

The Morganeer

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Autumn MOG 2018



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

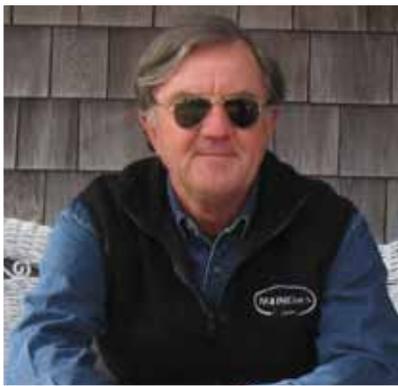
FROM THE EDITOR

Having just returned from a road trip out to Western Massachusetts to do some Autumn MOG reconnaissance/liaison work, I must tell you that I am looking forward to the hills and dales and scenic roadways of the Hancock, Williamston area of the Berkshires becoming alive with the sound of Morgans on the first weekend of Autumn. You may, technically, have to drive into Vermont to actually find a covered bridge to drive through, but I think our cover depicting the Autumn MOG poster gives you the general idea of the scene you will discover. As I said in my Autumn MOG Preview article herein, all we need now is YOU.

With this issue crammed with the first of the summer area events, I think it proper to give it the hyphenated title the Summer Events – Autumn MOG Preview issue. It's great to see so many of our Morgans and their owners out enjoying their cars as the SO long awaited summer days are finally upon us. Glancing furtively at my calendar as I write this I can't help noticing that it is the last day of June. Yikes! Where did the month go?

First reported on (by yours truly) is the Farthest North Dustoff/Lobster MOG, which took place the weekend before Memorial Day Weekend in the civilized and semi-tourist infested wiles of Kennepunkport, Maine. Although small in number, the group made up for lack of numbers by enthusiasm, highly tuned social skills and hearty appetites. The Royal Wedding that Saturday added yet another cause celebre for a party atmosphere.

In early June hosts **Bob & Jeri Cohn** witnessed a record turnout for their now annual ritual, the New Jersey Clambake, which, although the menu does include clams, is actually a lobster bake prepared by The Lobsterman himself, Bob Cohn (assisted gratefully this year by several sou chefs). The event drew Morganeers from far and wide and was duly reported on by **Fred Cohen** with photos by his wife **Lita**.



Our intrepid reporter and Spider protege **Steve Schefbauer** contributed not one but two interesting articles – the first on the annual Greenwich Concours (he even sprung for the \$40 admission fee since I have still not given him 'official' Morganeer press credentials) and the Father's Day New England Auto Museum Car Show. Both events had some awesome, beautifully restored high end vintage sports cars on display. Steve was a bit disappointed NOT to see a Morgan at Greenwich, but he has issued a club challenge to not let that happen again. (Ty Philips and Bennett Shuldman were participants in past years, as I recall). The Father's Day NEAM show brought out a good number of the Connecticut crowd, who had a lovely spot in the shade adjacent to the mansion as their assigned parking thanks to Steve. Bonus points for that one, old boy!

And rounding out the events slate, **Alison DeKleine** reported on the Bristol British Motorcar Show put on by the folks who also bring you the British Invasion each year. Only Morgan Malone (who totally confused the attendees by driving his Plus 4 Drophead Coupe to the nearby event the first day, and his 4/4 4 seater the next) and Jamie Goodson with his Plus 8 represented the Morgan marque at the show. Sadly, an overall drop in attendance places the future of this 'British Invasion South' show in jeopardy.

The major Morgan article in this issue is **Jonathan Kinghorn's** report on the results of his extensive and painstaking research on the history of his Plus 4 roadster. Leaving no leaf unturned Jonathan managed to unearth

the identity of almost every previous owner of his car, and a good bit of the history of the car and its travels. Much to Jonathan's chagrin, however, an explanation for the Lime Rock event plaques decorating his glove box remains a mystery. Oh well, I guess our Morgans must keep some secrets. Right? I'm not sure I want to delve into the no doubt chequered past and misadventures of my Drophead. Better perhaps to let sleeping dogs lie.

I will end this missive on the same theme on which I started – the upcoming Autumn MOG. The venue is great, the price is right, perfect early fall weather will no doubt prevail and a good deal of preparation work has been done by the Autumn MOG team. Again - ALL WE NEED IS YOU! Please come join us for the BIG party.

The road goes on forever,
Frank

TO THE EDITOR

Hi Frank,

Just breezed through the May/June Morganeer (will read more thoroughly over the next few days) but it looks like another great issue. Give yourself a big pat on the back.

That picture, of the ingredients of the Dark and Stormy, was taken at The Reefs Resort in Southampton, on our balcony. At check in, you are given a delicious concoction of fruit juice and god only knows what libations, but it goes down way too easily and hits you several minutes later with the wobbly leg syndrome. When you are taken to your room, before you have a chance to go out on your balcony and view that beautiful blue green ocean, there are, on your desk, the ingredients shown in the photo (As if you needed yet another reason to nap).

I did use the Dark and Stormy as a fuel additive in EMMA's tank and she started singing the Beach Boys song Kokomo. Go Figure! Congrats on another great issue,

Steve (Schefbauer)

continued on page 4

FROM THE PRESIDENT cont.

far from home, not the most rewarding surprise. But on the other hand, the joy and wonder of turning down a road you hadn't noticed before to find yourself driving along the picture-perfect country lane is a fabulous feeling! A good match, an exciting ride, these feelings bring us pleasure, joy, they take us to a better place.

Now, all that aside, there is one big difference. Italian born, former Southampton man Graziano Pellè, currently playing for a club in China drives an Aero 8. "Wait!" you say, "doesn't that really nicely tie up this article and bring home the connection?" Why yes, I agree. But he paid for that Aero by playing for 19 minutes and 58 seconds (0.22 games). He could buy three Morgan Aeos in an hour and still have cash left over for petrol.

Maybe I chose the wrong career.

Maura

TO THE PRESIDENT

Hi Maura,

Your photos in the Mar/April Morganeer captured a wide range of shapes and angles of our favorite mode of transportation. I was reading the current issue of Vintage Motorsport (May/June) and an article by one of my favorite writers, Pete Lyons, titled "What role doth beauty play."

He includes some quotes that fit, very well, with your photo talents.

- 1) "Beauty itself doth of itself persuade the eyes of men without an orator."
--William Shakespeare, The Bard
- 2) "How wonderful is that lines in conflict wake the mind to beauty"
--William Edgar, Motorsports Historian
- 3) "Beauty is truth, truth beauty"
--John Keats, Poet

Great job Maura.

All the best,
Steve Schefbauer

TO THE EDITOR cont.

Hi Frank,

I just read the May & June Morganeer. I am sure you already know that the Doretta was named for Dorothy Dean (who later married a Morgan owner, in San Diego-whose name slips my mind-he was a long time announcer at the Monterey Historics).

Also, the picture on Page 24 looks more like the Raymond Lowey BMW (I think the picture was taken at Pebble Beach).

