

The Morganeer

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2018

Vol 41
Issue 5

The Magic of Autumn MOG



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

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FROM THE PRESIDENT

Down to the Wire!

Welcome to the 40th annual running of the Autumn MOG Handicap here at Saratoga Race Track! This race is a great one to kick off the Summer Derby, the Traversers. Please welcome our honored guest, President of the Morgan 3/4 Group, Ltd. and co-chair of Autumn MOG Maura Hall, who is on hand for the event and will be calling the race. Get your bets in now, the horses are ready to run.

It's a helluva day and we are all excited for what we hope will be a spectacular event! Here's the lineup:

- My Radiator Leaks
- Tighten Your Bonnet Strap
- What Year Is Your Car
- Mine's The Blue One
- Do You Think It Will Rain
- Thank You For Your Registration
- Please Write Neatly
- Check's In The Mail
- Get Your Hotel Booked ASAP

As the horses approach the gate, we can see My Radiator Leaks looking a little the worse for wear. He has had a pretty taxing race season this year. I'll Mail It Tomorrow looks promising, and so does Tighten Your Bonnet Strap. Late entries Please Write Neatly and Check's in the Mail are moving into position.

Late scratch: Get Your Hotel Booked ASAP, a last-minute scratch for this race.

And they're off! What Year Is Your Car takes the lead with Do You Think It Will Rain close behind followed by I'll Mail It Tomorrow and My Radiator Leaks. Check's In The Mail is running hard a few heads away with Tighten Your Bonnet Strap coming up from the outside, putting on pressure.

Mine's The Blue One is trailing in the back with Thanks For Your Registration, then Please Write Legibly back a length.

Wow! I'll Mail It Tomorrow is moving up, Please Write Legibly and Thanks For



Your Registration riding to the side. But here come What Year's Your Car and Do You Think It Will Rain both making a break for it, neck and neck.

Mine's The Blue One is riding comfortably in the back of the pack, with Please Write Legibly and Thanks for Your Registration trading spots now.

Front winner What Year is Your Car is still going strong. Maybe this race will go post after all!

But wait! Thanks For Your Registration is hitting its second wind on the outside followed closely by Please Write Legibly and Mine's the Blue One. The three "also rans" are charging down the final stretch.

In an unbelievable turn-around, Thanks for Your Registration takes the 40th Running of the Autumn MOG Handicap!

The race is over! It's Thanks For Your Registration, followed by Please Write Legibly and a surprise third: I'll Mail It Tomorrow.

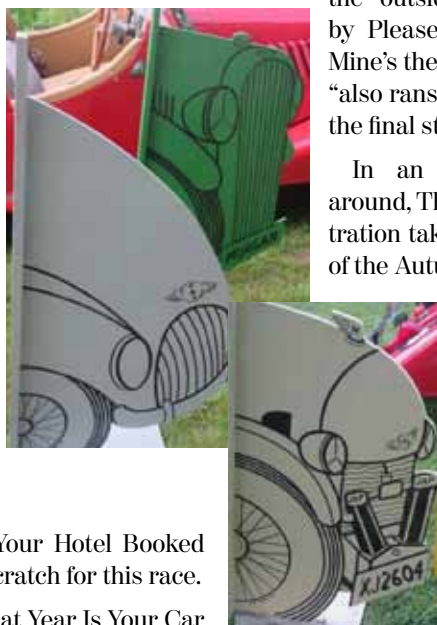
Again, look for that late scratch Get Your Hotel

Booked ASAP to make a return appearance soon!!

Well, one hell of a race. Congratulations to those who picked the winners!

To sum it all up: Thanks for your registration, please write legibly, mail it tomorrow, and I will see you at Autumn MOG.

Maura



FROM THE EDITOR

Well, we may not be able to pull a rabbit out of a hat, but I can pretty much assure you that if you come to Autumn MOG there will be some MAGIC! The MAGIC of determined and competitive drivers putting their cars through its paces on the autocross course – including perhaps some flying and even disappearing cones! The MAGIC of 40 some polished and shining Morgans and their proud owners on the Concours field. And just the spontaneous MAGIC that happens whenever Morgan owners gather to socialize, swap stories and venerate this iconic marque. You never know what might happen. It's just MAGIC! Don't you just want to be there?

And before we leave this theme; wouldn't you have to say that it is some sort of MAGIC that over 90 percent of the four wheel Morgans EVER built are STILL on the road? What other car company, surviving or not, can attest to that? And what about that same company once AGAIN offering their iconic, classic sports cars to the US market. There's no doubt about it, it's nothing short of MAGIC!

Coming back down to earth, there is but one late summer event to report on in this issue. Northern New England Area Captain **Larry Sheehan and spouse Sue** once again put together another of their excellent adventures on the Cape. Starting with a rendezvous chez Sheehan in Falmouth, they waited out the morning rain, the intrepid group of Morganeers having arrived 'hood up'. While fortifying themselves with strong coffee and accompanying breakfast pastries, Larry disappeared into his 'loft' and arranged somehow for the rain to subside and the skies clear. A bit more MAGIC? After the group decamped to the parking lot to stow their hoods in their 'proper' place in the netherworld behind the seats, they departed, led by fearless leader Larry, on a good and proper drive through the beautiful country roads of the Cape before arriving in Woods Hole for a well earned lunch. Yes, a most excellent Morgan adventure.

Also in this issue find an interesting and amusing 'historic' story by **Steve Scheffbauer** about another great adventure of his youth – his first road trip to Watkins Glen



in his TR3 with a couple of buddies in similar British sports car wheels. After several run-ins with the NY State Police and some local constabulary, including a cameo appearance in front of a classic country judge, they somehow make it to the Glen to cheer on their hero, famous Formula 1 driver Graham Hill. Although perhaps embellished JUST a bit after all these years, you still just can't make this stuff up.

We also have a short report, but with some excellent photos that also provided this issue's Centerfold, by members **Ken and Pat Kreuzer**, who attended the BIG UK Morgan event of the summer – The Thrill On The Hill. The event included a bazillion (well okay, several hundred) Morgans, a factory tour and culminated in a non-competitive hill climb up Prescott Hill open to all who attended. NON-COMPETITIVE – sure!

And as a final Autumn MOG inducement, President **Maura Hall** conducted a very interesting interview (via phone) with long time CT member **Henry Angel** concerning some interesting artwork he had created for an Autumn MOG way back in 1992. And the art he created for that event JUST might be making a cameo return appearance this Autumn MOG. Yes, yes – yet another reason to join the fun at Jiminy Peak Resort this September.

Speaking of which, as of this writing we have almost 60 participants registered for Autumn MOG. It is NOT too late to register and join us. There is room for more, and with the autocross, rally, concours, concours hat contest and some surprise special awards there is always a good chance of walking away with a reward for your efforts. So, as I have previously stated – “all we need now is YOU.”

