

The Morganeer

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Vol 41
Issue 2

Morgans Up Close



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

NEW CLUB MEMBERS

Robert Fritchey Golden Meadow, LA

Peter Lendved Sugar Loaf, NY
'58 Plus 4

Mac & Cheryl McCampbell Batavia, NY
'05 Roadster

James Rowley Salem, MA

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to see you at an event soon.

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FROM THE PRESIDENT

“Glorious, stirring sight! The poetry of motion! The real way to travel! The only way to travel!”

D Kenneth Grahame, *The Wind in the Willows*

Published in 1908, which incidentally was the year Henry Ford produced the Model-T, *The Wind In The Willows* also featured the first literary car theft by Toad, who sets forth on his series of misadventures. Since then cars have become a part of our culture. They have made appearances in classic literature: The Great Gatsby, Ian Fleming’s Bond and Chitty Chitty Bang Bang, Steven King and even JK Rowling’s Harry Potter. Hard to imagine any of these works without the power of the car behind them.

A car has always had the potential to be more than just transportation. “It is status, success, dreams, adventure, mystery and sex,” writes Roland Primeau in “Romance Of The Road: The Literature Of The American Highway.” As we know, the make and model maketh the man, so to speak. James Bond wouldn’t drive a Pinto, and we would probably have trouble going Back to the Future in a Gremlin. Cars reflect image, intent, personality. A car helps us relate to the characters in books and movies.

But the car is a factor in more than literature and movies. It is a topic that constantly involves us. There are currently over 20 TED talks on cars, their past and future. There are lectures on “The Car as Art” which debate the field of car design and its ability to illicit emotional response as well as scientific progress. On a more personal level, a car is self-expression. According to American designer Chris Bangle, cars are “an expansion of yourself: they take your thoughts, your ideas, your emotions, and they multiply it... It’s an avatar. If you feel sexy, the car is sexy.”

And a car can give us community. “Community,” has its origins in the Middle French *communauté*. The word may have come to suggest a “body of people who live in the same place,” but initially, it meant something much simpler and much more powerful: “joint ownership.” It is what we have in our group. Our Morgans provide us with an awesome avatar, it is true, and can make our travels enjoyable. But in the end, it is that sense of belonging to a select group with shared experiences. In our club, we have many shared adventures and events,



but perhaps our most far reaching one is the Autumn MOG.

In this excerpt from “A Club is Born – A history of the Morgan Sports Car Club” by Brian Downing, you can see that great cars, great food and good times have been a trend of our community for many years.

The old saying “From humble acorns do mighty oaks (or should I say ash) grow” is most certainly true of the Morgan Sports Car Club, with its 4,600-plus members worldwide. The humble acorn, namely the Morgan 4/4 Club, started with a short paragraph in The Autocar on 18th May 1951: Any Morgan owner interested in the possible formation of a ‘4/4 Club’ with a view to the organization of, and the participation in, sporting events, is asked to write to D. Whetton, Rykneld Way, Littleover Derby, who is anxious to investigate the possible response to such a club.

Within a month the club had organized its first event. This took place on Sunday 5th August 1951. The one social function that has been with the Club since the start is the annual dinner. The first of these was at Ye Olde Woolpack in Warwick on 15th December 1951. A party of around 50 met for a good but rather expensive buffet followed by dancing to a somewhat erratic disc-jockey.

The Evening finished with guests going their many ways riding their Morgans. Clearly, Morganeers have been enjoying their ‘community’ for many decades.

As we begin with spring dustoff and various noggins and move towards Autumn MOG, enjoy your community, your cars, your experiences and expressions, enjoy all that your car adds and remember, your friends will be there. As Mole says in *The Wind in the Willows*:

“--it was good to think he had this to come back to, this place which was all his own, these things which were so glad to see him again and could always be counted upon for the same simple welcome.”

Maura

FROM THE EDITOR

Gracing this issue's cover is one of my all time favorite Morgan photos of a wonderfully and meticulously restored Flat Rad Morgan. The car is a very early '36 4/4 owned by **Tony Souza** and appeared at Autumn MOG 2016. I'm not sure why I have not used it before, but I decided its time had come. Introducing the theme, Morgans – Up Close and Personal, it is continued in the 'centerfold' with a series of photos taken several Autumn MOGs ago by **Maura Hall**. How lucky we are to own such iconic and beautiful machines!

Sad to say, many of us are still reeling from the tragic news of the untimely death of our long time friend and club member Steve Vavak. **Bennett Shuldman**, one of his closer friends, provided an emotional and fitting eulogy for Steve. Among other things it serves as a reminder to all of us that time is precious – and time with friends even more precious. Steve will be SO missed.

