, Hospitality & Banquet.

Full Event Registration - Entire Weekend _____ # of singles x \$130 per person = \$ _____
 Includes Concours, Autocross, Rally, Hospitality & Saturday Banquet.
 Does NOT include Friday Distillery Tour or Friday Dinner. or _____ # of couples x \$240 per couple = \$ _____

Please register by September 5th. After September 5th add a \$10 late fee. \$ _____

TOTAL REGISTRATION FEE \$ _____



Please include a check for the TOTAL REGISTRATION FEE above

Make check payable to: 3/4 Morgan Group Ltd.

Mail check and registration form to: Maura Hall
 25 Webster St.
 Sarasota Springs, NY 12866

Lake Front Restaurant & Bar

Autumn MOG Friday Dinner **Menu Options**

Please indicate the quantity of entrees you'd like.

_____ **Black Canyon Black Angus Prime Rib**

with au 'jus and a side of horseradish sauce

_____ **Beer Battered Haddock**

with tartar sauce and lemon

_____ **Sun-Dried Tomato Pesto Chicken Penne**

with a vodka Italian cheese cream sauce and
grilled garlic bread

_____ **Vegetarian Sun-Dried Tomato Pesto Penne**

with a vodka Italian cheese cream sauce and
grilled garlic bread

_____ **Grilled Chicken Breast**

with a spinach parmesan and chardonnay
cream sauce

_____ **Boneless Grilled Pork Chops**

with pineapple sweet and sour sauce

_____ **Broiled Seafood Platter**

haddock, stuffed shrimp, sea scallops, and
stuffed baked shrimp

_____ **Pan Seared Jail Island Salmon**

chili shrimp roasted corn tomato salsa

Your name as it appears on the Registration Form: _____

Enjoy LIVE music during your meal.

\$50 per person includes gartuity. Dinner includes N/A beverage, potato, and vegetable.
Fully stocked cash bar is available.

Learn more about the Lake Front Restaurant: lakefrontcooperstown.com

Autumn MOG **Schedule of Events**

Friday

11 am Event check-In begins at the Best Western
2 pm Private tour of a local distillery/brewery
4 pm Hospitality room opens
6 pm Cocktail hour at Lake Front Restaurant
7 pm Dinner at Lake Front Restaurant

Saturday

8 am Gather for caravan to Hyde Hall
9 am Concours opens to public at Hyde Hall
noon Concours finish - lunch onsite at Hyde Hall
1 pm Rally begins from Hyde Hall
4 pm Hospitality room opens
6 pm Cocktail hour at Templeton Hall
7 pm Dinner, Auction & Awards Banquet at
Templeton Hall

Sunday

9 am Officers meeting at Clark Sports Center
10 am Autocross begins at Clark Sports Center
noon Lunch available by Black Cat Café
1 pm Autocross Awards Ceremony at Clark Sports Center
2 pm Club member meeting at Clark Sports Center

THE HOTEL:

Cooperstown Best Western Inn & Suites

Reservations: 607-547-7100

We have set aside accommodations
conveniently located just minutes from
downtown Cooperstown. There are two
room choices available to you:

Standard rooms with 2 queen beds:
\$140 + 12% tax per night

Jr Suites with 2 queen beds & a sleeper sofa:
\$165 + 12% tax per night

It is important that you make your reservations by
August 6th in order to receive our group rate. When
you call, ask to book under the Morgan 3/4 Club.
Nothing will be charged at time of booking, but a
credit card is required to make your reservation. You
will have until 4pm the day prior to arrival to cancel
the reservation. Check-in is available any time after
3pm. Requests for early arrival will be taken but cannot
be guaranteed. Call 607-547-7100 for reservations.

AUTUMN MOG AUCTION

Tom Austin AM Auction Chair

We need your help to make the Autumn MOG Auction successful and hold down club dues. Whether you're there or not (and we really want you there), we are in need of some quality action items.

With a few small exceptions, we have not collected commitments from vendors and service providers. And we haven't any pledges from any members. But with the force of our complete membership, we can address this severe shortfall (remember, the auction helps defray club costs and keeps dues down — and it also helps everyone at Autumn MOG have an even better time.)

Please commit by return email to as much of the following as possible. (We'll warn you if you go too far overboard.)

1. Pledge now — what will you bring or contribute (even if you can't make it?)

Please, don't pledge wine (or liquor) and motor oil. They don't mix well! And too much of either ruins the digestion and we don't want that. (A special vintage wine or liquor might do very well — without the oil.) Use your judgement: with what you might pledge (and send or bring) generate spirited bidding and good will? (Most people won't get motivated by a complete, matched set of used Champion spark plugs. Unless they're stuck by the side of the road and without some needed spark plugs but they sound like the type that wouldn't come to our auction. Or would they? Make it so!) Think laterally. The best items for the auction sometimes have nothing to do with Morgans in particular or cars in general. Last year, a 3 day weekend on Block Island seemed like the best item offered.

What about significant others (not your other British car, the person you live with unless, of course, you live alone, except for your Morgan)? What might really get them engaged in the auction and bidding with vigor? Or at least fanning themselves vigorously with the bidding paddle they picked up at the door, thinking it was a fan. Oh, wait, that was a fan...

2. Commit to contact at least 10 other people or businesses to get additional auction item pledges. Get creative:

Original artwork — especially if (but not limited to) depicting sports car themes. These type items are usually of interest. Good taste and appropriate themes of course. Most of us have trusty mechanics into whose hands we secretly entrust our Morgans from time to time (and for difficult work.) Surely they want more customers like you, eh? Suggest they pledge to provide to the winning bidder, 2 hours of labor free on projects requiring 4 or more hours of work. Get them to agree, provide a testimonial for their services and wait for the busi-



ness to roll in (the advantage of this ploy is no cost if they get no new business.)

Do you know any local resort owners (inn keepers, hoteliers and so on)? They could pledge free or steeply discounted rooms in exchange for promotion to Morgan owners at our Autumn MOG Auction. What about local service providers who

might sell potions to protect the paint on our cars? Or pressure-washers to clean our nasty wire wheels? Or provide general parts and supplies for the automotively inclined? Perhaps one could pledge to provide a free half day's use of a middling rental pressure washer at no cost in exchange for us talking up their pressure washer offer at the event? And another, who panders to our need for polishes and waxes might offer up samples of their wares to stick in the goodie bags — if we can't auction it, we can give it away to all attendees but I'm now wandering off the road, er, the topic. (Let's recover smartly here, old chap.)