The road goes on forever (but this month leads to Autumn MOG),

Frank

TO THE EDITOR

I loved the article “Four Red Herings” by Johnathan Kinghorn in the July-August Morganeer. Every old car has a past with adventures and colorful characters. When this is lost or unsearched for, a car is just a commodity in metal and wood, but that is not why I am writing here.

As I read the article I saw the name of an old friend and former 3/4 club member, Sherwood Cornell. I don't recall meeting him at any of the club functions, but just through the gatherings of the local Albany area Morgan owners. I was just starting my first total Morgan body restoration in the early 1980's, more of a complete reconstruction really, and I needed some help with the side panels. Just to put this predicament into perspective, my wife recently called on some neighbors to help me set up a large community party at our house. She told them that I needed help but would rather chew my leg off than ask for it. They all showed up and were incredibly helpful.

Back to the panel job, without being asked Sherwood showed me how to shape the angle on the metal edges, and how to make wheel arches. He also showed me the correct aluminum to use for Morgan side panels, and then he gave me the wheel arch buck he made and used for his roadster.

Sherwood was a problem solver who worked through difficult situations that would have stopped most restorers, or at least sent them to an expensive specialist. I proceeded to make three pairs of wheel arches on the Cornell buck, one of which is in my 1965 drop head coupe, another in a 1954 twin spare that I am just starting on and I believe the third pair is in Steve Manwell's 1954 4-seater Plus 4 #3192.

That buck is still in the attic of my garage and I would like to pass it on to someone who will make use of it, so contact me, John Haines, and make the ingenious and generous Sherwood's legacy live on.

John Haines



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:

☐ Vintage (Flat Rad, Trike)

☐ Plus 8 Pre-1995

☐ 4/4

☐ Plus 8 1995 and newer

☐ Plus 4 (2 seats)

☐ New (Aero, Trike)

☐ 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
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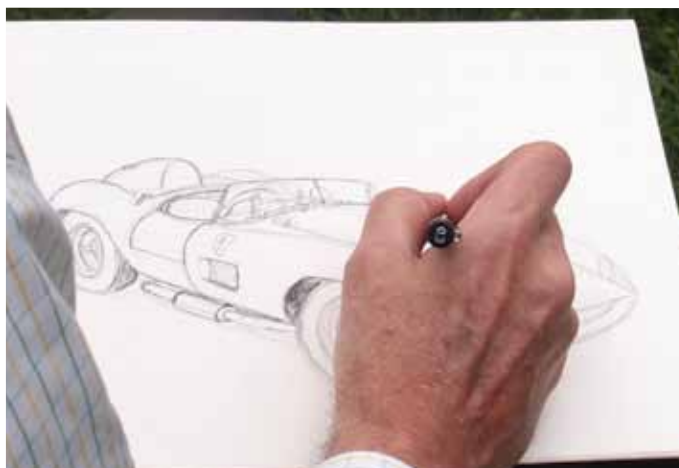
Editor's Note: Just after the last Morganeer hit the streets I got a polite email from Steve reminding me that this Addendum was meant to be part of his excellent report on the Greenwich Concours featured in the July/August issue. My apologies Steve. It was in the file. I just didn't get it into the Morganeer. Well, it works as a stand alone story anyway – if you're a Ferrari guy.
ed

ADDENDUM

Steve Schefbauer

When you walk into the entrance at the Greenwich Concours the first thing to hit your senses and excite the brain is the, too beautiful for words, 1957 Ferrari 335 Sport Spider Scaglietti owned by Peter Sachs (of Goldman Sachs). Sitting in front of this beauty is an artist sketching that very car and doing an incredibly good job. His name is Paul Chenard and he is from Nova Scotia, Canada. He was amiable, willing to chat and had postcard sized examples of his work that he gave out “First one free, \$2 for the rest”. I picked Sterling Moss in a Rob Walker sponsored Lotus 18 at Monaco in 1961 and thanked him. I didn’t realize, then, what an accomplished automotive artist he really is. You can see for yourself at Automobiliart.com, fascinating!

This Ferrari was later judged “International Best of Show”.



Photos:

Top: A close up peek

Middle: Paul Chenard at work

Bottom: Ferrari 335 Sport spider

Ted and Spider's Excellent Adventure

Spider dateline August 24, 2018

Sometimes total spontaneity is the best elixer. ed

Ted Lucas emailed me this morning - very early. "Hey, today's supposed to be one of the 10 best days of the year. What say you?" I answered, "lets go". He came by to look at my progress in the shop, then we took the long way around the (LI) Sound and up the CT River, had burgers and whisky for lunch sitting high up outside with a view of the long river, and drove back.

He drove in his Plus-8. What a beautiful car he's built (did it all himself, including paint and a bunch of trick items) and it so smoooooooooooooth. It was a mini vacation and I got some extra pump-up to keep moving on the Plus 4. Weather is just unbelievably delicious.

Ted's advice: "These are the most precious minutes; don't waste 'em".

Photo:

Ted and his Plus 8 (with Spider's Plus 4 in the background left)



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THE 2018 CAPE SUMMER MEET

Larry Sheehan



The morning broke with mild drizzle on the western shore of the Cape. The outer cape was pummeled with a downpour. And the mainland to the west and north was similarly being drenched. And yet there were those who had prepared their cars with “hood UP” and a generous treatment of Rainex (inside and out) for the morning run to Falmouth. Was it the promise of Coffee and Danish that carried the attraction? Perhaps it was the opportunity to lunch at the hallowed Landfall in Woods Hole or the driving tour of the hidden treasures of the back-roads of coastal Sippewissett, Quissett and Woods Hole. Whatever the motivation (conscious or instinctive), at exactly 10:30 AM the throaty rumble of a squadron of Plus 4’s, 4/4’s, a Plus 8 and a solitary MGB could be heard making their way to the target along the coast. As if on cue, the skies cleared and the promise of vibrant blue began to peak through.

The outer Cape was well represented by Maura and Bill Gartland, Ann and Lee Higdon and Angela and Steve Lipton. And of course the well seasoned travelers of Europe, Kathy and Ron Garner made the hour and a half trip from Hull on the northern-most coast

just south of Boston. They were joined en-route by Paula and Jamie Goodson in Duxbury (which is along the Cape Cod Bay coast and a solid hour’s drive from Falmouth).

Rumor had it that Morgan Malone

& Alison DeKleine might have to cancel given that this was a mid-week meet and Morgan has a J-O-B. Well ... Morgan did have to cancel but Alison braved the early morning weather and took to the back roads for a casual hour and a half drive from Swansea (well to the west). Also in attendance were Elaine and Tom Austin, most recently semi-retired and now also residents of Falmouth.

All were greeted by the gracious hospitality of Sue Sheehan with an endless pot of steaming hot coffee, pastry, engaging conversation... and a hug. “It’s always an honor and a treat to spend a day with such good friends of so many years.” Much unrestrained discussion and laughter could be heard out over the bay to the mainland as all the usual suspects partied at the Sheehan’s property (fondly known to all as Haleakala East).