In our 'winter party' issue we have reports from two 'off season' events hosted by **Larry and Sue Sheehan** and **Marc and Lynn Wunderman**. The Sheehans once again hosted the Northern New England Holiday Party at their lovely home in Falmouth, MA. As many well know, Larry's oft heard call of "PARTY ON!" has become synonymous with great food and ample beer and wine with which to wash it all down. This was certainly the case once again chez Sheehan. On top of that add the now famous 'Yankee Swap' and you have one heck of a good time.

Wundermans, on the other hand, (mostly Lynn I suspect) opted for a bit more subtle and 'romantic' hearts and flowers theme for their 'pre-Valentines Party'. As reported by **Spider** in his own unique way (really Spider, aren't we DONE with the 'dark and stormy night' theme?), this event was highlighted with a very special 'Chateau Wunderman' label wine bottled just for the occasion. It doesn't get much classier than that (in the Morgan world anyway)! Understandably, some of the



guys retreated to the 'wunderbarn' to explore more mundane Morgan themes.

Our now press accredited (he gets into shows for free with a Press badge now) Parisian Correspondent, **Douglas Hallawell**, continues his expose on continental European one offs inspired by Peter Morgan's introduction of the Plus 4 Plus in his *Breaking The Mould Part Two*. It is interesting to note that even Italian designers appreciated the simple utilitarian design of the Plus 4 chassis, suspension, running gear and TR powerplant. It has certainly passed the test of time – right Plus 4 guys?

Finally, **Steve Scheffbauer** offers an interesting and fanciful reflection on his first five years of Morgan ownership and membership in our club. I guess it stands to reason that someone who scared themselves senseless a few times on the vintage F series racing circuit maybe have decided a more refined Plus 4 roadster was more to his liking. Makes sense to me, Steve.

And yes, I'm sorry, but I must make another pitch for our upcoming Autumn MOG. First of all, there is a change of venue. Due to some unresolvable contract issues Maura and I had with the Williams Inn, we are now shifted over to nearby Jiminy Peak Resort in Hancock. They are giving us good room rates, have an excellent hospitality suite setup, and are happy to host us once again. The concours site is still in work. The bad news you can read on page 24.

Wow, almost 50 degrees here today! ALMOST the threshold for a spin in the Morgan. Well, maybe spin the engine at least. I hope he remembers me.

The road (snow free) goes on forever,
Frank

TO THE EDITOR

This came just too late to be included in the last issue. A response from President Maura's Holiday Greetings email. I guess I can look forward to regular featured articles from Maura now! ed

Merry Christmas to you also Maura. LOVE your writing! Do you write other articles or stories?

Charlie Sherrill
'63 Morgan Plus Four

Hi Frank,

Congratulations on a great Issue of The Morganeer. Some really superior articles and super photos (not talking about mine--although not too shabby). In my humble opinion, one of the best issues I have read since I joined the Club.

Thanks for all you do,
Steve (Scheffbauer)

Dear Frank,

I enjoyed Douglas Hallawell's article in the January/February *Morganeer*; not least because I had recently learned about the unofficial fibreglass coupe unveiled at the Geneva Motor Show in 1962. Ivor Coster's Ashley Laminates Sports Car website (<http://ashleysportiva.weebly.com>) provides interesting background information. Ashley produced a range of four different fibreglass bodies that could be fitted to older chassis or chassis supplied by themselves. Of these, the "Sportiva" was offered in open and closed two and four seat versions, with or without an Ashley chassis. Very few were actually made, however, before body production ended the following year. Correspondence with Markus Tanner on the website reveals that Rolf Wehrlin "had pushed Morgan for years to build a proper 2+2 with a fixed roof for customers to use in winter," but to no avail. When he saw the Sportiva body at the Birmingham Motor Show in 1960, Wehrlin realized that it would fit a Morgan chassis. He later purchased one, drove it home "on the roof of his Opel station wagon," and had it fitted to a 1954 Plus 4 chassis. When Peter Morgan told him he would lose his Morgan agency if he did not destroy the car, Wehrlin dutifully dismantled it—but quietly kept most of the bits.

Regards,
Jonathan (Kinghorn)

NEW ENGLAND NORTH HOLIDAY PARTY

Frank Wnek, Photos by Tom Austin

It was promised by the weatherman to be a warmish, fair weather day (for January in New England) so I thought I would make the drive from Maine down to the Sheehan's lovely home in Falmouth on Cape Cod for the New England North Area Holiday Party and it's traditional Yankee Swap. Hardly any traffic going through Boston and no slow downs so I actually arrived ahead of schedule and had to call Sue and ask if I could arrive fashionably early. She just laughed and said yes.

So I got to hang out in the kitchen, prepare my smoked salmon, and chat with the hosts a few minutes before guests started arriving. The house was still in full holiday regalia, and soon cocktail and dining room tables started filling up with delicious looking food items and drink. Yes, Larry and Sue know how to do a party.