All of the best,
Gerry Willburn



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FARTHEST NORTH DUSTOFF

Invades Federal Jack's, Celebrates Royal Wedding, Reconnoiters Arundel, Devours Lobsters and Creates General Mahem

Frank Wnek

In Colonial days, the area of the southern Maine coast, from Wells to Kennebunkport to Cape Porpoise, was mostly scattered farms carved out of the wilderness and populated by hardy

transplants from the Massachusetts colony – and given the generic name Arundel. Little were their semi-blueblood descendents prepared for the invasion of a group of upstart Morganeers, touring through their

back roads, giving ‘royal waves’ (arm vertical from the elbow, fingers extended, wrist rotated back and forth). They either ignored us or regarded us with semi-bemused, polite and reserved distain. BUT the tourists loved it! And thee were LOTS of tourists.

The small but intrepid group of Morganeers began gathering on Friday afternoon on the weekend before Memorial Day – a bit early in the season for Maine. Taking a chance on warmish late spring weather (and ignoring the forecast for rain Saturday) the event hosts, the Carters and Wneks, chose a



Photos:

Top:

Gathered at the Breakwater Inn before the drive

Bottom: Photo Op at Bush Chapel

lovely inn in Kennebunkport lower village called The Breakwater. All rooms had a view of the namesake 'breakwater' protecting the mouth of the Kennebunkport River leading to the narrow harbor of Kennebunkport lower village.

The group included Ty and Kathy Philips, Barrie and Mara Abrams, Jack and Lorna Flynn, Gordon and Kathy Baxter, Jamie and Paula Goodson, Charles Sherrill, Jim and Marsha Carter and Frank and Meredith Wnek. Sam and Kayda Selby joined the group early Saturday morning.

After checking in, the group met for a happy hour meet and greet at the inn bar. The guys talked Morgans, of course, and the gals were all abuzz about the Royal Wedding taking place Saturday morning. 'Would it interfere with Saturday's planned activities?' I wondered.

For Friday night dinner, the hosts previewed several options and then decided to rub elbows with the tourists (not TOO thick in the lower village since it was officially still 'pre-season') and hit a local hot spot – Federal Jack's Tavern and Brew Pub. Although the place was jammed, amazingly everyone found a parking spot in the small lot and the establishment set the group up in several large tables in the far corner of the 'game room'. We could almost have

joined in a game of pool from our seats at the table. After a hearty meal and libations the group decamped without incident and headed back to the Breakwater to rest up for the next event – BREAKFAST!

Some of the ladies awoke VERY early to catch ALL the pomp and circumstance of the wedding of Prince Harry and Meagan Markle Saturday morning. The rest of us gathered at the bar/breakfast room at a reasonable AM hour and caught bits of the event in progress. Yes, I must admit the goings on at the lovely chapel of Windsor Castle was a little distracting, but I was a bit more interested in coffee and breakfast. Inexplicably, nary a Morgan was in sight on that lovely day in England.

The scheduled rendezvous for our Saturday scenic drive was 10:30 AM,



and once again luck prevailed. One, the royal wedding was just about wrapped up (except for the post wedding commentary), and two, the pending rain in the forecast had moved from mid morning to mid to late afternoon. Hopefully, the drive and lunch would be over before the rain came. After starting up, we decided to reposition in the front circular drive of the inn for a bonus photo op. Once completed, drivers and passengers manned their cars and we proceeded all of maybe 2 miles before coming to our next photo op – the 'Bush Chapel' just down the road from the Walkers Point Bush compound. Here the cars were lined up with a view of Kennebunkport and Wells, Maine in the background across the water.

Then we started off on the scenic drive proper. Continuing along the coast, we passed Walker's Point (Pres George H Bush would arrive the next day so we didn't honk our horns as we went by or stop for tea) and drove north on some truly spectacular winding country roads towards Cape Porpoise – perfect for Morgan cruising. We passed lovely seaside homes with frequent glimpses of the rocky Maine shoreline while exchanging friendly waves with the locals (as aforementioned).





Photos:

Top: Meredith, Lara, Marsha and Kathy in their 'fascinators'

Middle: Boys take their turn – Barrie, Jamie, Charlie, Jim

Bottom: Boys ready for lobster. Meredith – "Who ARE these guys?"

Opposite Page:

Top: Perfect (well, almost) lineup

Bottom: Breakwater Inn chef prepares the lobster bake

Doubling back to the south through Kennebunkport we continued on Routes 9 and then 1 through Wells to Ogunquit and then back to the coast to the very picturesque Perkins Cove. It was here that Marsha and Jim had selected our lunch stop at Barnacle Billys. OH wait, hadn't we just had breakfast? Nah, that was HOURS ago.

The cove was thick with tourists, so we paid \$15 per car to park in a lot across from the Restaurant, which was only fair considering (according to Jim) that the restaurant owner (not sure if his name was Barnacle or Billy) had just paid over \$3M for the lot. They had set up a nice big table for us with a harbor view and all enjoyed a leasurely social lunch.

As we mounted up for our return drive to the inn after lunch, a change in weather was definitely in the air; but amazingly the pending rain did not begin until shortly after we had arrived back at the inn and the Morgans were tucked away with tonneaus and covers in place.

There was barely time for some unstructured free time (and yes, more royal wedding post critique) before it was once again happy hour and the group convened in the bar. Several of the ladies had snuck in a quick shopping trip in town and arrived properly attired in royal wedding fascinator hats. Not to

be outdone and in the spirit(s) of things, several of the guys took their turn with the English formal head attire.

Since the rain had now arrived, the inn set us up in a lovely private room for our Saturday evening indoor 'lobster bake'. A few of the guys, at least, couldn't wait to dig in to the steamers, lobster, baked potato and corn on the cob, all prepared outside in traditional Maine lobster bake style. Conversation ratcheted down several tens of decibels as everyone attacked their lobsters.



All was finished off with a delicious blueberry cobbler.

The Baxter's, staying at another B&B down the road, took their leave soon after and had to drive back in the rain. Gordon had earlier told me that it had taken him several hours to unfold, lay out, warm up and stretch the top of his 4 seater and then attach it to his Morgan – the first time he could remember doing so for MANY years. As it turns out, in foresight, that was a good idea.

Everyone reunited once again for a hearty breakfast Sunday morning, before packing up and hitting the road home. Somewhat reluctantly, the last car to leave, I drove away from the inn. Another Maine Lobster MOG was history. In parting comments, several participants had told me that, although the Breakwater Inn was a pleasant experience, a return to Kennebunkport for a Lobster MOG reprise was probably a non-starter. So, we will have to come up with a new venue for next year – perhaps a return to Harpswell, perhaps not.



Photo: View of Perkins Cove from Barnacle Billy's



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The Greenwich Concours d'Elegance June 3, 2018

Steve Schefbauer

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Photos:

Top: Just part of the Briggs Cunningham Collection **Bottom:** Only those with BIG wallets enter here



This year, the cars of Briggs Cunningham were featured and the organizers amassed the largest collection of Cunninghams, from all over the US, ever to appear in one place including a C-3 Coupe owned by Jay Leno.

Briggs Swift Cunningham was born into wealth. His father, President of Citizens Bank and a Director of the Pennsylvania Railroad, had opportu- nely invested in a fast growing soap company started by two of his friends, William Proctor and James Gamble.

Briggs married Lucie Bedford whose father was one of the founders of Standard Oil. Need I say more about wealth! Briggs could have been any- thing he wanted, what he chose was being the ultimate sportsman. Expert

golfer, terrific tennis player, crack pilot, world class sailor and competitive racing driver who built his own cars as well as driving for other marques. He and a few friends created The Sports Car Club of America and Briggs was solely responsible for creating the white with blue stripe colors that became the standard American Racing colors. It is said that when you were out with

“Mr. C” you didn’t stand a chance of picking up the tab. He was that incred- ibly generous.