At the stroke of noon all present went to work collapsing hoods back into the way-back where they rightfully belong (with many a split nail and muttered curses in the air). A perfunctory picture of the entire entourage was organized by Chris Sheehan; which as we know from experience is no small accomplishment. Thank You Chris!

The back and coastal roads of the Cape are a replica of the sister roads of the British isles; thus accommodating for British sports cars of all marques but spot-on perfect for a Morgan of any



Photos:

Top: Larry does his incantation and the skies clear

Bottom: The troops assemble after coffee

description. These roads are made for driving albeit with a healthy respect for the distraction of stunning scenery at every turn in the road. With a target arrival time at the Landfall Restaurant of 1:30 PM, the routing from Sippewissett, to Quissett Harbor and Woods Hole beyond, was agreed by all to be just the right amount of driving (keeping in mind the rigors of the return trip home for most).

Complementary secure parking was kindly provided by the Landfall in the compact village of Woods Hole... where parking is at a premium and can be a challenge in the high tourist season. This set the relaxed tone for a well deserved casual and unhurried lunch, looking out over the channel connecting Vineyard Sound to Buzzards Bay and separating Woods Hole from the Elizabeth chain of islands to the south. And at the dock to the right we were treated to a rare visit from the Corwith Cramer; a 134-foot, two masted brigantine. Ah, such an ideal time to enjoy a well deserved pint and seafood of every description.

But all good things must end and the return trip to home must be considered. To Hull, to Sansea, to Duxbury and off to the outer Cape, the Morgan's and that solitary MGB made their way under blue skies; with the promise to continue the party, the conversation and share a meal and a pint, another day ... soon.

Photos, this page:

Middle: Larry takes the lead "But it took me an hour to get this thing on!"

Bottom: The troops follow Larry's lead and drop and stow hoods

Opposite page: Along the drive – a beautiful day!





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Editor's Note: Steve Schefbauer has become a frequent contributor to the Morganeer. As his tales and event reporting have unfolded his storytelling skills have really improved. This one might be my favorite – so far. Here he tells a harrowing tale of taking a road trip to Watkins Glen with a few buddies, driving too fast (in a TR no less) meeting some 'friends' (a few 'Staties', a local constabulary and a judge) along the way, and amazingly, making it home safely. So, set the Wayback Machine to the year 1964 Sherman, as we begin another chapter of Peabody's Improbable History. ed

WATKINS GLEN OR BUST!

And Busted! October 3 & 4, 1964

Steve Schefbauer

It should have been a Morgan, but at 19 years old with \$850 in my jeans, the best reliable car I could find was a 1958 TR 3A. It looked great and drove great, smelled of Castrol and leather and I could feel the wings of freedom sprouting from my back.

Since 1960 I had had a really bad case of sports car affliction. I read *Road & Track* and *Sports Car Graphic* in study hall in high school when I should have been studying—oh wasted youth!

Back in '64 it was not unusual to have friends who had sports cars as well. Several of those friends suggested we go up to Watkins Glen for the big event, the 1964 Formula 1 Grand Prix, in a procession of three British sports cars. There was Dale and Jeff in a big Healey, John in a MGB and Gregg and myself in the TR.

Living in north New Jersey, there was only one way get there. North up Rt. 17 into NY State and further until you got to the Finger Lakes area, where you took back roads to get to the Glen – a five hour trip.

There was uncontained excitement as we left Jersey at 7:30 that morning and although it was a relatively boring ride we entertained ourselves by switching positions on the road and playing fake racing games amongst ourselves. Cruising along at 65-75 MPH with occasional spurts to 85 we were having a blast.

Three quarters of the way up Rt.17, out of nowhere, two NY Staties appear and pull the group over. I HATE IT WHEN THAT HAPPENS! Looking official and quite scary they proceeded to question us and were just about to ask for license and registration when an Aston Martin DB flies past at what

we estimated to be about 100 MPH. The Staties raced back to their Cruisers to pursue 'bigger fish' but in a backward glance and parting admonition said, "Drive safely boys!" HA!

Our first collective thought was 'oh joy' but about five miles onward we saw the Aston Martin and the Staties on the side of the road. It had taken them five miles to catch up. The driver was in tweed jacket, and ascot no less, and looked somewhat like 007. Although we were thankful, if truth be told, we were also envious of that Aston Martin guy.

A half hour later Rt. 17 ends abruptly in a little town called Candor, NY (ironic name) and the speed limit goes from 60 to 25 in a heartbeat. Our racing team, however, did not! I soon hear the roar of a big block V8 pushing to get in front of us and a big Plymouth pulls us over. This time the local cop started with



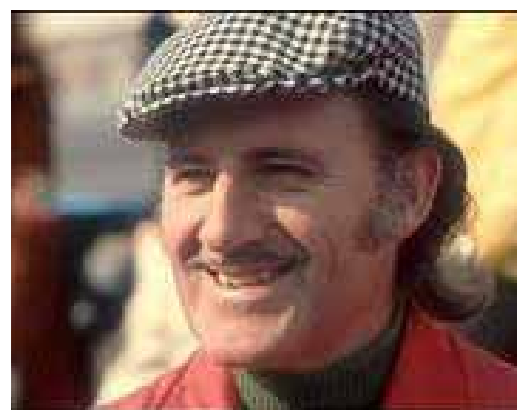


"License and registration please." Well just give us the tickets, we have a race to see. But not so fast. Next we are told we are going to see the Town Judge. WHAT! Is this Alabama? *'I sure hope he ain't no hanging judge'* I am thinking to myself. The officer leads all three cars to the Judge's home. We go in just as he was finishing lunch. Not a good sign. He comes out to the living room, sits at the roll top desk, opens it, takes a gavel in hand and says " Court is in Season. How do you plead?" Well, bursting into tears or pleading for mercy was probably not going to work. The options were \$25 per car or door number two, a court date several weeks out so we would have to drive back up to plead the case – and would lose again. Great small town strategy. Discretion being the

better part of valor, we begrudgingly paid the 25 bucks, which by the way, was a large part of our collective wallets and ate significantly into our beer funds. A bit wiser and poorer, we mounted up and drove on.

Part 2 - Watkins Glen

The entrance to the infield at 'the Glen' is through a tunnel under the track. We could all hear the roar of the finely tuned engines and shifting of gears. As we approached the tunnel a F1 Honda screamed over us, and to me, it sounded like a 707 on takeoff. Can't describe it better than that and it made the hairs on my neck stand at attention. After setting up camp - two tents and assorted cooking equipment (yes, we were living large) - we explored the track and were thrilled to see some of the great racers of that time. We spotted Graham Hill with that pencil thin moustache, Jim Clark, John Surtees and Dan Gurney. The thrill, at that time in my life, was indescribable and remains vivid in my memory some 54 years later.