Before long the house was full of Morganeers and buzzing conversations. Larry took the interested guys out to the garage to view his latest idea to make his red Plus 4 faster – twin Weber carbs. It seems they had been taking up space



Photos:

Top:

Larry tells Jerry of his big plans. Cameron is skeptical

Middle right:

Marsha – "... and it's just my size!"

Left:

Oh, those beautiful Webers! Make 'em shine Larry

in Jerry Murphy's garage for a decade or so and he finally stumbled over them one day and said to himself (first of all) "what the heck did I buy these for?" (sound familiar?) and then "Oh, I know JUST who I can sell these to." Larry old pal – he saw you coming a mile away. So we know what will be keeping Larry out of trouble and in the garage for the rest of the winter. His first task will be to make them sparkle and shine. That's what Larry's good at. But squeezing more HP out of his TR block – that will be the trick. Good luck old boy.

Turnout for the event was pretty impressive, although mostly those from MA and north. They included Jim & Marsha Carter, Steve & Beate Vavak,



Photos:

Top: Frank announces the Pen is Mightier Than the Wrench winner

Below: Beate – "Just what I ALWAYS wanted!" Steve – "Quick, hide that thing!"



Morgan Malone and Alison DeKleine, Jerry Murphy and Cameron Tucker, Ron and Kathy Garner, Jamie and Paula Goodson and Jonathan Kinghorn. And last to arrive, but stealing the show rolling into Larry's drive in their Plus 8 (yes, hood up) were Glenn Bryant and Helen Kain, who obviously took the 'Morganeers to the Nth Degree' award.

Since I had missed Autumn MOG, I asked Larry and he agreed to let me

present this year's Morganeer Pen Is Mightier Than The Wrench Award before proceeding on to the main event – the Yankee Swap. I dutifully listed the nominees and announced the winner – Jonathan Kinghorn – for his very well written articles on the history of Fergus Motors, the first US Morgan dealership. Larry dutifully explained what rules there are on the Yankee Swap and the fun began. Among this year's items of

interest were Morgan books, models, automobilia and several fashionable apparel items.

I had a very nice chat with Steve Vavak, introducing him to new member Jamie Goodson. I told Jamie of Steve's having bought an early Plus 8 sight unseen from New Zealand and told Steve of the book Jamie had given me written by his dad about his exploits as a WWII fighter ace in Europe. Jamie

suddenly disappeared – and just as suddenly reappeared – with a copy of the book, which he gave to Steve. Good man. Steve and Jamie then compared notes about several old English motorcycles they had owned.

As we were leaving, Carters, Vavaks and I discovered that we had all taken Larry's suggestion and reserved a room at the Falmouth Inn for the evening. So we quickly made plans to go out to dinner together. We had a fun and casual evening of old friends catching up and enjoying each others company. Steve was warm and effusive as ever. As we said goodnight, Steve and Beate said they would be taking Larry and Sue up on their invitation to come over for breakfast the next morning. I had already made plans to meet two old high school friends. Carters were heading home.

Little did any of us suspect it would be the last time we would see Steve – in this world. If you were Steve's friend he gave his heart to you. That was Steve. Yes, most of us can fix broken cars. Broken hearts – that's another matter.

Photos:

Top: Jamie and Steve

Bottom: Helen – "It really wasn't that cold in the Morgan." Sue and Cameron aren't buying it.



1970 Morgan Super Plus 8 for sale

Please visit: www.superplus8.com for
videos, photos, development background,
full specs and contact information

IN MEMORIAM: *Stephen M. Vavak*

March 1, 1944 – February 5, 2018

Bennett Shuldman

I loved Steve Vavak.

I didn't know Steve until we met at Autumn MOG in Saratoga Springs. He had brought his recently restored gorgeous dark green Morgan. The car was beautiful - it was a work of art. And Steve did it himself. From the second I saw the car, and walked around it, and saw the interior and learned "someone" in our club had restored it, I said I need to meet this person. So I sought him out, introduced myself and congratulated him on his work of art.

Steve was creatively brilliant.

I encouraged Steve to 'show' his car and enter it for Best in Show. Steve was reluctant to do so. That's putting it mildly. He said it wasn't what he wanted and it was not him. He was understated in his outward expression about his cars to others. He said no, and no and no. He wanted to see my car and when he did, he suggested my car should win the event and that was good by him. I said to Steve his car was so much better than mine and he would win and others would want to congratulate him. After more verbal arm-twisting Steve agreed to enter his car.

Steve was thorough and anything he tackled got done right.

Steve won Best in Show in Saratoga. He should have won. He had to win. He had the best car. No - he restored the best car. His car was simply incredible and his care and time and effort to fully restore a car from the ground-up reflected his skill, his dedication and his ever commitment to do the job right... and to do it to the best of his ability.