If you looked across the water, at the beautiful Delamar Hotel dock, you would see the Olin Stephens designed 12- meter yacht, The Columbia. It was Briggs that Captained that boat to victory in the 1958 America’s Cup. The

Photos:

This page:

Top:
Jaguarr SS beautifully restored

Bottom Right:
Conningham’s RS4

Opposite page:
Top:
Very nice Austin-Healley 100M

Bottom:
Cunningham’s 1958 America’s Cup winning 12 meter yacht Columbia



boat itself is based out of Newport RI and can be chartered, for a three hour cruise, (No this ain't Gilligan's Island) for a cool \$2500.00. Not bad when you consider it holds 10 comfortably so, all things considered, \$250 per person is affordable.

Getting back to the Concours, Bonhams had a two day auction of assorted collectable cars, Wayne Carini had his crew filming an episode of "Chasing Classic Cars", the judging for each class was done by the "Crème de la Crème" of motorsports and every car there was the best restoration job I have seen. Besides the Cunninghams, Jaguar SS, XK 120, XK 140, early MG's (F1,J2,TA), a fine collection of vintage motorcycles were also represented. But not a single Morgan! I know this is an 'Invitation Only' event but gees, can't we lobby the organizers next year to include one of the club members restorations?

Absence of Morgans aside, this is an impressive show comparable to a smaller version of the Pebble Beach Concours. The \$40 admission is well worth it and does go to a very noble charity. If you have never attended, you need to see it at least once for, if nothing else, a multi-layered lesson in automotive history.



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The 3/4 Morgan Group Ltd EVENT CALENDAR 2018

<u>DATE</u>	<u>EVENT</u>	<u>HOSTS</u>
July 15	British Car Day Old Rhinebeck Aerodrome Rhinebeck, NY	Jim Nichol <i>jhalfdime@aol.com</i>
Sat. Jul 28 9 AM - 3 PM	BRITISH MOTOR CAR SHOW Adirondack Triumph Association Celebrating 40 Yrs of the ATA Saratoga Auto Museum, NY	Erik Gebbhardt <i>erikgebmg@gmail.com</i> 518 371 3908
Jul 28 10 AM - 3 PM	SHOW OF DREAMS 2018 British Cars of New Hampshire Hudson, NH	register on website <i>bcnh.org</i>
Sept 2	LIME ROCK HISTORICAL FESTIVAL Sunday in the Park Concours	Steve Schefbauer <i>sschefbauer@aol.com</i>
Sept 14-16	BRITISH INVASION Stowe, VT	<i>www.britishinvasion.com</i> for registration and hotel info
Sept 16 8-10 AM	Caffeine & Carburetors Waveny Park, New Canaan, CT	Tom Smith <i>tsmith@thomassmitharchitect.com</i>
Sept 21-23	Autumn MOG Jiminy Peak Resort, Hancock, MA See page 28 for details	Chair Frank Wnek, Co-chair Maura Hall <i>wnek_fm@comcast.net</i> 207-729-6300
Oct 5-7	British Legends Weekend Falmouth, MA Morgan a featured marque	Cape Cod British Car Club <i>www.capecodbritishcarclub.com</i>
Oct 21 8-10 AM	Caffeine & Carburetors Waveny Park, New Canaan, CT	Tom Smith <i>tsmith@thomassmitharchitect.com</i>
Nov 16-18	MG JAMBOREE 21 Safety Harbor, FL <i>www.fsmgcc.com</i>	Florida Suncoast MG Club Gail Lenhard at 727-521-9890 727-452-1752

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.

LOBSTERMAN RETURNETH (AGAIN)

New Jersey Clambake Tradition Continues

Fred Cohen with photos by Lita Cohen

Morgans and Maine, lobsters in New Jersey? Yes. But it is only at Jeri and Bob Cohn's annual Spring event. Each year just before Jeri and Bob pack up to leave for two months in Maine they bring a bit of Maine to New Jersey.

This year the threat of rain did little to deter our hungry group. Word has spread throughout the New Jersey/ Atlantic area and beyond, and this year the turnout was the largest ever. No one has kept a record but Bob guesses that they have been hosting this event for about fifteen years!

Twenty eight 3/4 Morgan Group lobster eaters and nine Morgans were in attendance. Three well turned out Plus 4s and six Plus 8s filled the driveway. The Mandels arrived premiering their new four seater Plus 4 which they had just purchased to replace their Plus 8.



Photos:

Top:
Host and Hostess, Mr & Mrs Lobsterman.
Watch out Bob. I think her claw is bigger!

Bottom:
Morgans line the driveway unnoticed. After all,
there are lobsters to be had!





Reny and Bill Willoughby again made the longest drive coming from their home in Pennsylvania. Others at the event included the Hellers, the Wundermans, the Mandels, the Kobals, Jane Mattson and Steve Shapiro, Dawn Heflin and Jim Nolan, Peggy Newton, Susan Rho and Dean Meyer, Art Greenberg, Debbie and Bob Perry, and the Cohens. This was a LOT of lobsters, and Lobsterman Bob managed to recruit two lobster sous chefs, Steve and Marc, to help prepare the beasts. Newcomers to the group were Jim Morgan and his wife who are about to start on the restoration of a Plus 4 that has been sitting unused in their garage for more than ten years.

Our Maine luncheon started with chips and dips followed by clams fresh from the ocean. Next came the steaming lobsters, delicious as ever, along with corn and potatoes. Dessert was brownies and ice cream with blueberries.



It is always a pleasure to see that no matter how far apart we live or how long ago since we last got together there is a bond between Morgan people that is immediately renewed at events such as now traditional New Jersey Lobster MOG.

Fine weather and another great Lobster MOG in New Jersey. A wonderful meal that had us all toasting Jeri and Bob. What a wonderful summer prelude. Bon voyage and best wishes to them for a happy summer in Maine.



Photos:

This page,:

Top:

Shelly and Janie sneak off to talk cars.

Left:

Even more Morgans by the house.

Opposite page:

Top:

Lobsterman and sou chefs Steve and Marc

Bottom:

Bring on the lobsters!
That's what we came here for!

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2005 Morgan AERO 8 Silver, Blue leather, 10.5K miles

2005 Morgan AERO 8 Silver Shark Metallic, Navy Blue leather, 34K miles

2005 Morgan 3.0 V6 ROADSTER Dark Silver Metallic, Yarwood Pale Grey

2005 Morgan 3.0 V6 ROADSTER Rolls Royce Garnet Metallic, Yarwood Chocolate leather interior, piped in red

2005 Morgan 3.0 V6 ROADSTER British Racing Green Metallic, Butterscotch leather

2003 Morgan PLUS 8 35TH ANNIVERSARY EDITION, Jaguar Platinum Silver/Muirhead Mulberry Leather Sport Seats

2003 Morgan PLUS 8 35TH ANNIVERSARY Bugatti Blue/Black leather with blue piping

2002 Morgan PLUS 8 LEMANS '62 BRG body-white hard top/Black leather // RIGHT HAND DRIVE - #01 OF 40

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

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

1964 Morgan PLUS 4 DropHead Coupe LHD, BRG/Camel Tan leather

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

1955 Morgan PLUS 4 Four Seater DHC Two tone Baby Blue over Light Steel Blue, Grey leather

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Gathering of the Marques

Sunday, September 2, 2018

Lime Rock Park, Vintage Fall Festival

Last years event garnered two trophies for our club members.
Jonathan Kinghorn won “Best British Car” for his 1960 Plus 4
and Mike Virr won the “Judges Special Award” for his 1934 Riley.