Do you know anyone with a waterfront house in Chatham, Rockport, Kittery or Lake George that would like to help you (and us) out by pledging a weekend's use for us to auction off? Or a weekend at a ski resort ... or a day pass for 4? Boats and deep sea fishing are always a draw. Maybe a pledge of a day's fishing at no cost (except for providing beer for the crew and the price of the winning auction bid)?

What of sports memorabilia or coveted tickets to sporting or entertainment events? Do you know someone with a corporate box, for example, who(m) you could curry favor with and get them to contribute some tickets? Because, of course, they really like you.

Maybe a mutual benefit arrangement, where you show your car at their restaurant, bar, gaming center, bowling alley, church, fraternal organization for, say, half a day, in exchange for them pledging maybe a week's worth of meals (or bowling strings, etc.) to be auctioned off at Autumn MOG?

Have you made the acquaintance of your local vineyard(s)? Breweries? No? Well now's the time! Get to it and convince them to promote their product at our event by pledging (and giving to you) some auction-worthy bottle of their product.

So, what are you pledging for the auction? And how many people will you commit to contact (outside our friendly club) to convince to contribute auction items? Do I hear 20? 10? What say you?

Guidelines For The **AUTUMN MOG 2017 CONCOURS**

Brent and Anne Follweiler, Autumn MOG 2017 Concours Co-Chairs

The cars for the Concours will proceed to the Concours area at Hyde Hall in a caravan, leaving the parking lot at the Best Western Hotel promptly at 8:30 AM. We encourage everyone to adhere to the timing for the events so the Concours will run smoothly. The cars need to be in place for judging by 9:30 AM.

9:30 - 10:30 judging will take place for all cars.

10:30 AM - 11 AM the ballots for the People's Choice will be tallied and the judging completed for the Judged Concours.

11AM the First Place winners for the People's Choice Concours will be announced.

11 AM - Noon the judging of the First Place People's Choice Concours winners will take place.

All cars registered for the Autumn MOG 2017 Concours are eligible for the Best In Show Award. To prevent confusion when balloting for the People's Choice Concours, the cars for the People's Choice Concours and the Judged Concours will be parked in separate areas at Hyde Hall. The First Place winners of each of the two Judged Concours (early and late) will then be judged against the First Place winners of each of the People's Choice Classes to determine the Best in Show winner.

JUDGED CONCOURS:

Cars will be judged using deductions from a possible 100 points by a team of judges.

Each car will be judged on the following key areas: Exterior, Interior, Engine, Chassis and Wheels, and Authenticity.

Owners must drive their cars onto the Concours field, raise car bonnets, have side curtains either installed or on display, and be available during judging to answer any questions and operate the car's key systems.

Judging forms will be made available in advance for those who wish to review them. The judges decisions are final. After winners are announced at the Banquet, judging sheets specific to your car will be made available on request to the Concours Co-Chairs. Awards for the Judged Concours will be first and second in two divisions- early and late, with the

cut off date for the division based on at least three cars in each group. The two first place winners are eligible for the Best in Show award. The first and second place winners will be announced at the Banquet.

PEOPLE'S CHOICE CONCOURS:

Club members and visitors alike can vote for any car with a BLUE wind shield placard. Ballots for voting will be available for the first hour of the Concours. Please hand in your completed ballots as soon as possible to the scorekeepers at the registration table. Voting can be for any reason, you like the color, you like the owner, condition, etc. Just pick your favorite in each class by entering the car number (found on the windshield placard) in the appropriate space on your ballot. Determine each car's class by the windshield placard or the signs on the field. The registration table on the field will have copies of the ballot. At the close of tallying the votes, the first place winners in all seven classes will be identified. First and second place awards in each of the classes will be announced at the Banquet.

If your car is one of the seven first place winners in the People's Choice Concours, your car will be judged the same as the Judged Concours and will be eligible for the Best in Show award.

The Best in Show trophy will be awarded to the car with the fewest deductions and in the opinion of the judges is the best car on the field. The winner of Best in Show will receive (at the Banquet) an award, the Phillips-Cohn trophy and a year's free membership in the club.

Concours judges are serious about being as impartial as possible. During the event, please do not discuss scoring with the judges, and afterward please accept all decisions with grace and good humor. The bottom line is that this event is about having fun and participating in good natured rivalry. Please enjoy this event with this in mind.

AS YOU ENTER THE FIELD YOUR PLACARD WILL BE PLACED UNDER YOUR WIPER BLADE AND YOU WILL RECEIVE DIRECTIONS TO YOUR CORRECT PARKING SPOT. PLEASE MAKE CERTAIN YOU HAVE THE CORRECT

PLACARD- JUDGED CONCOURS: YELLOW
PEOPLE'S CHOICE CONCOURS: BLUE

YOU READ THAT RIGHT!!

The cars for the Concours will proceed to Hyde Hall on Saturday morning in a caravan, leaving the Best Western Hotel promptly at 8:30 AM. We need to do this so we can get through Cooperstown and have the cars in place ready to be judged by 9:30 AM. Cooperstown is celebrating Cooperfest on the same day and many of the streets will be closed. It will be challenging for you to get to Hyde Hall on time if you are not in the caravan. So- set your alarm for "early"! The caravan will be fun! And Black Cat Café will have breakfast available at Hyde Hall. And we might even get serenaded.

AUTUMN MOG 2017 AUTOCROSS

Sponsored by Morgan Motors of New England

Sunday October 8 th, 10am to 2pm

Clark Sports Center

124 Co. Rd 52, Cooperstown, NY 13326

Approximately 4.3 miles, just 8 minutes from the Best Western Hotel !

Thanks Again to Linda & Larry Eckler at Morgan Motors of New England for sponsoring the Autumn MOG Autocross! J Scott Willoughby returns as our Autocross Chairman. ed

This years Autocross will be on Sunday morning at the Clark Sports Center in Cooperstown. It was not our first choice to do it Sunday, however it was determined by the availability of the location. It's become harder and harder to find suitable locations to use for Autocross, so we have to go where and when the good sites are available. We have a nice big lot to work with, so it should be very fun with fewer bumps and less rough than in the past. Again this year, both veterans and "newbies" can really experience and enjoy Autocross, no matter their pace. You should even come just to see what it's all about. Low [ish] speeds, lots of concentration, and chances to improve make this a truly fun activity.

Autocross is FUN! It only requires a car, a driver and the desire to have some fun in your Morgan. Your Morgan can do far more than you realize. It's not just about going fast and turning quickly. It's about learning the limits and temperament of your car. This will improve your knowledge and safety skills when driving your baby. If you have never tried Autocross before, this is your chance to see what you and your car can do, so come join us.