I admired Steve in so many ways.

Later that evening in Saratoga, long after our wives had gone to sleep, Steve and I stayed up together and drank some beer and started to know each other. We had never had a lengthy conversation before this. I learned



Steve was a fan of the Red Sox and I was a New York Yankees fan and after we got that out, we became friends. It didn't matter about our choices in life, it mattered whom Steve and I were and how we got along. Our friendship which bloomed that evening was the true measure of friends and people who like and respect each other. If you like someone, you simply like them. It simply didn't matter where Steve or I came from for the 50+ years of our lives before we met nor the varied interests or idiosyncrasies we had. Steve and I became friends that evening in Saratoga and it never ended.

A friend for Steve meant he gave you everything he had.

Through the years Steve and I stayed close although his travels took him to Germany, his home in Massachusetts and mine all over the world. We found a way to stay connected because that's what friends do. I learned along the way Steve's love for the water, his boats,

his sailing ships and his love of sailboat racing. And along the way I learned of his love for Beate. Mary and I loved Beate too. Friends make and meet other friends. It's just the way it was.

Steve had depth and width --- he knew a lot about a lot.

And so there came a time many years later when three Morgan couples planned a Morgan road trip to Massachusetts, New Hampshire and Maine. Marsha and Jim Carter joined Bette and Steve and Mary and me and we planned our trip for months. Of course, Steve offered his hometown of Rockport, MA as a meeting point for Mary and me and he was right. We learned to appreciate his home and the short drive and distance to his boats and the reinforcement of his love for the water. Steve would tell us and teach us about his boats and his wonderful location in Massachusetts and his dedication to find a new boat to race with. His dream became a reality several years later.



Steve was a kind and gentle person who loved to help people.

During our first caravan and fun trip to New England we learned how much fun the three couples could have. Especially how much fun it could be when the first 90 minutes or so was in a pouring rain storm! It didn't matter what we did or how we did it, as long as we were together. Jim planned the routes, I ensured we all had clean tires in the morning and Steve committed to ensure we had great things to do and see. It was during our trip we stopped by The Mount Washington Hotel for drinks and Steve immediately said, the next trip we took had to include this hotel for several days. Of course, the next year the same three couples took our trip and this time we booked rooms and stayed at the Mount Washington Hotel. At our dinner on the expansive veranda which encompasses the hotel with stunning views of the mountains and the landscape, Steve leaned back and said, "I told you this would be great!" And Steve was right.

Steve said things which made sense.

Steve loved his Morgan and the pictures he kept and his vivid precise memory could account for each and every bolt, screw and piece of metal which he personally worked on during his restoration. He was so proud and he should have been. We enjoyed his car for many, many years after Saratoga.

Steve listened to you and wanted to know who you were.

When we moved to Florida two years ago, Steve and Beate visited us and we them. It was 'fate' we had homes near each other and our friendship benefited from being able to see each other in the Sunshine State. When he visited our home, Steve and I relaxed and spoke for 2 hours. Time and distance never affected our friendship. When we connected live we were both in the moment and our friendship endured. We generally missed each other. No, not generally, we genuinely missed each other.

The loss of Steve is devastating.

I was at a car show on February 10 showing my Morgan when my cell phone rang at around noon. I walked away from the car to a quiet spot to answer the call. It was Larry Sheehan. I said to Larry I was busy and could we speak later. He said, "I need to speak to you now....and I have bad news." Our call lasted 10 minutes but the affects were long lasting and intense. My first teary-eyed thought was of my friend, Steve and his love Beate. Quickly next my thoughts went to our dearest friends Jim and Marsha.

When you were with Steve you were better off for having been with him.

While on the call with Larry, I signaled Mary to come over to me and passed on the news and then said I needed to find a quiet place to sit and think. We walked away from the show, left the cars and sat on a wooden bench. My tears and my sorrow were just too much for me. The years and



the friendship and now the loss were overwhelming and I sat and spoke with Mary and said this one would stay with me forever. In a strange way I was at a car show with my Morgan when I learned of the passing of my Morgan friend. My friend Steve.

Steve was "picky" in life and for all the right reasons – he knew what he liked and wanted and not to waste time if these were not present.

Later than afternoon, my phone rang again and it was Jim and Marsha on a speaker phone. The tears and crying in their voices joined mine and all we could do was agree we were devastated and we had lost a friend. A special friend. We spoke about our New England trips like they were yesterday, although they were so many years ago. We spoke about the three couples and our trips and our wonderful times together. And we cried some more.

Steve was a dear and special friend and I miss my friend.