Lime Rock Park is always a great venue for it’s beautiful scenery and the fantastic vintage cars on display around the track and at the Concours on the main straight.

Tickets can be purchased, in advance on line at limerock.com or at the gate.
Plan to arrive between 8:00 AM—9:00 AM. Please let me know if you are attending.

Steve Schefbauer sschefbauer@aol.com (203) 459-4959

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The Morgans, Morganeers and Sports Cars of Summer

Photos from the Farthest North Dustoff,
New Jersey Clambake, Greenwich Concours,
NEAM Father's Day Car Show and
Bristol British Motorcar Show





FOUR RED HERRINGS

What I Found Out About My Car's Past, and How I Learned It Jonathan Kinghorn

I bought my two-seater Plus 4 from former member Ira Grandberg of Mount Kisco, New York, in 2016. He told me he acquired it in 2011 from a “serious collector” from Vermont and that it had been rebuilt four years earlier. He also shared the chassis number (4303), receipts from Morgan Spares, and a title document identifying it as a 1960. What more could I learn?

First Things First

A chassis record obtained from Morgan Motors revealed that when #4303 left the works—in September 1959—it was ivory with red upholstery (a big surprise). It confirmed the car retains its original engine and gearbox, has had wire wheels and disc brakes all along, and was shipped to Fergus Imported Cars. The car retains its Fergus stock number plaque, but their records have long-since vanished and can't tell me anything more.

Researching the early history of an older car can be particularly challenging, but I had a mega-humungously-big piece of luck. Spider recalled that a previous owner of #4303, Sherwood Cornell of Glens Falls, New York, had written to *The Morganeer* in 1989 seeking information about the car's past. I don't know what response he got, but his letter includes details of three owners



obtained from the Connecticut DMV. Pre-1962 data had already been deleted by the DMV in 1989, and the information preserved in this letter has gone from there now too, so I am extremely fortunate to have it.

is from June 1962, when it was sold as a used vehicle by Faiola Brothers Imported Motor Cars of Farmington, Connecticut (next to West Hartford). They were not a Morgan agency, but a large dealership that carried a wide range of new and used vehicles. I suspect the first owner traded the car in there, and therefore likely lived in the Hartford area. But I think they bought the car directly from Fergus because I have not been able to find any Morgan agents active in Connecticut before 1962, and did so early in 1960 because it is not titled as a 1959. The car's first owner only kept it two years, and its next custodians were Robert A. Phillips (1962-7), Albert J. Poulin (1967-8), and Bruce Murray (from 1968), all of whom lived in Hartford or

Early Owners

Like Sherwood, I am unlikely to find out who the first owner was because official data have been destroyed, but I do have a few clues. The earliest official record of #4303



East Hartford. Online searches yielded little about Robert Phillips and Albert Poulin, and nothing about Bruce Murray. Albert Poulin was born in Canada in 1916, worked as a mail carrier, and died in 1998. Attempts to contact his children have been unsuccessful, but he owned the car for just 11 months when they were young, and they may not have much to tell.

I had much better luck Googling Sherwood Cornell. He died in 2014, but I found an informative online obituary which gave me his son's name, and after more Googling I snagged valid contact information. The son was delighted to reconnect with a car that had been a huge part of the family's life for 15 years. We talked for 45 minutes about his father and the car—and I'm going to drive over in the Morgan to learn even more (and ride in his Shelby Cobra).

From the Horse's Mouth

Sherwood gave #4303 a frame-off restoration! Fortunately, because his son observed at close quarters—and sometimes helped—he had lots to tell. Sherwood was a mechanical engineer who made medical instruments and a gifted artist who, in his spare time, restored art and antiques for museums

**SEE THE NEW JAGUAR XK-E
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Faiola Bros. has received an XK-E Coupe a few days ago. Along with our other very cooperative Jaguar dealers, we were first chosen to display this automobile in the state of Connecticut.



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hammer blows (vandals or falling fruit?). Since there were no transfers of title recorded in Connecticut after 1968 it seems likely that it was Bruce Murray who dumped the car. Checking his East Hartford address on Google Maps revealed that he lived in a mobile home park, and that the easiest orchards for him to get to would have been those in adjacent Glastonbury. I've written to the ten closest orchards in business today, but none of them seems to have been the one.

and dealers. He was also a pistonhead who owned an Austin-Healey 100 when he was 19 and a string of performance cars thereafter (mostly Jaguars and Porsches). His wife approved the Morgan project, however, only on condition that he financed it entirely with income from his restoration work.

The car was derelict when Sherwood acquired it in 1984, having been abandoned under a tree in a Connecticut orchard since about 1976 (a huge surprise!) It had gained primrose yellow paint and black upholstery, and its wings were covered in what looked like

The rescued car was hauled to upstate New York on a flatbed truck, taken to pieces, and rebuilt meticulously using stainless steel fasteners. A new tub frame from Morgan Motors was assembled, waterproofed with marine two-pack epoxy, and given an aluminum skin. Its rear wheel arches are three-ply oak, soaked in the back yard, treated in a steamer improvised from an old Weber grill, and formed in a home-made jig. The car was painted locally in Sherwood's favorite Jaguar British Racing Green, treated to a Connolly Leather interior, and fitted with new chrome wire

Photos:

Opposite page:

Top: Ira Grandberg driving #4303 at Cars and Caffeine, New Caanan, Connecticut, 11/3/2013.

Bottom: The Fergus stock number plaque on #4303."

This page, Top: This ad, published on January 15, 1962, was one of many placed by Faiola Brothers in the Hartford Courant.

Bottom: #4303 gaining a new identity. Massachusetts plates being fitted at Morgan Spares in Copake, NY, in November 2016.





wheels. For 4 ½ years something was done to advance the project every single day, and Sherwood was extremely proud of completing his first car restoration in 1989.

If Not One Way, Then Another

Sherwood drove the rebuilt car for a decade, but never far or fast because he was concerned about a main bearing, and sold it in 1999 to make way for a replica of James Dean's Porsche. His son told me the Morgan's new owner was from Ticonderoga, New York, and too eager to bother with a road test! Unfortunately, he couldn't give me a name, and there are no title or registration records. Other than the National Vehicle Title Information System's record of a New York title being issued in April 2007 (which the state's DMV doesn't have), the trail went cold.

Meanwhile, I started a new line of inquiry working back from my purchase of the car. An online article by Ira Grandberg revealed that he bought it at the Tanglewood British Motorcar Festival in June 2011. Ira promised details of the "serious collector" but never produced them, and the Vermont DMV couldn't locate any data. So, what to do?

In a creative moment, I emailed the organizer of the Tanglewood event on the off-chance that records might have been kept. He responded with contact information for the owner of the only 1960 Plus 4 registered in 2011—who proved to be the car's vendor. Gino Piscopo of Woodstock, Vermont, is indeed a serious collector who restores, rallies, and races classic sports cars. He has owned several Morgans, currently campaigns a 1959 Austin-Healey 3000 and a 1967 Morgan 4/4, and is restoring a 1960 Sebring Sprite. He bought #4303

on eBay just a few weeks before the Tanglewood show, and was very happy with the car, which he understood had been restored in 1997 (red herring!). Gino Piscopo showed the car locally, did a few rallies, and hadn't planned on selling at Tanglewood—but Ira Grandberg was evidently both smitten and persistent!