This is the 5th year we will be using our own "real" electronic timing equipment! With times to the 100th of a second, this will give us some good competition. There will be a walk through beginning at about 10 AM and before each heat. We will discuss how to drive the course and improve your driving, and give you hints on making better runs. We'll be available most the day to answer questions and give guidance.

We understand that some people will be departing throughout the day. It will help our planning if you could please let Scott Willoughby know, in advance of the event, if you will be joining in. We'll try and get those leaving early off first. *Contact Scott at garudaville@earthlink.net*

Set-up is at 9 AM (*Unless you have volunteered for set up, you can arrive anytime*). We should be ready to do tech inspections about 10 AM and get the first heat going shortly thereafter. We will run 3-4 heats of 10 cars each, and everyone should get four runs on the course. Extra runs will be available if time and volunteers permit. *Last heat begins at 1:00 if you are not teched by then you will not be able to run.*

Important!

*Only your first four times will count towards awards.

**All cars running must pass tech & all drivers and passengers must wear helmets!

***Passengers are not allowed during your competitive runs. After you complete your first 4 runs you may take passengers on the course.

****Fun Runs will be allowed after everyone has had their timed runs.

SAFETY IS IMPORTANT! All Cars will be required to pass a basic Tech Inspection. *Items Checked will include:* loose objects (*You must remove ALL loose objects from the cockpit, under seats and tool box*), brakes, tires, throttle return, front end tightness and steering.

- Tire Pressure should be 30 to 35 psi.
- Seat belts, if installed must be worn.
- All drivers must wear a helmet.

Finally, we need a couple of volunteers willing to be there early to help set up (9:00) and volunteers from the later arrivals to help with time keeping.

Please note: All participants are expected to work on the course for at least one heat. *Once you have run or before you run please help work the course.*

Thanks for your support.
J. Scott Willoughby

GARNER'S GALACTIC GALA

photos by neighbor Ian Wellins





AMCA RHINEBECK GRAND NATIONAL MEET 2017

Jim Nichol

Morgans and motorbikes seem a perfect blend particularly when the motorbikes are vintage. We are referring to the AMCA Supermeet held annually at the Dutchess County Fairgrounds in Rhinebeck. In spite of the possibility of thunderstorms, Marc Wunderman in his 1934 Super Sports and Jim Nichol with his 2013 5 speeder meandered to the meet, joining up with Jim Perman.

A treasure trove of vintage bits along with plenty of eye candy in the form of original and restored machinery was all around us, though we all commented on a surprising reduction in the number of prewar (that would be WW I) bikes and a marked increase in 1960s Japanese examples.

One of the aspects of the show that we comment on every year is the relaxed organization at the meet. Our Moggies are welcome to park wherever there is room. It makes for a pleasant relaxed atmosphere. We have also found that while Harley-Davidsons far outnumber all other makes, everyone is appreciative of any and all examples brought to the show.

The event also includes antique farm equipment from old tractors to ancient 'make and break' engines once used to take care of many of the chores on farms. A wander through the venue is ever a kaleidoscope of vintage machinery which we rarely get to enjoy any more!



photos:

Top to Bottom:

Three wheelin' to the event
Marc and Jim's three wheelers
A vintage Excelsior
'Yes, it's REALLY a motorcycle!'



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1957 Morgan plus 4 - 4 seater, cream body with red interior. Triumph engine. Purchased from and had last major work done by Morgan Spares. Clean, reliable car. \$35,000 Additional pics on request.

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The Morganeer

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

All advertising is billed on an annual basis with full pre-payment due by March 15, 2017.

New ad materials must be sent to:

Morganeer Editor

Email: wnek_fm@comcast.net

Payments should be made to:

David Root

Treasurer, 3/4 Morgan Group
52 West Cedar Street
Boston, MA 02114

WHAT IS AN AUTOCROSS LIKE?

For those of you who have never tried it, I'm sure you are dying of curiosity to know what driving an autocross is really like. Have no fears! (Well, this video is not REALLY for the faint of heart) Our multi-talented club president and champion autocrosser has put together a youtube video, with the help of passenger Alison DeKleine. So strap in, take a deep breath, ignore the rain on the windscreen (and wild screams) and ride along.

It's a great ride. And THEN (most important) try it yourself at this year's Autumn MOG.

<https://www.youtube.com/watch?v=HgjojLFFRp8&feature=youtube>



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ZEN AND THE ART OF REBUILDING THE TR4 ENGINE

Steve Schefbauer

Morgan, in its own unique way, designed the bonnet to not allow room for air cleaners (except, of course, on the SS model). Over the years, 54 in this case, everything in the air gets sucked into the engine (yuck).

Being technically challenged, like an old guy with arthritis trying to open a bottle of Advil (hey wait, I am that person), I went to my “Go To Guy” for the annual check up last year. That person is Mike Agnifilo of Stonebridge Sports and Classics in Danbury, CT, profes-

sional mechanic par excellence and long time vintage racer. He said those dreadful words that no Morgan owner wants to hear. “Steve, it’s time for an engine rebuild. And while you’re at it we should balance the engine; after all it’s just a tractor motor with tolerances that are far from state of the art. I strongly suggest you buy an intake manifold that will accept air cleaners first, otherwise your wasting your money.” The TR3 manifold I previously purchased from the Ecklers turned out to be once owned by the undisputed king of hyperbole, our very own Spider. Thanks for the organ transplant Spider.

Here’s where the ZEN comes in. He gave me an estimate (yikes) and I had to meditate to lower the old blood pressure to workable levels. I hesitatingly agreed and we decided to do it over the winter months. The only saving grace was



not having to pay storage fees for the off season (at least that’s the rationale I told Ann Marie).

Fast forward to June of this year and my Morgan is back on the road and breathing clean air for the first time since her birth (October 1963). Mike did a great job and put 100 percent of himself into the rebuild with the driving habits of his customer always in mind, hence the slightly hotter street cam.

Yes, I still meditate more frequently whenever I check my bank balance. but as they say “if the horses have colic, they can’t pull the old wagon.” Oh yes, my wagon is MUCH faster now! Stopping is another issue. We’ll get to that – eventually.