I reflect today about a fall day in northern New York when my life was altered with the addition of Steve Vavak into my life. The years which followed and the things we did, the things we shared and the joy and knowledge he brought to me are not the normal items of friendship. We were close. Our wives were close. Our friends the Carter's were close. Our lives were close. And that's the way it should be.

My favorite Broadway show is "Wicked", and in the final scene the two witches confess their views of life and each other in a dramatic song which includes the following:

*Whom can say if I have been changed
for the better?*

*But because I knew you
I have been changed for good.*

Rest in peace my dear friend Steve.

Photos:

This Page:

At the Mt Washington Hotel

Opposite Page:

Friends Road Trip Vavaks,
Carter's & Shuldman's

There is nothing I could add to Bennett's heart felt and emotional tribute to Steve. He nailed it. I would like to make a few comments on the Memorial Service Meredith and I attended on Saturday Feb 17th. It was a very uplifting and at the same time emotional and sad affair. Beate gave Steve a wonderful sendoff. Her sister and husband were there from Germany, along with several of her nieces and another German couple that she and Steve were friends with. Also there were Steve's sons, Steve and Scott, one of his granddaughters and Steve's newest family member, great grandson Theo.

Many friends and former co-workers gave glowing tributes to Steve. Everyone who knew him could not help but have deep affection for him. That is the kind of person he was. Below is one of the poems selected by Beate and read at the service. I still can't read it with a dry eye. Good luck.

Other 3/4 Morgan Group members who attended included Jim and Marsha Carter; Ron and Kathy Garner; Steve and Jo Manwell and Shagyna Loeffler.

One of the things that I have learned over the years about life is that you should live it such that you have no regrets. I know – not easy. But we must all do our best.

Fair winds Steve old pal. ed

Time Is a Wheel

Susan Stocker

Time is a wheel: the day we met

Is still there:

Everything changes but nothing is lost:

All that we shared,

All that we ever loved, belongs to us still:

Time is a wheel

Whatever has ended is just about to begin

All that we feel,

All that we ever felt, will come back again

Time is a wheel

The sound of your laughter; the rain in your hair;

Your hand in mine,

Your knock at the door; your step on the stair –

Are all still there

Because time is a wheel and death will come round

As birth will come round

As love will come round, as peace will come round,

As joy will come round,

A life will come round, because time is a wheel

Bringing back even yet,

All that we ever shared, and the day that we met.

IN MEMORIAM

John Hall Griffith II

From the New York Times Feb 14, 2018

GRIFFITH--John Hall II. (1925-2018) Passed away on February 6, 2018 at the age of 92. He graduated from the U.S. Merchant Marine Academy and served on the legendary "Murmansk Run" to Russia in World War II. He earned a B.S. from Georgetown University, studied at the London School of Economics, and completed the Harvard Business School Advanced Management Program. Mr. Griffith was a pioneer in the maritime shipping industry. He held senior executive positions at United States Lines (1950-1971) and was Chairman and CEO of Norton Lilly in New York (1971-1999). He was predeceased by his wife, Jutta, and is survived by five children, Janet Sofield, Megan Griffith, Constance Chapman, John H. Griffith III and Mark Griffith; eight grandchildren and five great-grandchildren.



John and Jutta were early 3/4 Morgan Group members, regulars and hosts at many, many events, club officers and contributors, and generally good all around eggs. I haven't seen much (any?) of John since Jutta went. The Griffith car we all remember was the '67 Green/Black Plus-4, #6410. He sold it and bought the '53 Plus-4 Red flat rad, #P2667 (which I vaguely remember to be now down in MOG SOUTH but can't quite remember who might be the current trustee).

Editor-At-Large Spider

A Tesla Roadster in Orbit? Really?



Perhaps you've heard, Elon Musk, CEO of not only Tesla but also Space-X, took the opportunity, when conducting the latest test of his space delivery vehicle rocket, to actually launch a red Tesla electric roadster into earth orbit. (Don't worry, the guy in the space

suit is a dummy). What a great publicity stunt!

Well, Morgan just can't be outdone by this. We need to launch our own example of THE iconic roadster of all time into earth orbit also. Maybe if every Morgan owner worldwide made a contribution we could raise enough money to have, say, an example of the new Electric

Three Wheeler launched into orbit by Space-X also. I mean, how much could it cost? Then it would be there, in orbit, waiting so our astronauts could pick it up on the way to Mars for our manned Mars exploration mission. Perfect!

Start emptying out your piggy banks kids – we can do this!



3 WHEELERS:

NEW 2018 Morgan 3 WHEELER

GENEVA SHOWCAR HERITAGE EDITION Rolls
Royce Woodlands Green Metallic

2014 3 WHEELER 128 SPECIAL

SPEC Jaguar Stratus Grey metallic
// 1 OF 1 - BIG PRICE ADJUSTMENT

2013 3 WHEELER Porsche GT

Silver metallic // 1744 ORIGINAL MILES

2013 3 WHEELER Charcoal

Grey Metallic // \$12,000 IN
MECHANICAL UPGRADES JUST SPENT!!