The car had been listed on eBay in April by Michael Tomaselli, who bought the car—you guessed it—from Sherwood Cornell in 1999! Michael Tomaselli has lived in several upstate New York towns, but never in Ticonderoga (another red herring). He kept his "beloved Morgan" in a heated garage, and drove it only in summer—but didn't use it much because he found the cockpit uncomfortable. Nevertheless, in about 2007 he had the engine and transmission completely rebuilt, and reportedly replaced the wheels and brakes—which may be the "rebuild" that Gino Piscopo and Ira Grandberg were aware of (and explains the new title). With this missing link owner identified, the car's provenance is established back to the dealership that sold it when two years old in 1962!

Was It All Worth It?

Thanks to some diligent sleuthing, I now have an almost complete ownership history and a growing amount of information adding flesh to its bare bones. I learned far more than expected and had a few surprises along the way. To save future owners from repeating the exercise, I've created a history file that I hope will stay with the car and get updated (documentation collected by at least two past owners has been lost). Am I done? No! There will always be leads to follow up and questions to

answer. But from here on I'll likely experience diminishing returns as information becomes progressively more challenging to unearth.

Endnote: Beware Badges

Remember my 1983-8 Lime Rock Fall Vintage Festival dash plaques (Nov/Dec 2017 issue, p.9)? Well, it turns out that they don't after all signify a racing heritage or the car's presence at the first six of these events. Although they may have been given to people who raced at Lime Rock, the plaques were also sold in the store until dropped in favor of the cheaper pins carried today. Furthermore, I now know that between 1983 and 1988 my car was either derelict or being rebuilt; it was not present then, or for 11 years afterwards. The badges are another red herring, evidently added retrospectively by Sherwood Cornell (who went to the events sans Mog) or Michael Tomaselli—but they are still an attractive feature of the car, even if they don't really belong to it.

My car also sports a badge from MOG 80, an event in the UK organized jointly by the Morgan Sports Car Club and Morgan Three-Wheeler Club to mark Morgan Motor's 70th anniversary in 1980. The shindig was held in Malvern, and attracted enthusiasts and cars from around the world—but not, alas, mine (which was derelict at the time). The badge was added by Sherwood Cornell, who was not among the attendees, and is yet another red herring!

Photo:

Above: Cloisonné enamel dash plaques from the first six Lime Rock Park Vintage Fall Festivals, 1983-1988, on the tool box of my car—which was not present at any of these events.

NEAM FATHER'S DAY EVENT

June 17, 2018

The Lockwood Mathews Mansion Norwalk, CT

A Promise Kept--37 Months Later

Steve Schefbauer

For the second year in a row, Morganeers gathered at the Lockwood Mathews Mansion in Norwalk CT on a beautiful Sunday for camaraderie, picnicking and general rabble rousing, with proceeds going to The New England Automotive Museum. Those present included: Ted & Andrea Lucas, (Car) Bob Costanzo, Ethan & Shelley Saffer, Rod Griffith, Ann Marie Daniel & Steve Schefbauer, Spider Bulyk and a fashionably late appearance by Erwin & Ellen Dressel.

I had arranged, with Mike Scheidel (Founder & President of NEAM), to have a section reserved for The 3/4 Morgan Group and he did not disappoint. The perfect place for a hot summer day, a shady spot right under a large spreading tree, was provided for the group.



The featured marques for this year's event were the Dodge Viper and the BMW 2002 Series, celebrating its 50th Anniversary this year.

A wide and varied field of hot rods, custom cars and race cars rounded out the selection of entrants and all were in pristine condition. The star of the show, and in a place of honor, with the Mansion in the background, was the beautiful and unusual 1954 Kaiser Darrin. An unusual feature of this car was the doors, which instead of being hinged, slid on tracks into the front fenders. The car's front grill, as one writer com-

Photos:

Top: Morgans at the mansion

Bottom: Mostly in the shade



mented, looked like it “wanted to give you a kiss”. Only 435 Kaiser Darrins were produced and this one is from the collection of the late Malcolm Pray, a hugely successful automotive dealer in Greenwich, CT.

Now, about that “A promise kept”

fable. It seems that, about, 37 months ago, at the Brits by the Sea event at Harkness CT, attended by both Spider and Ethan Saffer, among others, Ethan had taken the “Land and Sea” route from his home, across the Pond (Long Island Sound), in Port Jefferson, NY.

As it turned out, Ethan won a trophy but had to leave early to catch the ferry back home. Spider accepted the trophy for Ethan and mailed it to him. So grateful was Ethan that in a note to Spider he said, “I owe you a beer!” ‘Yeah sure!’ thought Spider.

Fast forward to June 17, 2018, the first time Ethan and Spider had been reunited in 37 months. Spider arrives, greets everyone and is promptly presented with a frosty cold can of Fosters Lager (the official brew of Australia, affectionately referred to as “The Oil Can”) from the hand of Ethan. With a grin on his face he said, “I promised you a beer and here it is”.

WOW what a guy!! Now that’s the kind of guy that reads *The Morganeer*.



Photos:

Top: Ethan, Rod, Steve and ‘Car Bob’

Bottom: Spider chatting up Ann Maria with Fosters in hand

WHEN THE CAT'S AWAY

Winter Storage Nightmares John McNulty

My 1965 Mini Cooper S had a couple of mice die between the firewall and the sound insulation. What a smell but easy to extract. A girl friend of ours stopped by with her Subaru with a terrible smell in the cabin. Seems a mouse chewed through the plastic screen covering the intake for the ventilation system and got down into the "rat" cage fan. I told her to sell the car.

Sure enough, while checking the engine compartment of the 2003 Plus 8, I found where a mouse had gnawed through the unprotected insulation on the cold air box of the ventilation system against the firewall. Thank goodness it had left. I made a simple sandwich of two piece of expanded air craft aluminum and a piece of filter material. Six

self-tapping screws secure the piece. It looks like it belongs and no more threat of a mouse invasion. I am not sure when Morgan started using this ventilation system and I would guess the V6 roadster is the same.

Thanks John. And please keep those Morgan invading rodents on your side of the NY border. ed



Photos:

Top: Before the fix - evidence of rodentia

Left: After the fix. Just don't EVER use the heater!

FATHER'S DAY

What better thing to do on Father's Day than go for a ride in Dad's Morgan.
Drew Wnek and daughters Amelia and Audrey.



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THE BRISTOL MOTORCAR FESTIVAL 2018

Alison DeKleine

This was our third year attending the British Motorcar Festival in Bristol Rhode Island, a fun local event for Morgan and me. Hosted by the same organizers as the British Invasion in Stowe VT, it was well organized and offered a gamut of activities. This year's event saw a smaller turn-out than previous years so the festivities were limited to just Friday and Saturday events.

We kicked off the weekend with the 100 mile Hidden Highway Tour. The meandering rally took us through forgotten back-roads and included visits to scenic secluded beaches. The weather was warm enough to enjoy having the top down on the Drophead, without overheating any touchy English engines. We finished our journey at the Greenvale Vineyards where the participants regaled the day's adventures over a glass or two of local wine and a packaged lunch.