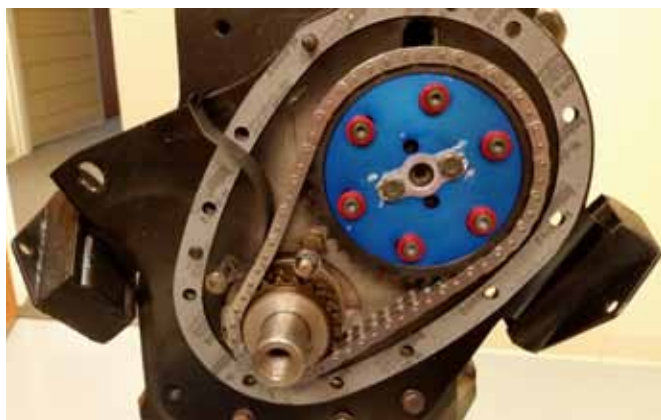
photos:

Top: 54 years of ‘yuck’

Middle Left: Getting better

Bottom Left: LOTS of new parts! BTW, these are cylinders, pistons and connecting rods, Steve.

Bottom Right: Finished product. Where’s my sunglasses!



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

Including Multi-Marque Classic Car Events

<u>DATE</u>	<u>EVENT</u>	<u>HOSTS</u>
Sep 1-4	Lime Rock Historic Festival , Lakeville CT Vintage Sports car racing/concours	Steve Schefbauer Schefbauer@aol.com 203-459-4959 limerock.com/labor-day-historics
Sep 15-17	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. See numerous articles this issue	Alison DeKleine & Morgan Malone autumnmog.2017@gmail.com 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.



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THE BATTLE OF BROOKLYN MYSTERY REDUX

Spider J. C. Bulyk

Long time group member, Andy Traggis, has a snarly, black Plus 8 and a snarky but warm-hearted sense of humor: one of those guys who can always be relied upon for “good company”. I often think of him as what one might term, “A Man Outstanding In His Field”.

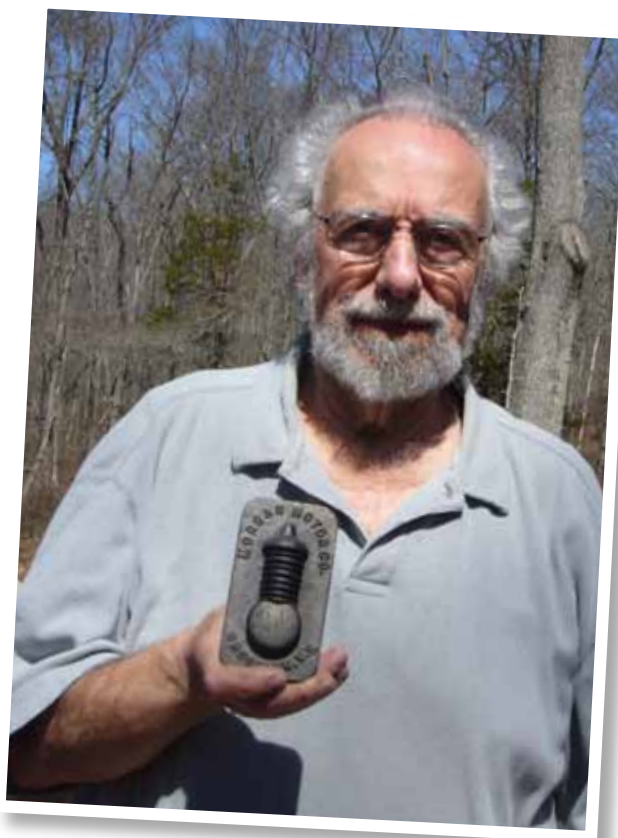
One day while out, standing in his field, Andy fetched up a bit of something with his foot, kicking it out of the way so as to not interrupt his meditations (eg: How to replace the fuel filter? Should I paint the fenders? Did I remember to change the oil? Etc.) Al-

though wise in a way, the ultimate wisdom of this particular act is debatable since his boat-shoe has a few toes leaking out of the front end of it. He let out a howl that would curl yer hair and was about to throw the offending object as far as possible when he suddenly noticed he was holding something interesting.

About half the size of a small brick, it was a metal casting depicting an unidentified object.

However, above and underneath the depiction were clearly the words, “Morgan Motor Co. Brooklyn, N.Y.” What? Morgan? In Brooklyn? When? Why?

Feeling a bit like Indiana Jones, Andy excitedly brought the piece to a MADMOG event (see *The Morganeer*, V40, No.3, p-8). But with the attendees focused on food, drink and socializing, the talisman only generated disappointingly low interest. Unwilling to give up, Andy made certain that the casting found its way to a super-secret research group (led by chief sleuth Stephanie Bulyk) housed in the



stealthiest corner of Shiftright's Spanner and Mallet Works.

Everyone gathered around with serious research team expressions on their faces, sharpened pencils with erasers and mini slide rules sticking out of the plastic pocket protectors of their white lab coats. Initial analysis suggested the mystery object to be an early design of the Morgan gliding-bar front suspension. Could it be a Rosetta Stone for those who today wonder where those dual-spring wonders – that pound the fillings out of your molars – originated? But Brooklyn? Could it be that the iconic Morgan suspension, long attributed to an obscure Malvern auto maker got its engineering genes in Brooklyn, N.Y.? Anglophiles in the group defended the English origins of the design, suggesting that one of General Howe's Subalterns may have left the casting behind while busy defeating Washington in the



photos:

Top:
Andy holding his archeological discovery

Bottom:
Closeup of the relic

Battle of Brooklyn. There being no historical record of Howe's interest in suspension design, however, this theory was promptly dismissed.

About this time (the time being just before 5 o'clock somewhere), professor Andy noted that the figure in the casting bore some vague resemblance to the motor in Nancy's personal chain saw. Light bulbs went on in everyone's mind. Now we were getting somewhere! It might not be the gliding bar but rather related to an air-cooled engine.

At this point, Stephanie (remember Stephanie?) went down deep into the dark archives of Shiftright's Works, searching the various tomes. At last she blew inches of dust off her treasured copy of *"Model Engineer and Amateur Electrician: A Journal of Mechanics and Electricity for Amateurs and Students, Vol-6, Jan-Jun 1902"* by Dawbarn & Ward, Farringdon Avenue, London. There, in the January 15th issue, on page 48 (all by itself on page 48) read a promotion for Morgan Motor Company, 50 Columbia Heights, Brooklyn, N.Y., USA.

Incredibly, this short lived company supplied model kit steam and internal combustion engine castings and kits for assembly by amateurs, as well as larger castings for larger motors up to 7 hp for bicycles. The photo example showed an almost exact resemblance to the object depicted on Andy's archeological find: a 1.25 bore by 1.50 inch stroke! Later records show the Morgan Motor Company Brooklyn (not Brooklands) to have been in business from 1900 - 1902. The British periodical encourages its countrymen to note that postage to the US is 2½d. (letters) and 1d. (post cards) and the "firm, however obliging, cannot be expected to pay the extra postage".