That night we decided to go to the town of Watkins Glen for some fried chicken and a beer, but first we stopped at the old Hamilton Hotel for a drink. In walks a kilt wearing, professional bagpipe troop playing several songs and wearing the Tartan of Jim Clark. Could it get ANY better than this? What more atmosphere could you possibly want? What I didn't realize at the time was that, in our haste to pile into the TR, I had forgotten to release the hand-brake. First casualty of the trip, front discs only.

Photos:

Opposite page:

Bottom: Steve's TR3

This page:

Top: Graham Hill on the track

Middle: Formula 1 legend Graham Hill

Sunday and the race itself was thrilling enough and provided several more stories. We decided to leave before race end. After all, we all had to get up for work the next day. But we listened to the finish on local radio (you remember local radio?)

The return trip was sort of uneventful, other than losing first and reverse of the TR's transmission - casualty two. One of our crew insisted we drive with the top down in true British style despite the fact that it was a bit nippy - about 55 degrees. I can remember arriving in NJ, with a wind burned face and fingers frozen to the steering wheel, at ten o'clock that night.

Any one of you who has been through a life expanding experience like this



knows the memories never leave and seem to become more vivid with passing years. I returned to F1 at The Glen in 1967 and 1970 and it was great. But there is nothing like your first time, especially at 19 years old. Isn't that so true of just about all the first times in our lives?

P.S. Graham Hill won the '64 Watkins Glen Grand Prix in a close race to the finish with John Surtees, second. Surtees would place first in the final race in Mexico and win the 1964 Formula 1 title by one point.

Photo: Second place John Surtees

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INTERVIEW: Henry Angel

Artist, Morgan Man

Maura Hall



Last month I visited my Mom. And, as usual, Mom had a “bunch of stuff” for me to look at. Whatever I was expecting, it was not to find these terrific game pieces hand painted by Henry Angel from way back in '93 at the Shawnee Autumn MOG! Henry Angel is one of the early members of our club, and is an established artist in his own right. You can see these game pieces in the attached photos, all signed and dated by Henry. So, after bringing them home, and of course playing with them in the yard, I gave Henry a call to find out more....

Maura - Hi Henry, Its Maura Hall!

Henry - Hi Maura How are you? Great to hear from you!

M- Well, things are good up here, - busy, busy as always. I just got home from Mom's and wanted to give you a call. As you recall, you gave Mom those game pieces you painted from one of the older MOG's. I wanted to get some more background on them. They are so cool! I know you painted them in '93, since you signed and dated them. Can you tell me what you guys DID with them?

H- Well, we made a horse race out of it. There are 6 of them, and we made 6 lines. I originally had a mat that I rolled out on the floor. I don't know what happened to that. But there were 1 foot squares and it went for about 20 feet. Maybe 25 feet. Each car had its own line on this mat. There were 6 dice. You rolled the dice and you called out the numbers and for each number that you called out, that particular car would move one box. And at the end, the first to reach the end was a winner. Let's say you rolled the dice and got 1-2-3-4-5-6. Not Likely. Then each car would move one space. But if you got two 4's and two 3's, then those cars move two spaces, and so on. If you roll no 5's that car stays put. And they would bet again. You had a person standing behind each car, and someone to roll the dice and call out the numbers.

M- And there was a pool to see who would win?

H- Well, that was the whole thing. People placed the bet, I don't know maybe a dollar, maybe more to enter any one of the numbers. So with six cars, you picked one, like number 6, and if that won, you won the pot. They may have bet again as the race went along, I'm not sure. Probably did. We did a lot of races.

M- That is great! Sounds like a lot of fun.

H- Looking back I would have suggested breaking the pot up to first second and third, more like a horse race. When we did it, each race had only one winner. That may have been a mistake.

M- The coincidental thing is, I had already started my article for the next Morganeer, when I got these from Mom. You know I'm up here in Saratoga, and right now, it's racing season for the next 5 weeks. So I had already started an article based on the horse races!

H- Oh. Okay, funny! That's great!

M- So we have the pieces out in the yard and the racers have been stopping and looking at them as they go to the track. Do you remember where you used them?

H Well Autumn MOG , '93 was the date you said. I know we did many races! The '93 MOG was in Shawnee, PA.

M- Well, you have been a member for a long time.

H- Yes, I joined a long time ago. I bought the car in '77 and joined the club right away. '77 or '78. I was one of the first 40 members. I remember those MOGs, that one was a lot of fun. Hopefully the pieces can get a revival visit sometime.

M- Thanks for all that info, it does sound like a great time! Let me know if you like the photos in my column, and I will catch up with you soon. Hope you can come this year!





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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Morgan's Thrill on the Hill

The Morgan Motor Company celebrated 50 years of the Plus 8 in August with a big bash including factory tours, food, drink, music, fields full of Morgans of all ages and types, and a hill climb in Prescott.







The Morgan Motor Company has agreed to supply us with new Plus 4 and new 3.7 V6 Roadsters as rolling chassis, to be fitted with new Ford 2.0 Duratec 4 cylinder engines and new 3.7 liter Ford V6 engines, no variations from these engines or transmissions allowed.

The program begins immediately so get your order and deposit (5,000 GBP, about \$6,700 at today's exchange rate) in as we expect a huge number of US orders! The standard equipment and options will be priced identically and are available on the Morgan Factory website and on our's shortly, all prices quoted in Pounds Sterling and include the price of purchasing the engine and transmission and of having the engine and transmission installed.



The final price in US Dollars will be determined by the \$/GBP exchange rate the day that you pay for the car less your deposit) Base price should be equate to \$69,995 (subject to changes in the exchange rate) + any and all options, applicable taxes, component car licensing fees in California if registered here, fob Santa Monica for a Plus 4; \$79,995 (subject to changes in the exchange rate) + any and all options, applicable taxes, component car licensing fees if California registered for a 3.7 liter V6.

(Just about every state now has SEMA SB100 or component car licensing....please check with your state to become familiar with what is required)

Call Dennis at 310 998 3311 office/408 813 2480 cell/or email: dennis@morganwest.net



3 WHEELERS:

2018 Morgan 3 WHEELER Heritage Edition Aston Martin Glacial Blue Pearl

New **2018 Morgan 3 WHEELER** Polished Alloy Body/nose cowl, Black Wheels, Mulberry Yarwood Leather interior // MORGANWEST EXCLUSIVE, BATTLE OF BRITAIN LIMITED EDITION #1

New **2018 Morgan 3 WHEELER** Geneva Show car Heritage Edition Rolls Royce Woodlands Green Metallic

2013 3 WHEELER Grabber Blue, Red racing stripe, getting all 2018 upgrades!!