The Drophead drove well on the tour and gained a lot of attention. And after a quick stop at home we really confused people later that night when we attended the Bristol street party with the blue 4/4 four-seater. This tickled us as we always enjoy poking a little fun and messing with peoples' minds.

Photos:

This page, Top:

Crossing the Mount Hope Bridge

This page, Left:

Morgan driving his Drophead
"Where is this place anyway?"

Opposite page:

Top: Red and Blue Jaguars -
HUGE whitewalls

Bottom: Lined up at the beach

The street party was a great community event held in the heart of the city in a beautiful waterside park with British music and great local vendors providing food and libation. Beautifully polished British cars lined the streets and a few of us were lucky enough to get a coveted parking spot on the lawn overlooking Bristol harbor.

For Saturday's main event, we found ourselves at Colt State Park, a historic sprawling recreation area considered the gem of Rhode Island's state parks. The large show lawn offered a spectacular view of the Narragansett Bay and a nearby bike path gave passersby a glimpse of the fabulous vehicles on display. The weather was ideal and it brought a large and diverse crowd of spectators full of admiration and enthusiasm.



There were the usual cast of vehicular characters in attendance including three Morgans; Jamie Goodson's 1989 Plus 8, Morgan's 1961 Plus 4 Drophead Coupe, and his 1980 4/4 4-seater. It was Morgan's Drophead Coupe that took home the Best in Class. Among the other head-turners at the show was a

two tone Jaguar Mark VII Saloon, a 1953 Nash Healy, and a Rolls Royce Silver Cloud Series 1 that won Best in Show.

We look forward to participating in the event again next year, and hope to encourage more Morgan owners to join in the fun.



AUTUMN MOG 2018

Jiminy Peak Resort Hancock, MA

Maura Hall Autumn MOG Co-chair



photo: Shaker Hancock Village - site of the Concours

TO GATHER *verb* gath-er\ 'ga-t̩hər - to bring together into one group, or place: to bring together or assemble from various places, sources, or people.

Webster's dictionary summarizes the definition of gather as

- to bring (things or people) together into a group
- to choose and collect (things)
- to get or take (things) from different people or places and bring the together
- to cluster around a focus of attraction

We have lots of ways as people to talk about gathering. We get together, we assemble, the list goes on. But let's think about it from a Morganeer's point of view. Those somewhat vague synonyms take on a much more specific meaning for us. We *collect* Morgans. We have *meets* We *accumulate* parts and regalia. We *rally* together, of course, for rallies! We *hang out* in hospitality. We *congregate* at concours. And we have the best way of all to summarize all that gathering into one powerful verb -- WE MOG!!!

I am looking forward to Autumn Mogg-ing with all of you soon, so get your registration in and your name on the list of those who will be gathering this September!

To Mog or not to Mog, there is no question!!

Frank Wnek Autumn MOG Chair

Arrangements for ALL the events which comprise our club's traditional BIG event of the year, Autumn MOG, are in full swing. The Jiminy Peak Resort in Hancock, MA (just south of Williamstown, MA and close to the NY border) has a block of rooms

ready for your reservations. Call 413-738-5500 and mention you are part of the 3/4 Morgan Group. Suites with king sized bed and fold out sofa in sitting area available at \$129/night plus tax. The Hospitality Suite will be set up on Thursday afternoon for the enthusiastic Thursday early arrivals.

This is YOUR Autumn MOG team – those who have stepped up to help out putting the event together.

Autumn MOG Chair: Frank Wnek

Autumn MOG Co-chair: Maura Hall

Admin/Registration:

Marsha Carter/Shayna Loeffler

On Site Liaison:

Richard & Elizabeth Williams

Autocross: Scott Willoughby

Concours: Brent & Anne Follweiler

Rally: Jim Nichol

Hospitality:

Alison DeKlein and Morgan Malone

Auction: Tom Austin

Several of you indicated in our response to the Autumn MOG survey volunteered to help out with the Hospitality Suite/Registration. We will be contact-

ing you soon to set up a schedule (and thanks for volunteering). We will also need some additional volunteers to help with set-up, take-down and during both the concours and autocross events. You can let us know if you are willing to help out when you send in your registration and there will be sign-ups at the Registration/Hospitality Suite when you arrive and check in.

There will be several new and interesting off-site venues for several of the events at this year's Autumn MOG. With Lebanon Speedway not available for our autocross this year, our on-site liaison members, Dick and Elizabeth Williams, have found and arranged for us to use a mall parking lot at a partially closed mall in nearby Lanesboro. This year's concours will be held at the nearby Hancock Shaker Village, on a large grass field surrounded by picturesque buildings of the village, highlighted by the large round stone barn. Those interested can purchase tickets to tour the village. Coffee and lunch will be available at the village cafeteria.

For the Friday night optional dinner we will gather in the traditional colonial pub atmosphere of the '6 House' in Williamstown. See the Autumn MOG registration form to sign up for the 4 entrée choice fixed price menu.

Our gathering place, hospitality suite and registration will be a ground level condo in the ski patrol building, with plenty of room for gathering, socializing, etc with spacious indoor and outdoor patio sitting space. The suite will be set up and ready for you mid afternoon on Thursday for the early arrivals.

Here is the general schedule for the weekend:

Thursday Sept 20

PM Early arrivals, gather at Hospitality Suite dinner on your own

Friday Sept 21

Autocross 10:30AM – 4 PM
Berkshire Mall Lanesboro

Arrival/check-in/informal gathering
Hospitality Suite

Dinner 6:30 PM
6 House Pub Williamstown

Saturday Sept 22

Concours 10 AM – 1 PM
Hancock Shaker Village

Rally Starting from the village on completion of concours

Awards Banquet 5:30 cocktail hour/
6:30 dinner, silent and live auction then awards presentations Greylock Room
J&J Lodge at Jiminy Peak Resort upper village

Sunday Sept 23

Club Board of directors Meeting

9:30 AM

Club Annual Meeting 10 AM

Farewells and departures

All arrangements have been made, awards and goody bag items ordered, posters printed and registration packets in work. All we need now is – YOU! Please fill out and send in the Registration Form found in this issue (it will also be distributed via email) and we will see you this Septemeber at Autumn MOG.

AUTUMN MOG 2018 CONCOURS

Brent and Anne Follweiler

Co-Chairs, 2018 Autumn MOG Concours

You may have noticed on the Registration Form that there is no reference to a Judged Concours and a People's Choice Concours, and no place to choose which one you would want to join. The reason for this is that for the past two years we have Co-Chaired the Concours we continued the tradition of having two kinds of Concours, but we added having the People's Choice winners in each of the seven classes go on to be judged exactly the same way as the cars which were in the Judged Concours. We hoped this addition would result in a true Best In Show car.

Interestingly, the first year one of the People's Choice cars won Best in Show and the second year one of the Judged Concours cars won. Therefore, this year we decided to have ALL the cars included in the People's Choice Concours. Doing this eliminates the confusion which resulted from having two separate events going on simultaneously, and it allows the Judges to enjoy the show for about an hour before they start judging the First Place Winners in each Class. The Registration Form only requires you to check off the Class to which you car belongs and to write in the car's year.

We are looking forward to your coming to this year's Autumn MOG and hope you enjoy the revised format.