1935 F2 3 WHEELER Beers

family restoration //
VIN#F246 BEST IN THE WORLD?

ROADSTERS:

2003 Morgan Plus 8 35TH

ANNIVERSARY Liquid Silver
Body with Jet Black wings

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

2000 Morgan Plus 8 Cranberry

Metallic/Magnolia Ivory
with dark red piping

1967 Morgan Plus 4, DHC, Ivory/

Green Wings, Ivory leather

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

1963 Morgan Plus 4 SuperSport

Roadster, lowbody, LHD,
new top end, Red/Black

1963 Morgan Plus 4 Four

Passenger Roadster, Regency
Red/Black leather

1963 Morgan Plus 4 SuperSport,

BRG/Black leather

1959 Morgan Plus 4 DHC, BRG/

Black Wings, black int. very nice

1935 Morgan F2 VIN #F246

OTHER MARQUES:

Allard J2X, Mk III

1974 Lotus EUROPA SPECIAL Black/

Champagne leather, big valve
twin cam/5 speed...all new!

1959 Westfield Lotus XI

RECREATION proclaimed as
"Best in the World" by well
known auto journalist

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HEARTS OF ASH

Tales of the Pre-Valentine Party

Spider J.C. Bulyk, Editor-at-Large



It was a dark and stormy night! No, really it was...REALLY!! It really WAS a dark and stormy night! For what may be the first time ever, I can use that hackneyed and banal line embellished in the full flavor and brilliant light of . . . the TRUTH!

I had set out from Madison with mild mist and a touch of drizzle (sounds like a bar order, no?) By the time I had crossed up onto the Merritt Parkway, it was pitch black and pouring. John Loudon McAdam's dark pavement conspired with omnipresent water to absorb every lumen my electrical system could pump out. As the mist thickened into dense fog, even the auto-leveling, double-Zenon headlamps and PIAA foglamps did little. Flicking up the high beams made it seem like I was driving into a milk shake. Low beams had me down to 40 mph and breathing every Sunday school prayer I could remember. By the time I got to Redding – home of the Wunderman Compound – I was deep in the foggy-foggy-dew of 1960's BBC movie material: "*Sgt. Stedley, would you mind reaching into my Macinol for some more of that Balkan Sobranie?*"

Any minute I was expecting to hear the crack-pop of a revolver discharge....

As you might by now guess, driving through this scene made arrival at Lynn & Marc's place all the more compelling: warm, dry, nice fire in the fireplace, elegant single-malt and bar selection. Best of all was the warmth of welcoming company. You see I had made this trip alone. Emotionally speaking, I confess that a pre-Valentine's party is not the time for putting on a cameo. Not only is there no one in the passenger seat to wince with you, every time the headlights scrape through another foggy blind corner, but you must be extra, extra polite so nobody thinks you came there with the thought of perhaps getting lucky. Nevertheless, Stephanie's calendar conflict kept her away from the party (and out of the mortal danger of my driving).

I suspect that weather may have held some would-be participants back, but a smaller group led to more full group discussions, fertilization of ideas, and exchange of good humor (the ethereal kind, not the kind on a popsicle stick). There was no lack of hot subjects and interested players.

Two Morgans were torn-down and in the midst of restorations: Ellen and Erwin Dressel's and my own opus magnus. This led to serious commiseration about starting to replace a sidescreen bracket and ending up with a second mortgage, the car still in pieces, and 3 years gone by. Debbie and Jim Perman have certainly seen and done their fair share of restos, so contributed mightily those details we should all watch for. (They also serve who sit and comment!) Lois and Dan Kobal raised the question of tire selection for their '61 Plus 4 with Lita and Fred Cohen (Okay, I guess I got into it as well). It's always interesting to hear the veritable potpourri of perspectives on this otherwise dry subject: it was fun and I liked it. I teased Jeri Cohn about the relative luxury of riding in a custom Plus 8, while she was all ears about Stephanie's and my new granddaughter (okay, not quite so new). Bob makes for a fascinating Morgan conversationalist because he is always thinking 'outside the box', but by straightforward and logical steps: unique and original ideas. Mara and Barrie Abrams regaled me with tales of their new digs down south, Barrie's retirement (okay, Barrie, one of these days I'll get around to it....) and their impending move.

In the years since our car has been off the road, I've missed seeing my friends in the club. Writing for *The Morganeer*, I've often felt estranged from those for whom and to whom I'd been writing. Engaging with the group at Lynn and Marc's place took some of the chill off that feeling for me. To be with folks of similar ken was a medicine I definitely needed.