ROADSTERS:

2011 Morgan AERO SUPERSPORT Porsche Medium Ivory, Yarwood Kensington Vanilla

2010 Morgan AERO SUPERSPORT 3k miles from new; Aero Racing dual side Sport exhaust

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 LE MANS '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

1957 Morgan Plus 4 White with blue stripe, // BEST IN CLASS WINNER, 1957 FACTORY/JOHN WEITZ 12 HOURS OF SEBRING ENTRY!

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

1953 Morgan Plus 4 LIGHTWEIGHT // 1 OF 2 "SKIMPYS" BUILT BY LEE SPENCER AND BOB GATLEN

OTHER MARQUES:

Allard J2X, Mk III

1963 Jaguar E TYPE ROADSTER \$44k just spent fully sorting this fully restored E Type!



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The 3/4 Morgan Group Ltd EVENT CALENDAR 2018

<u>DATE</u>	<u>EVENT</u>	<u>HOSTS</u>
Sept 2	LIME ROCK HISTORICAL FESTIVAL Sunday in the Park Concours	Steve Schefbauer sschefbauer@aol.com
Sept 14-16	BRITISH INVASION Stowe, VT	www.britishinvasion.com for registration and hotel info
Sept 15-16	Foreign Auto Festival Owls Head Transportation Museum Owls Head, Maine	owlshead.org
Sept 16 8-10 AM	Caffeine & Carburetors Waveny Park, New Canaan, CT	Tom Smith tsmith@thomassmitharchitect.com
Sept 21-23	Autumn MOG Jiminy Peak Resort, Hancock, MA See page 28 for details	Chair Frank Wnek, Co-chair Maura Hall wnek_fm@comcast.net 207-729-6300
Oct 5-7	British Legends Weekend Sandwich, MA	Cape Cod British Car Club www.capecodbritishcarclub.com
Oct 21 8-10 AM	Caffeine & Carburetors Waveny Park, New Canaan, CT	Tom Smith tsmith@thomassmitharchitect.com
Nov 16-18	MG JAMBOREE 21 Safety Harbor, FL www.fsmgcc.com	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.



Reprint courtesy of Hemmings Daily at www.hemmings.com.

SOME ASSEMBLY REQUIRED

New Morgan Sports Cars Are Coming to America

Mark J. McCourt

Images are courtesy of the Morgan Motor Company

Morgan Cars USA, née Isis Imports Ltd. of San Francisco, California, recently announced the forthcoming importation of at least 80 new Morgan sports cars to the U.S.A. The last year that American buyers could pick up a traditionally styled four-wheel Morgan was 2005, so this news has been met with great enthusiasm.

But those new Morgans, all designed to use Ford engines — four-cylinder-powered Plus 4s and V-6-powered Roadsters — will come with a catch, thanks to continued delays in implementing the Low Volume Motor Vehicle Manufacturers Act of 2015 (which was written into the Fixing America's Surface Transportation Act). They'll be imported as rolling chassis, leaving purchasers to source the engines and transmissions here.

We spoke with Morgan Cars USA founder Bill Fink to get more details about these new cars, and how and why they're coming to us as they are.

"We've been kicking this around for a while, but this came from Morgan this time. Back in December 2015, Congress passed, and President Obama signed, the act regarding new cars made to resemble cars at least 25 years old. This gave the EPA and NHTSA a year to institute the program. At that point, a number of people started spending money, getting facilities, buying components and equipment. It's now coming up on year three, and so far, the agencies have done nothing."

There are now 50 or 60 companies involved, including Checker, De Lorean, and the kit-car guys like Factory Five. Virtually anything that's been built in the last 50 years and has captured someone's interest will be available. Morgan has been sitting there, waiting for the green light, as well.

The act basically said that, if you don't produce more than 5,000 cars

a year, and if you don't sell more than 325 cars a year in America, then if you register with NHTSA, and the EPA will issue some guidance on complying engines, then you're away, and you can build a car that looks like one from 25, 35, 50 years ago. It doesn't need bumpers, sun visors, or airbags.

This would permit Morgans that we haven't seen for 50 years to come into the country, basically as replicas, or very similar to the Specialty Constructed Vehicles, "SB100," that allows people to buy engines and transmissions and stick them into rollers and make their own car.

We can sell these rollers as items of motor vehicle equipment, because they don't have an engine and gearbox, so they're not [technically considered] a car.

As Bill explains, the Morgan Motor Company is working its way around our stalled regulations by building upwards of 80 rolling chassis that are complete, save for their drivetrains. Both models will readily accept the Ford Duratec engines they use overseas, with the Plus 4 taking the Focus-spec DOHC 16-valve 1,999-cc "GDI" making 154 hp and 148 lb-ft of torque, and the Roadster taking



the Mustang's former DOHC 24-valve V-6, which makes 280 hp and 280 lb-ft of torque in this application. So equipped with a Mazda-sourced five-speed manual transmission, a Plus 4 can make the 0-62 mph sprint in 7.5 seconds, going on to a 118-mph top speed; the Ford six-speed manual-equipped Roadster can

rip to 62 mph in 5.5 seconds and hit an impressive 140.

These engines/transmissions will be the simplest to buy (over the parts counter at your local Ford dealer!) and install, and Morgan is making them the most financially viable choice.

Bill continues:

Engine-and-gearbox packages will be sold separately. It's just like a normal sale of a current vehicle, except the customer will be more involved in sourcing the engine and finding someone to fit it to the car.

The completed vehicles could, as to my understanding, represent virtually any year the builder specifies. If it's a 1965, for instance, that pretty much frees up the [choice of] engines because there were no emissions controls in 1965. Someone doesn't have to install a new crate engine — they could spend the money again and put in whatever they want.

I think, by now, some of



the early cars are being built. They'll be brand-new mid-Sixties Morgans, although they'll most closely resemble the current left-hand-drive offerings for Germany or France. I would think we'll start receiving these rollers well before the end of the year... starting around September or so.

Morgan will warranty obvious things like body panels, paint, and upholstery,

and typically the engine and gearbox manufacturer [Ford, in the case of the OE crate engines] would stand behind those to some extent.

Morgan Cars USA is quoting prices that include the drivetrains already installed: The Plus 4 will start at \$69,995, including the Ford/Mazda engine/transmission installation, while the Roadster 3.7's base price is \$79,995, and those

prices exclude options, taxes, and delivery fees. Morgan itself provides a list of official dealers, so interested enthusiasts can place their orders. "The books are open, and there are still cars available," Bill tells us. "Eighty doesn't sound like a lot, but in Morgan terms, that's a lot!"

Is a new Morgan on your bucket list? If so, how would you configure it?



FOR SALE:

1934 MX4 Super Sport

Extensive restoration completed in 2009. Runs strong, looks good. Titled and registered in Hull, MA, USA.

To see full details visit:

www.madaboutmorgans.com/1934-super-sport-hg-2549/
\$50,000 USD

Ron Garner Ron@madaboutmorgans.com

MORGAN'S THRILL ON THE HILL

Ken Kreuzer

How many car companies would invite their customers, dealers, employees and local food and gift purveyors to a giant picnic at the factory? Morgan, the only privately owned car company in the UK did just that this August. Celebrating 50 years of the Plus 8, and, unfortunately the end of the naturally aspirated V8 engined sports cars, the show featured a year by year display of the model starting with the 1968 prototype brought over from the states.