TIME ONCE AGAIN TO COME TO
THE AID OF YOUR PARTY -
the 2018 Autumn MOG Auction Party

Tom Austin

2018 Autumn MOG Auction Chair

Do you remember the last Autumn MOG Auction you were involved in? If you're one of the great contributors to that event (or not), it's time to do it again! Search the attic, dig through the garage, send a search party into barn and basement, trundle through your book collection, scour the local flea markets, peruse eBay and Craig's List, visit your favorite mechanic and auto recycler and review recent catalogs you've been collecting. For what? To find donations to the Auction that will help defray club costs, hold down dues, ensure everyone at the auction has the best time ever, and, if you're not able to make the event (please do try to do so) you'll be able to feel like you've participated in both goods and good spirits in contributing so that, next year, maybe you'll be able to benefit from the Auction contributions of others.

Last year was a banner year for the Auction. Now, it's our chance to do it again, even better. Pledge now – what will you bring or send to generate good will and spirited bidding? Morganalia (and automobilia) not required. Last year (for the second year in a row), a 3-day weekend on Block Island seemed the most attractive item offered. Last year, I cautioned: "Most people won't get motivated by a matched set of used

spark plugs. Also, don't pledge wine and motor oil (or liquor and motor oil.) They don't mix well! Too much of either ruins the digestion (but a special vintage wine or liquor might do very well — hold the oil.)" And, surprise, no one offered used spark plugs or motor oil! Let's use that rule again.

Spend some time thinking about all the significant others at Autumn MOG. Not your other British car but the other people in your life. What might really get them engaged (or at least laughing uncontrollably) during the bidding? Do you have any prize items you won at an earlier Auction? Might it be time to recycle that Citroen 2CV sweater that never fit any better than the 2CV you road tested years ago, eh? Know someone with a waterfront house in Chatham, Rockport, Kittery or Lake George that would like to offer a weekend's use for us to auction off? Know of any underused ski chalets? 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)? Sports memorabilia or coveted tickets to sporting or entertainment events? Chat up friends with a corporate box or season tickets to get them to contribute some tickets. Because, of course, they really like you. Mutual benefit arrangements? Offer to show your car at their restaurant, bar, gaming center, bowling alley, fraternal organization for, say, half a day, in exchange for them pledging maybe a week's worth of breakfasts to be auctioned at our event.

Resort owners, inn keepers or hoteliers could pledge free or steeply discounted rooms. Offer to park your Morgan out front of their property on some promotional weekend to help attract passing traffic. Spend enough time at local vineyards and breweries? Go there (again) to convince them to promote their product by pledging (and giving you) some auction-worthy bottle(s) of their product.

Work your network of friends and non-Morgan-owning friends as well. What do they have they could contribute to an auction that would get you out of the neighborhood for a solid 3 day weekend?

HATS OFF AGAIN

Back by popular demand, we will once again be having a hat contest during this year's Autumn MOG concours. They can be frivolous, artistic, Morgan/auto theme or not, but they must be balanced without any assistance or visible support wires or bracing on your head. Prizes will be given for First, Second and Third Place at the Awards Banquet. Open to men and women, but just one uni-sex division. Here are Joanne Singer's winning ensemble from AM '14 and a couple of contenders (or is it pretenders?).



Morgan Motors OF NEW ENGLAND



V6 & +4 Replica Builds



The Morgan Motor Company has decided for the remainder of 2018 to supply us with a LIMITED number of +4 as well as V6 Roadster chassis to be finished domestically with the Ford 2.0L Duratec 4 cylinder or the 3.7L Ford V6 engines.

Every state has different replica/component build vehicle laws. We would encourage you to look into the laws in your state regarding registration/inspection.

We anticipate the base price of the +4 to be approx \$67,000USD and the V6 Roadster \$79,500 plus options, shipping/duty/customs clearance (approx \$4,500) into NY. Local taxes and registration fees not included in above pricing.

Get your build slot reserved early as we anticipate huge demand. A \$10,000 deposit is required to reserve a build slot. Please email morganspares@fairpoint.net for option list and further details or call 518 329 3877.

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AUTUMN MOG 2018

September 21-23, 2018

Jiminy Peak Resort

Hancock, MA

General Information:

Driver _____ Navigator _____

Address _____

Phone _____ Cell Phone _____

Email _____

Others in party _____

YOUR MORGAN(S) AT THE MOG: (If more than one Morgan, please submit the same information separately.)

Check off the CLASS of your Morgan from the following choices:

- | | |
|--|--|
| <input type="checkbox"/> Vintage (Flat Rad, Trike) | <input type="checkbox"/> Plus 8 Pre-1995 |
| <input type="checkbox"/> 4/4 | <input type="checkbox"/> Plus 8 1995 and newer |
| <input type="checkbox"/> Plus 4 (2 seats) | <input type="checkbox"/> New (Aero, Trike) |
| <input type="checkbox"/> Plus 4 (4 seats)/DHC | |

Year: _____

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

Event Details:

Friday Dinner (not included with registration) at the 1896 House, Williamstown

The '6 House Pub _____ # of guests x \$40 per person = \$ _____
 (Includes lobster bisque, entrée, dessert, tax & gratuity)

Please choose your dinner options below:

Chicken Marsala ___ *Sirloin Tips* ___ *Baked Scrod* ___ *Mushroom Ravioli* ___

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 \$135 per person = \$ _____
With exception of Friday Dinner or _____ # of couples x \$260 per couple = \$ _____

Please register by August 24. After August 24, please add a \$10 late fee. Thank you. \$ _____

TOTAL REGISTRATION FEE \$ _____

PLEASE INCLUDE A CHECK FOR THE TOTAL REGISTRATION FEE MADE PAYABLE TO: 3/4 Morgan Group LTD
 Mail registration form and check to: Maura Hall, 25 Webster St., Sarasota, NY 12866

SPIDER'S TECH TIPS

Air Bubbles in Fuel Line

Hi Spider,

I drive a 1995 +4 with the rover T16 engine, I've had a few problems as the car was laid up for about 20 years. It now runs very well until I get to about 1/2 a tank of fuel it then misses when I fill up its okay, so I decided to empty the tank thinking I must have water or old petrol in it. When draining the tank I noticed some air bubbles in the drain hose at about 1/2 tank the fuel was ok.

Is there some sort of swan neck fuel pipe in the tank that might have rusted through allowing air in as the fuel level drops. Any advice would be welcome as I don't really want to pull the tank out in the summer we don't get very much.

Thanks, George

Hi George,

Diagnosis at a distance is always dodgy, but here I go. There are several problems or possible problems. The best method would be to try to tackle them starting with the least intrusive and least expensive first. If this doesn't get you a good running car, you might indeed have to pull the tank.

A. DETERMINE WHAT THE BUBBLES ARE:

1. Assuming you drained the tank from the drain plug in the bottom of the tank (not by using a siphon from the top of the tank). If that assumption is correct, then "bubbles" in the fuel are indications of a separate phase in the liquid (wherein the two phases are non-miscible). There are only supposed to be a few different fluids in your car, most of which are not anywhere near the fuel tank (brake fluid, coolant, gear oil, engine oil, and of course gasoline). This leads me to surmise that the bubbles are un-dissolved water. Air would not bubble in gasoline.
2. Assuming you siphoned the fuel out from the feed tube (not where you put gas in but rather from where the engine takes gas out) and saw the bubbles in the tube at 1/2 tank the these would indeed be air-vapor-mix being drawn out of the tank with the fuel.
3. Either one of the above two would cause the engine to start to miss. Water of course does not burn well when compressed with air. Air would prevent the pump from pulling gasoline consistently from the tank.