I leave Lynn and Marc for last, because it's always tough for the hostess and host to step away from insuring the best of the gathering to spend time with guests. For those of you who have been there, you know the Wunderman home is lovely and cloaked with charm. The sense of Valentine's season was everywhere and the serving table was delicious; I'd just sit down with a full plate when seeing someone go by with a very different entrée would prompt another trip to the table. I think I went back 2 or 3 times and even then got tempted into desert. As a fan of whiskys, I can attest

that the bar held significant attractions. The wines did as well: see the photo! (Lynn was that label your doing?)

Marc took sub-group on a tour of the barn, holding his office, workshop, and Morgan garage. Some years had transpired since I'd seen the barn so I can say that Marc has transformed it into a very special place. If he keeps going on in this manner, he will soon be forced to stop calling it a 'barn'. As a factory-rat and fan of vintage engineering, I'm fascinated looking at his collection of equipment, tools, and machines. There was also a discussion about when a certain Indian motorcycle might make it back on the road. Some time had gone by since I'd managed to corral with Marc, so was delighted that he made the effort to catch me up for a generous chunk of time. I like his company.

When I arrived at the beginning of this soirée and was greeted by Marc, the first words out of our mouths were to remember to take a group photo. But the talk time was so delightful and the atmosphere so conducive, that the pho-

to never happened. Little by little and two by two, the crowd began to fade into the (dark and stormy) night. For me the night ended as it had begun with Marc and Spider standing by the front door talking about the photograph. I guess you could say I "closed the place"; never even having gotten to say "Goodnight" and "Thank You" to Lynn (belated Goodnight and Thank You,

Lynn!!!). And so, donning my Macinol, I headed out to car for the ride home.

And the night got darker and stormier...

Photos:

Opposite page: Hearts and flowers? At a Morgan club event?

BOTTOM: Special wine label for the occasion

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MORGANS – UP CLOSE AND PERSONAL

Photos by Maura Hall

From every angle, every avenue of approach – a sloping rear deck with spare, a wire wheel with chrome spinner, the subtle sexy curve of a fender, a curved grill, a louvered bonnet, a leather bonnet belt, an exotic wood dash, a classic steering wheel. The closer you look the more captivated you become. Yes – it's a Morgan.





Musings on My First 5 Years with the 3/4 Morgan Group Ltd

Steve Schefbauer

It's been a ridiculously cold and snowy January and it's downright depressing. I had intended to do another Member Profile for the March /April issue, but I couldn't seem to get the brain to agree. Instead allow me to give you my thoughts on my first 5 years with the club.

To paraphrase Groucho (someone always does), I really wouldn't want to belong to a club that would have me as a member. But here I am 5 years later, and loving it. I have learned a lot and have a few people to thank for that.

Spider Bulyk, who invited me to my first "Noggin" at the Griswold Inn and who taught me that drinking and Morganeering are synonymous. After read-

ing Spider's articles, he also taught me it's okay to let your writing spirit go free and inject a little humor. Thanks Spider!

Andrea Lucas, who taught me how to navigate the New England South activities and get things done. I think she secretly wants me to take over her duties as Area Captain but I can't. You are too tough an act to follow. Thanks Andrea!

Frank Wnek, who mentored me in writing articles and encouraged me to write more and talk less (he didn't really say that). Frank is a backbone of the club and one heck of a great guy. Thanks Frank!

To all who volunteer their time and energy to make this club work (you know who you are), there wouldn't be a club without you. Thanks!

On a personal note, my wife Ann Marie who, when I told her I had put a down payment on a '64 Morgan said, "I feel like I just gave birth and I didn't even know I was pregnant". For your tolerance, patients and negotiation skills as a partner (the kitchen got rebuilt). Thanks Darlin'!

I have indeed enjoyed the activities I helped organize with Andrea, the Member Profiles I have written and especially Lime Rock Park. I have been a fan of this venue since the 70's and have never lost that feeling of joy every time I travel up there.

In the '90s I did some racing with Skip Barber Racing, first going to school, then advanced driving, then lapping days where you try to perfect your





Photos, This page:

Top: Why are these guys following ME?

Middle: Not so sure I belong here

Bottom: ... and the 'road goes on forever'

Opposite page:

Noggins at the Griswold Inn - what we do best

technique with seat time in a race car. Over a 7 year period (I was already a little "long in the tooth") I realized I should bow out before I hurt myself or someone else on the track, but I never regretted it for a minute.

It is for these reasons that I truly enjoy organizing The Gathering of The Marques and reporting on The Vintage Fall Festival. Well folks, that's about it for the first 5 years with much more to come! As Frank always says: "The road goes on forever". And I'm with you on that - 100 percent!