The factory and some UK dealers showed a number of cars ready to empty one's wallet. Factory tours were available and some of the things we found interesting were crates being prepared for shipping the engines for US dealers to install in new traditional cars now available to us for the first time in years and a alloy skinned body also ready to come here for someone's classic four seater. In the same shops that hand made wood framed bodies are made, Morgan has now installed a 3D printer for making prototypes of new parts.

Managing director Steve Morris and the heads of design and marketing gave a lively Q and A about the company while keeping information about new models up their sleeve.

Live music and fireworks capped of an unusual event.

The following day, hundreds of Morgans converged on the Prescott Hill Climb course where the day was spent on non-timed runs up the hill to try out our cars.

See centerfold for more of Ken's excellent photos. ed



Photos:

Top: Ken and Pat (seated in car) with Pat's cousin and husband and Martin, Morgan Archivist (on right) at the hill climb

Middle: On the Factory tour

Bottom: The first Morgan Runabout (in white)

Editor's Note: In July club member John Harris ('59 Morgan Plus 4) and his son entered the 'Great Race', a VERY serious time distance rally which covered a route from Buffalo, NY all the way to Halifax, Nova Scotia Canada. They drove the rally in another of John's collection of cars, a 1959 Packard originally purchased by John's Dad. They not only completed this serious long distance multi-stage rally, but earned several honors. ed

THE GREAT RACE

Buffalo to Halifax

John Harris



In the first photo my son Charles, my driver, and I are applying our 3rd 'Ace', which are awarded for arriving at a check point exactly at the calculated time. The second photo shows a leaf, which fell and lodged in the hood ornament as we had completed the course for the day. It stayed with us for about 20 minutes. We took it as a sign of approval and encouragement sent by my father and Uncle who had purchased the Packard in 1959. As we arrive at the finish line that day we were presented with a check and plaque recognizing us as the best rookie of the day. The third photo shows the Packard resting for the evening in Burlington, VT.



BOOK REVIEW

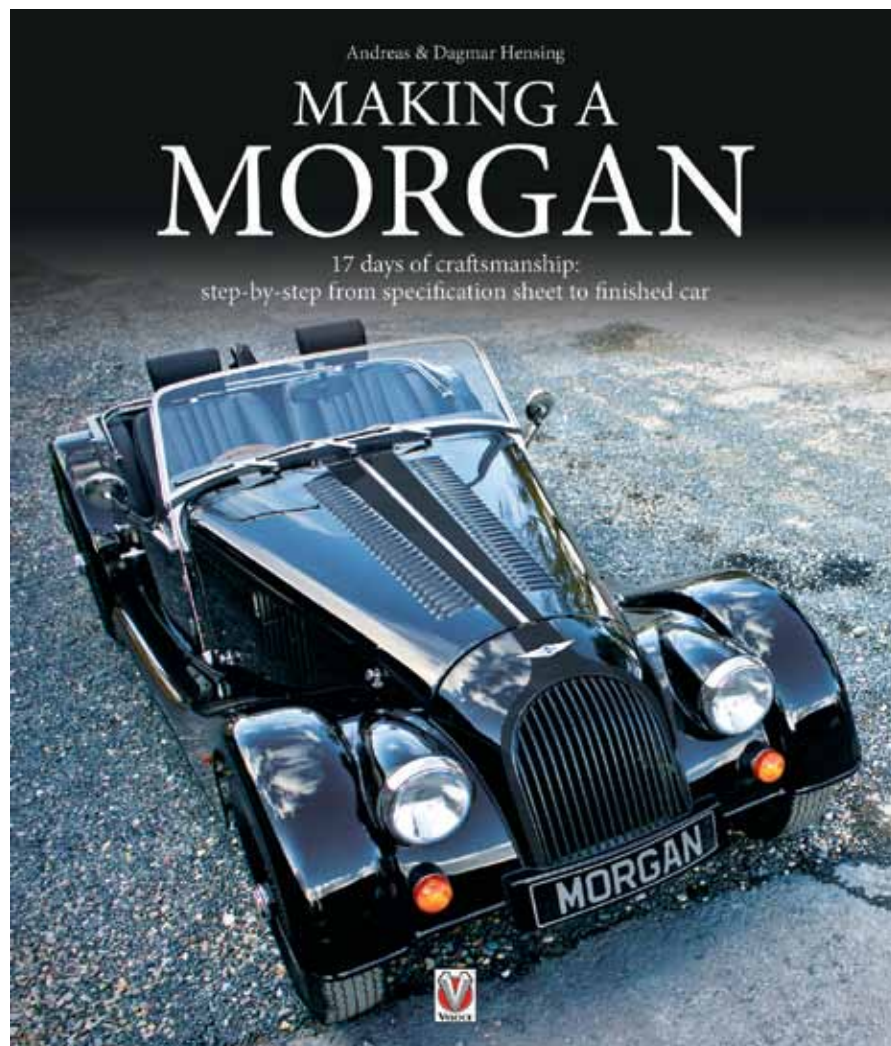
Making a Morgan

Andreas & Dagmar Hensing
Veloce Publishing, Ltd.
ISBN 978-1-787113-69-5
\$50 USA \$65 Canada

As Editor of the 3/4 Morgan Group newsletter, *The Morganeer*, I was asked, more like offered the privilege, to review this wonderful new book by Veloce Publishing, Ltd. I must say it is a delightful read. Even if you are a true Morgan aficionado you will learn something.

The introductory chapters include a short history of the Morgan Motor Company and a quick run through of the development of the different Morgan models. Here I learned that it was H.F.S. Morgan's father, George Henry Morgan, a minister, who provided the financing for the initial startup of the company. And that H.F.S. and his new bride Ruth drove away from their wedding in, what else, a Morgan three wheel Runabout. Finally, knowing that performance and a racing pedigree would be important to marketing his new three wheel motorcars, H.F.S. himself drove one of his Cyclecars to establish a record speed of 60 MPH, duly recorded by his father. The next generations of family ownership would, as we know, carry on that tradition of racing, field trials and hill climbs.

The main part of the book takes us through the 17 days that it takes to hand build a Morgan 4 wheel car, in this instance a Plus 4 roadster. The narrative is very interesting, and the photos are superb. The next thing to being there if you have not personally done the pilgrimage to Malvern, and will bring back pleasant memories even if you have. In an introduction on the topic of sustainability James Gilbert makes



the incredible statement that "Of all the four-wheeled Morgans ever built, it is estimated that more than 90 percent are still operating on this planet's roads." I suppose one might assume that the other 10 percent are operating on roads of other planets.