Right:

Research Source. Note at top of page (faded stamp) that this book appears to be on 'permanent loan' from some British library. Hmmm. Another mystery to unfold.

At last the mystery was explained. Based on the evidence, this reporter believes that, other than gasoline and internal combustion engines, there is no reason to suspect a relationship between Morgan Motor Company, Brooklyn, N.Y. and Morgan Motor Company, Malvern Link, England. Thus making another British invasion of the 'colonies' to save face fairly remote.

Andy's archeological find is now doing duty as a paperweight on his desk;

Stephanie has replaced the dusty tome back in the archives; and (thankfully) it's 5 o'clock somewhere! So ends this skullduggery!

But wait Spidey! Part of the mystery remains. Indiana Jones still has some archeological research to do. How did this priceless ancient metal casting come to end up semi-buried in Andy's field? Enquiring Morganeers want to know the rest of the story. ed

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GARNER'S GALACTIC GALA

THE Event of the Season

Larry Sheehan, Jack Flynn, Morgan Malone, Bob Cohn, Bill Scott and Tom Austin with Kathi Garner

It was a multi-marque, multi-lingual, multi-national, multi-generational, multi-club, multi-multi-multi-food extravaganza as only the likes of Ron and Kathi Garner would even attempt to pull off at their lovely seaside home. And, thankfully, a multi-weathered event as well, with torrential rains of the morning turning into bright blue skies just as parties began arriving. (courtesy of Larry Sheehan's Morgan Featured Marque Facebook page)

JACK FLYNN

Saturday, June 24, dawned wet and windy in Hull, Massachusetts. Two Morgans were parked on the front lawn of the Garners' home, high on a headland above Boston harbor with a view that doesn't end, looking east to the Atlantic.

Lorna and I arrived early to help Kathi Garner set up for an onslaught of Morganeers, coming to welcome Grazia Marchi and Alessandro Natali, 3/4 Group members from Castellare di Pescia, Italy. Castellare di Pescia is south and west of Bologna ... and Modena and Parma and Verona. Knowing that Alessandro lives in the homeland of the real

balsamic vinegar and prosciutto, I was not surprised to learn that he makes honey from bees that pollinate his acacia trees.

Morganeer readers may remember Ron Garner's article about driving his and Kathi's Plus 4 Drophead Coupe across the U.K. and Europe and along the length of Italia. Their great good-fortune was to be befriended and hosted by Grazia and Alessandro. If you missed Ron's article, retrieve the March/April 2016 issue from the club website and enjoy one of the best Morgan travel stories ever.



Grazia and Alessandro own a 1935 three-wheeler and an '82 4/4. The three-wheeler connection may explain a little about how the Garners and the Natalis bonded immediately. Probably more influential was (and is) the Morgan brotherhood and sisterhood. We do take care of one another, as Maura wrote so well on her essay about Morgan tribalism in this issue of *The Morganeer*.

Alessandro (in his Morgan Sports Car Club of Japan T Shirt with its rising sun and koi in the driver's seat – photo Bob Cohn.) is a great storyteller. He and I had in common the experience of doing business in Russia, and we were yakking away when Tom Austin arrived with the first contingent of Morganeers. Also in the conversation were Sheila and Bill Alexander, who had come in the day before with Susan and Bob Wright, former club members who now live in Victoria BC, and Jan and Paul Sullivan, also Hull residents and former Morgan owners.



photos:

Top: Alessandro in his Morgan Club of Japan T shirt
Bottom Left: The Garner 3 wheeler beer wagon



MORGAN MALONE

What a strong showing by members of both the 3/4 club and the CCBCC (Cape Cod British Car Club.) The pub wagon was in good form with some excellent beer brewed by Robin and Mark. According to Mark, we needed to keep drinking to keep the tap lines from freezing.

BOB COHN

It was a great party and heart-warming to know that club members open their homes to other members. Jeri and I share dual allegiance as we winter in NJ and summer in Maine. This party gave us a unique opportunity to meet new friends on middle ground

and catch up with those we rarely see - David Crandall from Oregon, The Wrights, and the Sulivans (former club members). Having sympathy for our long south-north migration the Garners allowed us to stay for a day before and after the event and have more time to adsorb their creative endeavors. (I

also took note of a tablecloth that is a full-sized replica of my red Morgan - Ron said he would will it to me.)

BILL SCOTT

Cape Cod British Car Club, British Marque News and Cape Cod Currents

The Garners' home is unbelievable, right on the water's edge with a view to die for! Straight ahead is the lighthouse, Boston skyline to the left, and the South Coast to the right. If the outside wasn't enough, the interior is a work of art — art and artfulness — everywhere. On the street side of the house, every inch of available yard and driveway was covered with Morgans, fantastic and interesting Morgans, and little British cars.

Hmm, four LBCs of choice were MINIs, as I think they don't leak while driving in the rain!

The Fletchers, Rick Poole and Bruce Swiren from our club drove "true" British cars, showing some British grit. We were terribly shown up by the moxie of the Morgan owners, who with side curtains and other leaky devices standard, endured with true British perseverance. Morgan owners are as diverse as their cars. They certainly are committed to the Morgan marque, brand loyalty and all that, and also very interesting people, Ron and Kathi Garner among them!

Ron and Kathi together designed the house, inside and out. Ron's man cave garage houses four Morgans and has a sliding partition that divides what we think of as a garage and a deeper work and storage area for his treasures. A Morgan wiring diagram is drawn on the wall as well as other reminders of things to do and people to contact for parts and information. Ron's artwork is also on display in areas of the house, both his early student work and arty prints of Morgans. Remember this man's e-mail address is "madaboutmorgans," and one of his Morgans is a small delivery van, a 1930 Super Aero that has been creatively turned into a beer truck, the "Porta-Pub." The rear doors swing out and there are two taps to pour yourself an ale or a dark stout.





Excellent, often visited brew. Great job to both Robin Garner and Mark Mason for making them!

Kathi's studio is on the second floor with a balcony deck and a fantastic view out over the water. One could imagine living on a cruise ship and looking out the floor to ceiling windows over the water view. What an inspiration for Kathi's beautiful and intriguing art work, the results of which are displayed throughout the house, and what a talented artist and painter.

There is an artistic touch to everything throughout the house. The two of them make a good team, and can put together a wonderful party. Ron, I am sure, was a part of the preparations, and he kept the cars and car guy stuff going throughout the event. Kathi saw that everyone (all 75 of us) was welcomed and content, as well as handled the kitchen operations. The hors d'oeuvres, sides and desserts that were planned in advance, plus food brought in by the guests, kept Kathi plenty busy, but not harried. She remained calm and controlled, an excellent and experienced host to all who filled their house, garage and deck.