B. WHERE ARE THE BUBBLES COMING FROM:

1. If it were water, then draining the tank and leaving it open for a while to dry should solve the problem. If it does not, then it is possible that the tank is leaking (from somewhere on the top: filler assembly, fuel level gauge sender unit, cracked solder around one of the feed tubes leading to the pump, etc. Not usual but not impossible. Examine the tank top and upper sides.
2. If it were air, AND if you siphoned the fuel out of the feed tube leading to the pump, then it is highly probable that the tube corroded halfway down the length of the tube (from the top of the tank to the screen at the bottom of the tank) creating small pin holes. When the gasoline drops below the pin hole, the pump pulls gas then loses suction intermittently. If the holes were large or if they get larger (corrosion does not stop), the pump will be

unable to pull fuel at all once the gasoline level has dropped below the pin holes.

3. There is one more possibility which is very possible but does not quite fit the symptoms. I mention it only so you think about it. The fuel pump (mechanical or electrical?) most probably has a neoprene diaphragm that actuates the "push pull" sequence to suck gasoline. If the diaphragm is old and cracked, it may not be able to pull fuel below a certain point. Personally, from what you've said, I do not think this is the cause.

C. REMEDIES:

1. If it is water leaking into the tank, you obviously need to repair or replace the tank. A shop can pressure-test the tank to insure that it has no openings (they apply pressure with all openings sealed off, if the pressure holds, then all's OK, if cannot build pressure then there's an opening).
2. If it is a corroded feed tube in the tank, it is possible to break the solder seam where the feed tube enters the top of the tank and replace the tube assembly with a new one. While you're at it, you can have the tank dipped (since it sat idle for 20 years) and recoated to avoid recurrence - you don't want to do this more than once.
3. If it were the pump, you can inspect the diaphragm and connections to insure no leaks, or have it replaced or rebuilt.

D. PRELIMINARY ASSESSMENT: Please do write back and tell me how you drained the tank when you spied the bubbles. It's important. Offhand, I would say that it's #2 above all the way through. The feed tube is corroded just at the half-tank mark and had developed some holes. This would be especially true if the car were at (say) half tank full during the 20 years of storage. The corrosion would occur right at the gasoline/air interface. A real life example of this for you (if I sound condescending, please forgive me, I don't mean to...just want to be sure you understand) is easily done by drinking a tall glass of water through a straw; make a pin hole (use a pin) in the straw under the water level and see what happens when the water drops below the pin hole.

E. BAD NEWS - GOOD NEWS: I'll start with the bad news. Assuming yours is a 2-seater car, the tank would have to come out. Furthermore, if it is a 2-seater, there is only one way out and that's down from the bottom. You could try to unsolder/resolder the feed tube with the tank in-situ but it's risky. The good news is that a local guy - one of our Area Captains, Pat Cyrgalis - here (not a mechanic but a carpenter) just pulled the tank on his 2-seater and wrote a piece about it. I can send you the PDF if you'd like.

There is one caveat: you may notice my responsibility in Miscellany is listed as "Early Plus-4 Technical Advisor". In the USA, this means from 1950 through the end of the TR2,3,4 engined cars in ~1968 or so. As a result, I did ask around a bit before writing back to you.

Please do let me know the specific method you used to drain the tank. I am here to continue to help if I can.

Run cool, Spider

OPINION EDITORIAL

COULD MY MORGAN BE POSSESSED?

Is There a Monster At The End of This Story? (Don't Look!) Frank Wnek

Sometimes I do think there is some supernatural power affecting the performance and disposition of my beloved Drophead Coupe. There are a lot of unexplainable things that go on as I am driving, or, from time to time attempting to start my car. Could there be some mysterious unexplainable cause for this?

It is well established that my Plus 4 Drophead Coupe is a boy. Therefore I do not feel the need to pamper it or treat it gently. Nor have I come up with a cutesy nickname for it. It is simply 'the Drophead', or, when being formally introduced to someone new and not a Morgan person, the 'Morgan Plus 4 Drophead Coupe'. And, no I do not pronounce coupe European style, with an accent on the 'e'. Nevertheless, I am fairly convinced that the Drophead does have emotions. It can certainly act happy or unhappy. Yes, guys have feelings too.

When I am driving to town on a two lane country road (Speed Limit 45) and the engine is humming along at about 2500 RPM (55 MPH on my speedometer, about 50 MPH in the real world) I can tell the car is 'happy' and doing its happy dance. I know the message is that this is where it likes to be – its happy place. But do I take this message to heart? Of course not. I decide to press the throttle pedal down and accelerate. And invariably at about 2900 or 3000 RPM the engine starts making this groaning sound. It's like it's saying 'Why do you want to do this? Please don't do this to me!' Of course I ignore that message as well.

And those aren't the only messages the car sends me. I'm convinced it has its own 'language'. I call it 'Moglish'. It has a whole series of creaks, rattles, rings, pings, rumbles and groans that it emits periodically. Very similar to the vocabulary of the great whales of the ocean. And like the whales, I'm sure it

is completely puzzled at why a human, supposedly the most intelligent of all creatures, cannot always understand its simple attempts to communicate. Good point, I guess. Perhaps I should study Morglish more seriously.

For instance, there is an off and on metallic ringing sound that seems to emanate from under the right side of the dash of my car. It seems to me that it has to be coming from the speedometer. But when it comes on I know (now) better that to stick my hands and fingers under the dash with the battery connected. That is a sure way to tease the gremlins and let all the Lucas smoke out of your electrical harness. (Been there!) And there are other noises of which I have discovered the meaning. Give me a little credit here Drophead. A squeaking of the doors means the car needs a shot of Powerlube in the door latches. Vibration of the steering wheel usually has one of several meanings. (You see, Moglish is no simple language). It could be a front wheel out of balance, low tire pressure, part of the front suspension bolts having come loose (usually the side struts from the crossframe to the side of the chassis, or the shim dampers having come loose.

Other messages from my Morgan that I have learned the meaning of include:

- a clunk when shifting translates to a loose nut on the u-bolts connecting the rear suspension springs to the differential (Larry Eckler translated this one for me)
- a rough running engine with low power means a spark plug wire has become detached.
- a metallic thunk from under one side

of the bonnet or the other after going over a bump means one of the bonnet latches has popped opened.

Just as a few examples. So you see, I am learning to communicate with my Morgan, and understand its language. I'm not so sure that the car listens to and/or understands some of the things I very politely say to it from time to time. But that could just be its rebellious nature. I think it just chooses to ignore me. HEY, who's the master here anyway?

Then there are the little puddles of oil that my car leaves on the floor of my garage. I must confess this is baffling to me. I am told that ALL Morgans do that. But I am not sure. I think it must be some as yet un-translated message its trying to communicate to me. But I must say, it is not very POLITE!

Which is not to say that these messages from my Drophead mean that it is possessed. That is probably too strong a word for it. But I am pretty convinced that it does have some gremlins. Admittedly, gremlins are, as a general rule, more benign creatures. But, you remember what happened to those cute, fuzzy little creatures at the end of the movie of the same name. They turned into – MONSTERS!



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