Moving on, we start day one of our build in the parts department, where based on individual build specifications for each car, large plastic bins are filled with the parts needed for each phase, or assembly area of the build.

From there we begin the assembly proper in the chassis shop. Here we find, coming as no surprise, the chosen galvanized chassis for our build resting on two wooden 'trestles' as Morgan calls them, more commonly called saw horses here in the colonies.

Before long, however, we discover in a short sidebar that there are three sacrocanct times of the Morgan factory work day – morning and afternoon tea

time and lunch. Even more unbelievably quaint but totally in keeping with the entire atmosphere of the factory is that these sacred times are announced by the ringing of an old-fashioned hand bell. Perfect!

Reading through the section on the chassis/running gear assembly process, I could not help but thinking how helpful it would have been had I read this before doing my two ground up Morgan restorations. It was definitely very revealing to learn some professional tricks of the trade, so to speak. And then there is this casual statement made at the end of the chassis buildup:

"Now and again, individual elements such as washers don't fit as precisely as desired. Some improvisation is called for . . . Anything that doesn't fit will simply be made to fit. We'll encounter this principle time and again as assembly progresses."

Anyone who has done a Morgan restoration will be nodding their head and mumbling 'amen' to that understatement. My heavy rubber mallet (called 'the persuader') was perhaps the most indispensable tool in my Morgan reassemblies. Making it fit indeed! How can you take a car apart, put the same car back together and things don't fit? One of the many enduring and endearing mysteries of the Morgan sports car.

Another charming part of this book is the many sidebar vignettes where we meet some of the workers who hand build these unique cars. Some have worked in the factory for 40 some years and are about to retire, like Vince Wanklin in the wood shop. A native of Malvern (no surprise), 'perfect wooden frames are his world, in the past and today.' His bio ends with the astounding statement that after 40 years in the factory "He has never driven a Morgan." Does HE know something we don't?

In slight contrast, age-wise at least, is Richard Harris of the sheet metal shop, known among his co-workers as 'the tin god'. He started a 5 year apprenticeship at Morgan at age 16, and now at age 26, is THE man responsible for skinning doors and attaching and fitting the aluminum panels to the Morgan wooden frame. He is both an extremely skilled metalworker AND a perfectionist, cutting and fitting such complex pieces as the front scuttle, still done almost entirely with hand tools and metal snips.

Here's a good trivia question for you: how many louvers are there on each side of a Morgan bonnet? The answer – 29. Something else I learned. And all still done with a vintage looking hand operated press, of course. This task and the complex curve of the bonnet halves done by 'the bonneteer', Marcin Olszewski (no, not a Malvern native), another of the youngsters at age 31.

Before leaving the metal shop we meet a father and son team, one of several multi-generational Morgan factory 'families' – Mick and Blake Bishop. Also interesting to note is that the front and rear wings are now outsourced from the factory to another

shop, Superform Aluminum, which has enormous presses which press the aluminum into the wing shapes, which are then, of course, cut an fit to each individual car being built.

Another endearing tradition of the Morgan factory is that, as each car is moved from one shop/assembly area to another, wheels are put on (and then usually taken back off) so the car can be 'rolled' from one shop to another. What else would you expect from Morgan?

And now, just as you are beginning to wonder why all the body panels, wings, cowl and bonnet are fitted to the car in raw aluminum, we learn that the next step is to – you guessed it – take it all apart for painting! In the paint shop the body panels are prepped, sanded and inspected with LED light (yes, this is new) before priming and painting begins. In what is described as "an agony of choices" Morgan now boasts that you may choose among "40,000 colour choices." And it is good to know that now the workers in the prep and paint shop all wear protective coveralls and masks, and protective full headgear when doing the spraying. Modern safety precautions ARE a good thing. A word that appears several times in the prepping, priming and painting procedure is 'painstaking'. Indeed! This process takes a full two and a half days and includes curing in a computer temperature controlled booth. Another nod to modern technology. Yes, the days of brush painting are gone forever.

In another sidebar we meet the Cole family, who can boast not only a second but a third generation family member working in the factory. The now retired patriarch, grandfather Brian worked not only for H.F.S. Morgan but also Peter and Charles. Three of his sons Wayne, Martin and Stacy at one time worked in the factory, and grandson Adam has just started his apprenticeship in the same paint shop where his dad Wayne works. A true Morgan family.

Next we visit the trim shop and finally encounter several of the women of the factory – Sue, Stephanie and Yvonne, busy at their sewing machines. Amazingly, leather is now available in 150 different colors from which to choose.

Almost all of the trim is in leather now, with a traditional two seater requiring 215 square feet to complete.

In the trim shop we also meet 'the hood man' Ben Jones. Again not surprisingly, each Morgan hood is custom fit to a particular car and its dimension, Ben performs this task with shears, a tack hammer and a mouthful of upholstery nails (just like I do it!)

On to the electrics, and here once again we find some complexities totally unknown to those of us who own/drive '50s, '60s and even '70s vintage cars. A fuse box with 50 fuses! Electronic Control Unit? Oxygen Sensor? And can you believe this? Even the old direct reading Smiths oil pressure gauge is replaced with an electronic VDO gauge. Such modern technology - for a Morgan?

In the final assembly shop the car is once again placed on low trestles and wheels removed, and there are several photos of workers crawling under the car to attach the exhaust system and other final tidbits. Why don't they use a full lift, one might ask? Because it's Morgan! I'm glad I'm not the only one that still crawls around under my Morgan.

So, who is the person that has, by far, THE BEST job in the factory? That's easy – the test driver, identified only as Jon. He gets to take each new Morgan fresh out of the factory for a 22 mile 40 minute drive through the Malvern Hills to put the car through its paces and note any things needing attention before acceptance and delivery. If there are any 'defects', the car is put in 'quarantine' (how quaint) until they are corrected. The final pre-delivery inspection takes 4 to 5 hours. Painstaking, one might say.

Well, as you may have surmised by now, I thoroughly enjoyed reading this book. It would be a great addition to anyone's Morgan or automotive library, and I believe you will find yourself referring back to it and its wonderful photography and sharing it with friends and fellow Morgan associates. It would be a great gift to your favorite Morgan person (hint, hint!)

A great idea by Andreas very well executed. I would say it is destined to be a Morgan classic.

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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As you can see from the date, this Registrar's Report should have been included in the May/June issue, but somehow dropped through the cracks. Apologies Jack. ed

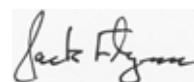
3/4 Morgan Group, Ltd. Registrar's Report

May 2, 2018

As of today, the 3/4 Morgan Group has 190 primary members. Changes in club membership in the last twelve months are as follows:

- Eight new members joined the club.
- Seventeen members did not renew their memberships.
They are not counted in the 190 current members (above).
- Three members resigned, and two members passed away.

On behalf of the Board of Directors, I thank the Area Captains and members who have generated new recruits and encouraged membership renewals.