It was a good mixture of Morgan and CCBCC people, friends and good neighbors, including Alessandro Natale and his wife Grazia Marchi, a delightful couple visiting from Italy. I believe that everyone had a great time. Thanks, Ron and Kathi for a wonderful and memorable day.

According to Kathi, the international cast of thousands (well, almost) at the event included: Sheila and Bill Alexander Cape Elizabeth ME, Bob and Susan Wright Victoria BC, Jeri and Bob Cohn Ridgewood NJ, David Crandall Portland Oregon, Erwin and Ellen Dressel Cheshire CT, Jack and Lorna Flynn Harpswell ME, Christine and David Root Boston MA, Jonathan and Susan Kinghorn Lexington MA, Tom and Elaine Austin Boston MA, Morgan Malone, Natasha Malone, Alison De Kleine Swansea MA, Steven and Jo Manwell Melrose MA, Glen Bryant and Helen Kain Dennis, MA, Robin Garner and Mark Mason Somerville MA, Bill and Maura Gartland Westport, CT, Lee and Ann Higdon Charleston SC, Garry and Teresa Prime Hull MA, Bill and Nancy Reardon Middleboro MA, Larry and Sue Sheehan Falmouth MA, Steve Vavak and Beate Becker-Vavak Rockport MA, Greg and Soyoo Caltibiano Demarest NJ, Angela and Steve Lip-

ton Chatham MA, Michael Field Newton MA, Bill Scott and others from the Cape Cod British Car Club as mentioned above and finally, last but not least Alessandro Natale and Grazia Marchi Pescaia Italy.

With cars filling the driveway and street and strewn all over the lawn and parties among the cars, on the lawn, spilling out of the house and on a second floor deck displaying US and Italian flags this must have caused quite the stir in the Garner's quiet, refined neighborhood. Kudos to Ron and Kathi for pulling off perhaps the most epic proportioned and well attended area event in all club history.

photos:

Top: Natasha Malone tries out a 3 wheeler

Bottom: Cars everywhere, flags on the balcony

Opposite page:

Top: How did those cars get on the wall

Bottom: Alessandro, Kathi, Grazia and Ron show their flags



WHERE THE RUBBER MEETS THE ROAD: PART II

Tire Options for Plus 4 Cars

Spider J. C. Bulyk Plus 4 Technical Advisor

Sometimes I'll get a technical request has the effect of dragging a steak under the nose of a sleeping dog: it awakens in me a long train of thoughts and experiences on a particular subject of interest. In this case, the steak under my nose was "tires."

Group member William Mogensen gave me a call about tires for his '58 Bustle-Back Plus 4, it having been somnolent for some time and currently in pieces. After an extended conversation about the airplane business, the Paris Air Show, our mutual neighbor, Pratt and Whitney, and the oddity of seemingly being unwilling to retire, we got down to business.

Early Plus 4 owners like William and Spider have some problems finding tires for those pesky 4 X 16 inch disk rims. Only the Trikes and the 4/4 Series-I guys have it tougher. Stephanie's Series-I used 4.50 X 17 inch for road wheels and two 5.00 X 16 inch knobbys as spares. You were meant to swap the knobby spares into the rear for lower gearing and better traction in hill climbs and trials. Those tires were a tough find! Lately though, the whole Plus 4 family (and some Plus 8 cars) have been having replacement tire troubles.

As a starter, I sent William a copy of *The Morganeer* Vol-38, No. 1 containing "Where the Rubber Meets the Road". However, in re-reading I realized that article mostly dealt with the dangers of aging rubber on collector cars. Although a list of classic tire sources was included, a few years have gone by and I thought maybe it might be time for an update, and perhaps a broader focus.

Automotive sages often note that Sir William Lyons (Jaguars) always made things a little nicer than they had to be. I will note that Peter Morgan often made things a little cheaper than they ought to have been. I say this without an ounce of mean spirit. Peter balanced the financial vitality of Morgan Motor Company on a razor's edge, always protecting it from overextension. By comparison, Sir William's company has swapped ownership 3 times and may still be overextended today.

The other side of this coin can be seen in the 16 inch disk wheels. I often joke that, although manufactured by Dunlop, they seem to have been pressed out of old tuna fish cans. They bend easily and can be put out of true in one good bounce. As tire designs improved lateral grip, those wheels were known to rip past their lug nuts and fly off. Photos of early 50's sports car races show Morgans on those wheels with twin steel "safety plates" each screwed down

under two of the four lugs – thereby spreading the lateral force and keeping the wheels intact.

The original tires on those 16 inch disks were 5.00/5.25x16 bias 4-ply. I used to buy them under various brands (Uniroyal, Firestone, Universal, etc.) for ~\$25 each. Before an autocross, I'd pump them up to ~70 psi and slide through all the cones, with no one wheel pointed in the direction of motion. After one season, they turned as hard as bakelite (remember bakelite?) and I'd toss 'em out. Available in white and black wall, they looked right but were terrible tires with limited steering, braking, or acceleration capability. In the rain, they were like driving on grease. Nobody made a better tire in that size. I was stuck buying them a dozen at a time whenever there was a sale. You can still buy these today with Dunlop, Avon, and Excelsior brands at various classic tire dealers for \$110 - 200 plus tube.

Then Mike Corbett turned me on to a neat trick. He was using Michelin-X (think Citroen or Lancia) 165x400 on his 16 inch wheels. Now 400 mm is not 16 inches (more like 15.748) but the sidewalls were very flexible and (Bob Couch and I heated the first set in a bathtub before installing by hand) you could easily stretch them over the rim. What an improvement! The ride quality



Tire options (L to R): Michelin-X165R400 (16" rims), Coker "bias-look" 5.50R16, Pirelli Cinturato 165R15, Michelin XZX 165R15, Vredestein Sprint 165R15



suddenly felt downright “cushy”, traction in wet or dry improved markedly, turning and stopping lost all of their terror. My current set is the 6th set on the car. The one downside was that I began to worry about pulling a wheel off during autocross with all that enhanced traction. I’ve bought them from a number of dealers, most recently from Coker at ~\$195 plus tube. For a while, this tire was the “go to” tire for 16 inch wheel Morgans. I see that they’re also now available in 155R400, if you wanted a slightly more prim look.

About a decade ago, “bias-look” radials caught on. These are of contemporary radial construction, but with profile and tread to match the vintage bias ply tires, giving the car that 50’s look. They are available under brands Coker, American, Firestone and Excelsior, etc. Jack Claxton in Atlanta owns 3586 (mine is 3585 – the two four-seaters are twins) and purchased a set of Coker 5.50R16 bias-look radials. Coker’s current price is \$227 plus tube. Here’s Jack’s comment:

I bought Coker Item 64308 550R16 blackwall radials with radial tubes GR16 that I have now. I am well pleased with the radials, although some internal ribbing on the inside of the rear wings had to be trimmed to fit them to the car. They fill the wheel well and look nice. I happen to have some extra 16” wheels, as I bought a full set of 5 from someone in order to get a couple of spares for long-term peace of mind.

Jack’s thought about having some spare 16 inch wheels for peace of mind

is on target: they’ve become more and more difficult to source. You can find VW 16 inch wheels that fit the lug pattern (closely enough to be capable) and look similar when mounted.

However they are much heavier and sometimes can be tough for the Morgan suspension to handle.

As one result, some owners have switched to 15 inch (one inch smaller diameter) Morgan disk wheels. This of course changes the final ratio a little bit, but not enough that you might notice. This switch does three things: replacements are more available; tire choices can be more favorable, and the general aesthetics of the car change. Another popular change is to replace the hubs to accept wire-spoke wheels, also 15 inch diameter, and also yielding the same 3 changes: replacement, tire choice, aesthetics.

Starting in the mid-late 50’s, the iconic tire for the 15 inch wheel British sports car became the 165R15: every primary tire company made one. Today, you can get a Continental or Vredestein from Morgan Spares for ~\$150 plus tube. There are (perhaps) a dozen different brands available from various dealers, including some traditional sports car tires like the two above. Prices range from \$100 - \$250 plus tube.

Whatever you decide, it’s important to think about the condition of the wheels, either the wheels that you’ve ridden on forever or the new ones you’ve just purchased. Even new wheels can be out of spec – radially or axially. Some shops have equipment – the Hunter 9700 being an example – that can measure the wheel without the tire

before mounting, allowing them to perhaps correct for imbalances in both by altering the position of the tire on the wheel. Used wheels take a beating on every ride – don’t take ‘em for granted. Carl Kaufmann recently burned a lot of calories correcting for a front-end oscillation (even with new, balanced tires) until the wheel issue got (literally) “straightened out”.

In the trick-world of motorsport competition, everyone has a few extra cards up their respective sleeves. So once you’ve decided to switch wheel type, there may be many more options for wider wheels, stickier rubber, and different looks. In today’s vintage competition or show world, there are even bespoke wheels available if you’ve got the wallet for it. Not everyone is willing to share information but some are. Still, you are gambling since gains in one area (say lateral traction for autocross) may cause sacrifices in others (say ride quality, or turning radius). My coverage in this article hones pretty close to standard Morgan Plus 4 settings.

Aesthetics are a different issue entirely: everybody has an opinion. If I put on my Robert Cumberford or my Peter Morgan hat, I’ll say the tall, narrow body cars – Flat Rads and round-cowl cars up through the 50’s – were intended to have the taller 16 inch wheels. In the late 50’s the cars got wider (4 inches of body width) and/or lower (4/4 or low-body Plus 4), the 15 inch wheels followed the general automotive trend to smaller wheels, looking more contemporary and more appropriate. For some, wire-spoke wheels are the



photo:

Top: Michelin 165R400 on Spider’s ‘57 Plus 4

Bottom:

Coker 5.50R16 on Spider’s friend Jack Claxton’s same year (sequential chassis number) Plus 4

iconic talisman of the British sports car and – no matter what – those owners must have wires on their car. An important issue of note is that changing the wheels – even a simple inch diameter – does indeed change the aesthetics of the car. For some it improves the look and yet might make others cringe.

Owners of Plus 4 cars from 1950 through the end of the Triumph-engine era have no shortage of choices about their cars' "shoes", from staying very traditional to going way-rad. However, never forget that these four black air-bags we call tires are all that stand

between you and the ground: they govern your direction, your acceleration, your braking, your stability, and your comfort. Don't make the mistake of disregarding them. Most importantly, pay attention to that date-stamp on the sidewall: four little digits. It's WWYY: for example 3111 says the tire popped out of its mold in the 31st week of 2011. At this writing, it's past the 31st week of 2017, the tire is just past its 6 year anniversary. Conventional wisdom is that 6 years is time for new ones. Most people have trouble with this because the car gets so few miles, but people die from this mistake everyday.

By the way, the date issue is also important in purchasing tires: be aware of the dates on your new tires. Buying next April, you'd want a date stamp no earlier than (say) 3517 or you'd be cheated out of a safe driving season.

As the 1950 – 1970 Plus 4 cars age, tires become an ever increasingly critical subject. If you think I've missed something above (or unwittingly misstated it), please write in to give the Group the benefit of your insights.

So, as the most famous man in the world says "Run fast, run safe, run cool my friends."

A SANDWICH IN SANDWICH

Larry Sheehan

The weather was threatening in the morning and those who drove had fog and light drizzle to contend with. However on August 8th, members of the 3/4 Morgan Group who live on or near Cape Cod gathered for a midday lunch at the Horizon's On The Bay restaurant in Sandwich. The restaurant is located right on the beach and provides a spectacular view of the Eastern entrance to the Cape Cod Canal.

But that was not the attraction for the gathering. Many of us were very interested to see Morgan Malone and Alison DeKleine's new blue

four seater Plus 4 (recently purchased from Morgan Motors of New England). Morgan came along to the luncheon with his daughter Natasha and made the lengthy drive from Swansea (located on the Rhode Island border). Also in attendance was Glenn Bryant sans Helen (someone has to work). Glen and Helen are down from Toronto for the summer and have their 2003 Plus 8 with them.

Much of the organization for this gathering was courtesy of Lee Higdon who arrived to the surprise of all without his yellow Plus 8. Ann and Lee ex-



plained that the Plus 8 was picked up that morning and has been sold to Dennis Glavis at Morgan Motors West in Santa Monica, California. The Higdon's have purchased a newer 2005 Roadster (green) and we are all anxiously waiting for word as to when that vehicle will be arriving here on Cape Cod. (We have it on good authority that it is here and is currently in "shakedown" mode).

And here is a spoiler alert... Upon close inspection, Bill and Maura Gartland's beautiful red 4/4 is absolutely perfect and will be in attendance at Autumn MOG. We all expect that it will be a highly competitive In the Best in Show Judged Class.