Jack Flynn, Registrar



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LAST CALL FOR AUTUMN MOG

Just a final reminder. It is not too late to register for Autumn MOG. You don't want to be the last horse in the race (see Maura's 'From the President' p. 2). But time is running out. Don't miss out on all the fun and magic. Print and fill out the Registration Form in this issue and send it post haste to Maura. YOU could win 'by a nose' – in the autocross, concours, rally – AND don't forget the Concours Hat Contest. See last Morganeer issue p. 30 and start preparing your magnificent hat haberdashery/millinery. The coveted Blue Ribbon COULD be yours!

Rooms at Jiminy are most likely no longer available. But you can check any of the hotel/motel websites and find area rooms in a wide cost spectrum.



Here is the schedule for Saturday's Concours:

- 9:00** Ground Crew prepares Concours Site at Hancock Shaker Village
- 9:10** First Cars leave Jiminy Peak for the Concours site
- 9:30** First cars arrive at Concours site and are placed in their Class position
- 10:00** People's Choice Balloting and Hat Contest Judging starts
- 11:00** People's Choice Balloting ends
- 11:15** Concours Judges Meeting
- 11:30** First Place Winners in each Class announced- Judging begins for Best in Show
- 1:00** Concours ends First car launched on Rally
lunch available at the Shaker Village Café or several places along rally route

SPIDER'S TECH TIPS

Once Again, The Overheating Bugaboo

Dear Spider,

I am sorry to have to bother you but I am looking for some advice about my TR3 engine Plus 4. In warm weather it consistently runs hot, gauge says 100 but it could be higher when running on motorways or freeways at just over 3000 revs. On slower roads with junctions etc where I am varying the revs it runs at about 90. I fitted a Moss thermostat to block the by-pass and although this made a slight improvement it hasn't solved the problem. I am reluctant to fit an electric fan as the only place seems to be in front of the radiator which will block air getting to it. The radiator was rebuilt during my restoration. It's a standard one, so I don't think it is due to blockages.

From the forums, I understand that this isn't particularly uncommon, and wondered if you could advise on the best way forward?

Regards, Eric

Hi Eric,

Please forgive me but I have to start with a stack of questions.

1. Where are you located geographically? (generally)
2. Are your temp measurements in degrees Fahrenheit or Centigrade?
3. Where is the temperature sender located? In the radiator top tank or in the thermostat housing?
4. Are these temperatures a recent phenomenon, or have they been this way for a long-ish time? Please give me some chronology. Anything changed recently? Car stored for a long time? Etc.?
5. How long ago (miles and/or months) was the restoration? Ran at different temperatures just after rebuild than now?
6. In addition to the radiator rebuild, was the engine rebuilt at the same time?
7. How does the car run generally? Starts ok on the choke? Idles smoothly? Accelerates "briskly"? No misses/backfires etc.?

Regarding the electric fan option, my opinion is that regardless of your answers to my questions above, the radiator cooling fan option will not help you. Understand that I am NOT one of those die-hard traditionalists who hates the ideology of the fan, but I am an engineer whose degree includes advanced thermodynamics. I have a fan - thermostatically controlled - on my 1957 Plus 4 (#3585) with a TR3 engine. The fan is most useful in hot-day stop-and-go traffic, not on the highway at speed.

At speed on the highway, the fan may automatically turn on but the temp gauge does not move, fan-on or fan-off. Like you, I run highways at 3,000 - 3,300 rpm. My temp gauge only reads C-N-H with no quantitative data. However, when I pull over and immediately zap the radiator top tank with a laser thermometer gun, it usually tells me 160 - 170 Fahrenheit (71 - 77 Centigrade.) This corresponds to the top edge of "N" on the gauge. OK, so on REALLY HOT (95/100F or 35/38C) days, especially with long (say, 8 hour) trips, it can go hotter.

Your situation is the reverse of what the fan cures: yours runs hotter at speed (when the fan would have no positive effect, and possibly a negative effect) than at slower speeds. You can put a fan on it but it's not going to improve the higher speed cooling.

Please do write back to me. I'm most interested in these types of issues, and I learn a lot with each person I can help. I promise to stay sensitive to your wallet and your lower-back.

Run cool, Spider

Hi Spider,

Thanks for your email. Sorry, should have said where I am. I am in the UK, so in summer generally temperatures around high teens low 20's Centigrade but this year unusually warm mid to high 20's. The car is particularly hot this year but had problems last year despite lower temperatures. Sender is in the top tank.

I restored the car including a full engine rebuild 2015-16, last year was first time on the road and have now done around 4000 miles.

The car runs and starts fine, no problems although I have been fine tuning the timing and carbs. Idling was a problem, initially around 1500 and I struggled to get it below 1000 revs, now about 900.

I have just checked the vacuum advance and find it is moving but not holding the vacuum, I have ordered a reconditioned one.

Hope this provides the information you needed.

Regards, Eric

Eric,

1. Incorrect, inconsistent, or poorly finessed spark advance could easily account for your symptoms. At 3000 - 3500, the advance should be wide open (maximum advance). If it's not your engine will definitely run HOT. Also, if the carbs are lean, this would also cause the engine to run hot. If the two happen together, they would reinforce one another. If you've adjusted the carbs to compensate for the compromised advance setting, this could easily be the case.

2. If you drive in (stop-and-go) traffic at low speeds on hot days, the fan definitely helps. I have a SPAAL (although there are many brands) running off a thermostat mounted in a housing soldered into the top tank. I do not have a manual override so it comes on when hot and shuts off as it cools.

3. I run with a 160F/70C thermostat. I find the temperatures on the gauge to be more erratic in the absence of a stat. Also, when the engine is running correctly, I can actually "see" the thermostat open and close on the temperature gauge.

4. I do have a Clayton heater (looks like the old Smiths) on the fire-wall. I leave the valve open all the time regardless of weather because I don't like components holding liquids to go dormant for extended periods. It doesn't seem to change the footwell temp: you only feel it when turning on the heater fan.

5. The single biggest influence on running a cool engine is the rebuild, during which the block is dipped to remove corrosion and gunk. Either new or cleaned sleeves are put in also contributing to the engine's ability to transfer combustion heat to the coolant liquid. This has more effect than any radiator treatment. With good air flow, a rebuilt engine and a rebuilt radiator should run cool/cold for a good long time. If not, it's most probably not heat transfer that's causing the problem, but rather it's heat generation (eg: ignition, fuel mix, etc.)

My advice is to not do anything radical until you fix the advance. Once you have proper spark timing, have another look at the carb/mixture settings (with correct advance, you may now want them set differently). Write back to me after that and tell me what the thermal situation is. I'm happy to proceed with you from there.

Run cool, Spider

Hi Spider,

I have fitted the replacement vacuum advance and this has made a significant reduction in the running temperature, still slightly high but I think after fine adjustment of the carb and flushing the system it will be sorted. Thankyou for your assistance.

Regards, Eric

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