Also there to partake of the risqué conversation, delicious food (and drink) were Ron and Kathi Garner as well Larry and Sue Sheehan. One can only hope that summer will last long enough to have a few more of these impromptu "pop-up" gatherings.



TECH TIP

Plus 4 Temp Sender Unit



You may recall, dear readers, that some person, surreptitiously calling himself 'The Mad Hatter' had sent a Tech Tips query to our illustrious Spider, seeking guidance on an errant Temp gauge. Spider had dutifully responded with long and detailed instructions on how to troubleshoot the problem, which only confused the poor lad. SO, he decided to seek assistance elsewhere, and through Bill Alexander to Gerry Willburn he was connected to an expert on the Morgan Temp probe and sending system – Larry Dalphy. Here are his simpler instructions:

Frank, if your gauge sits at "H" when the ignition is off, then you have the infamous Smiths TT1200/01 sender unit. Morgan by locating the sender in the radiator could not have chosen a worse place when it comes to corrosion.

The sender is actually two pieces, a union and a bulb. They look like a single unit but they are not. A lot of times the issue is the corrosion between the bulb and the union.

Remove the sender wire and if you have an ohm meter, touch the contact point of the sender to a solid ground and you should see ~25 ohms. Anything else you will get wrong temperature readings.

Also if you take the ohmmeter from the sender wire from the gauge to ground you will also see ~25 ohms as the sender and the gauge are essentially matched units.

Okay, also check that the radiator to ground is a solid connection. Gerry actually told me this when I first bought my first Morgan and he suggested to add a wire strap from the radiator to ground. Don't trust the bolts holding the radiator to the frame. They are not always making a good contact and the temperature/gauge system needs a solid ground to work. I now use a copper braid strap (a battery cable will do or any heavy gauge wire) to connect the radiator to a solid ground.

Okay, now drain the radiator of about 2 inches to lower the

fluid below the sender unit. Remove the sender unit. Then what I do is drop the sender into a jar with CLR and I let it sit for a day or two. This will usually allow the union and bulb to be separated.

CAUTION, if you hold the bulb with pliers or vice grips be very careful as the copper walls are very thin and if you crush the bulb you could destroy the internals. See picture attached showing the internals of the bulb.

After you separate the bulb from the union, I use a standard copper cleaner found at any hardware store, clean the surfaces thoroughly. I do it while watching the news.

After cleaning the bulb, take an ohm meter and measure from the tip of the bulb (where the wire connects) to the actual bulb and if you get 25 ohms, pretty good chance you will have found a source of an issue.

I have written up and is posted on many sites how this sender/gauge works. I will attach to this email one of those write-ups. If this is still not clear or if I can explain anything more in detail, please let me know.

Tepidly,
Larry Dalphy

The Mad Hatter's response.

Boys (especially Larry),

Yesterday, having read Larry's excellent instructions for the 3rd time, and brimming with enthusiasm and confidence (not really) I proceeded to the garage to deal with my errant Temp gauge readings. Here is the report:

After reading Larry's advise I started thinking about if I

photo: Can you find the properly affixed radiator grounding strap in Morgan netherworld

had a ground wire on the radiator. I had just had the radiator and engine out over the winter to deal with some leaks and a clutch issue, and I sort of remembered a ground wire. I thought that a good place to start.

I laid down on the garage floor and looked at the bottom of the radiator. Why use a lift or floor jack when you can lie on the floor and lay your forearm open on the steering rod cotter pin - which I did. Wiping the blood off my arm with an oily shop rag I pressed on. Sure enough, there was a woven grounding strap attached to the right radiator mount and the frame. But where it was attached to the radiator was on the under side of the threaded rubber pad sitting on the mounting bracket. So I guess I was grounding the frame to the frame.

I thought MAYBE it would make a difference if the strap was attached to the top of the pad, where the strap loop would contact the radiator mounting flange. Also, I discovered that when I had put the radiator back in I had neglected to tighten the top nuts on the pads. So, I took the strap loop off the bottom, cleaned it off, added some dielectric grease, attached it to the top of the pad mount and tightened the nut.

Not sure if I said a little prayer or some kind of incantation to the Morgan gods as I then turned the ignition switch on and observed the Temp gauge. After a short pregnant pause, the needle started slowly dropping (whereas before it had stayed at the top of H) and continued all the way past C. YES!!!!!!

To make sure I wasn't dreaming all this I went for a test drive, and to my utter amazement, once the engine warmed up the temp needle was back to its usual place - right at the top of N. AMAZING!!!

I REALLY, REALLY did want to take that probe apart Larry, but I think I'll save that for another day. My experience with Morgans is that at least 80 percent of electrically related problems end up being a bad ground. And although the Temp probe, wire and gauge are not specifically Lucas, I'm sure they carry the same smoke as all Lucas wiring.

So my motto comes through again - always better to be lucky than good (or know what you're doing)! Works for me.

The Mad Hatter

Spider's response,

CONGRATULATIONS! NICE WORK! COOLSVILLE, YOU HOOPY FROOD! FAR OUT!

Consider what you accomplished:

1. You recognized the pattern from Larry's piece as being part of your own experience.
2. You did the requisite research (reading it 3 times).
3. You remembered Spider's Helpful Axiom #103 ("What screws-up first is what you touched last.").
4. You courageously approached the physical problem (not the virtual/conceptual problem) ignoring the fear and pain of bodily injury.
5. You looked - REALLY LOOKED! - at the reality in front of your eyes (while bleeding profusely) and correctly diagnosed what might produce the current symptomatic anomalies (no pun intended).
6. You conceived a theory (Einstein said: "Nothing is as practical as a good theory!") for potential removal of those anomalies.
7. Rather than continuing to suffer the slings and arrows of outrageous fortune, you took tools to them, implementing the corrective action inspired by your theory.
8. While engrossed in your struggle, you were still cognizant enough to identify AND rectify other local and potentially defeating issues.
9. You fearlessly tested the real world viability of your theoretical solution and all of your existential efforts, in a go/no-go laboratory-based experiment (turning the key)
10. UND.....KEINE GOTTERDAMMERUNG!!!!...IT VORKED!!!

If you feel compelled to complete your sense of fulfillment, ask Morgan Spares for a non-working temp sender and take that one apart. DO NOT take apart your currently functional temp sender!

Really Frank; nice work. Run it as the next Tech Tips in *The Morganeer*.....

In this case it sort of goes without saying, but - run cool,

Spider

AUTUMN MOG 2017

Cooperstown, NY

Oct 6-8

A good time will be had by all.

See you there?



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

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- 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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