EVENTS, EVENTS

Farthest North Dustoff Moves South

Downeast Dustoff and Lobster MOG May 18-20

Your hosts, Frank & Meredith, are pleased to announce that the Northern New England 'Farthest North' Dustoff and Lobster MOG is moving south – ALL the way to the lovely seaside town of Kennebunkport, Maine.

Rooms have been reserved at the Breakwater Inn for the weekend of May 18-20.

The traditional lobster bake dinner will be served out on the lawn Saturday afternoon/evening (weather permitting).

We will plan to visit a near by restaurant for a no-host dinner Friday evening.

Room rates vary from \$169 to \$209 per night depending on room size and water view.

You must make reservations early. The discount rates are only available until March 18th.

The lobster dinner will be \$75 per person, service charge and tax included.

*So make your reservations early and we look forward to seeing you
on a lovely Spring weekend in Kennebunkport, Maine.*

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BREAKING THE MOULD *Part 2*

One-Off Morgans Designed/Built in Europe

Douglas Hallawell

At the risk of indulging in some wishful thinking, one cannot help wondering what actually denied the Plus 4 Plus of a more illustrious future, and what Peter Morgan had in mind, a comfortable GT suitable for touring on the continent. After the Le Mans race in 1962, Chris Lawrence started ponder-

ing as how to go about creating a more streamlined Morgan sports-car racer to compensate for TOK's speed on the straights versus the (later) Porsche 904s. This led to a partnership between LawrenceTune and John Sprinzel Racing in 1963, resulting in the creation of the four aerodynamic, lightweight and more competitive SLRs, one of which Chris

was to use at racetracks thereafter. In the light of all this, perhaps some minor tweaking to the Plus 4 Plus, like a few more welcome horses under the bonnet in the form of the optional 4-branch tubular Derrington manifold - instead of the standard heavy cast-iron one supplied by Triumph - and a couple of type 40 (or 42) Webers, might have made it



The second of the three one-offs developed in Europe was in fact the Pedro Serra-designed Plus 4 coupé from Spain, which, unlike the Swiss model, was officially designated a Morgan from the beginning. Pre-dating the Swiss coupé by six years, it is equally singular and unique. The story behind it is even more entertaining because it takes one further back in

Photos, This page:

Top: Alfa Romeo 1900C SS 1954-58

Middle: Alfa Romeo 1900 C SS Zagato double bubble rear roofline

Bottom: Porsche T7 prototype roofline

Opposite page:

'62 Alfa SZT at Tour Auto 2014

sufficiently eligible for track use as well. Moreover, had the coupé made its debut at the London Motor Show a year earlier, in 1962, it could possibly have provided Chris with an earlier and, consequently, alternative solution to the SLR.

Letting one's imagination wander further still, the Plus 4 Plus might also have benefited from some tweaking of its body style in general, under some Italian influence. For a flusher front end, at the cost of slightly more overhang, the wings could have been more in keeping with those on a SZT Giulietta Zagato Alfa from the same era, with perspex covers for the headlamps, like the one that raced alongside TOK in 1962. As concerns Alfa Romeos, Zagato really excelled with the 1900C SS model (1954-1958) that incorporated his unmistakable signature, the (vented) double-bubble roofline. That too could have enhanced the Plus 4 Plus's styling, and for a 2+2 effect, an extended roof as on the 1961 Porsche T7 (prototype) might have been a possibility. As for the rear end, more sober period styling, as per the afore-mentioned Italia, could have provided an elegant finishing touch as well as more ample boot space.



time, to 1955. The recently appointed Spanish importer, Francisco Alcaraz, had ordered an eclectic assortment of 13 Morgans in one batch. To complete the order, a Triumph-engined rolling chassis was also supplied by Morgan, and delivered to him in December 1955. By August 1956, coachbuilder Pablo Gimeno had finished the steel-bodied coupé, but, at approximately 1250 kilos, the 2+2 Serra coupé weighed nearly 400 kilos more than a regular Plus 4 roadster.

Like the Swiss one, the Serra coupé fell into a state of neglect, and during the following years of ownership, the fifth or sixth of its guardians sadly left it to rust outdoors in a garden in Madrid. Fortunately, Fernando Aydillo came to the rescue in August 2009 and brought the coupé back to its former glory



following a major 4-year restoration. Subsequently displayed at the Auto Retro Barcelona show in December 2013, the car is evocative of the much later Italia 2000 that was also steel-bodied. Importantly, it sported the signature of the talented Pedro Serra, something more commonly seen in Spain on a Z-102 Pegaso roadster of the mid-fifties.

Pure speculation of course, but perhaps a Latin design might have made the Plus 4 Plus more attractive, like an English gentleman in a smart Italian suit. Well, the recipe did work for the 330 Italias produced and marketed out of Turin by Ruffino during the same period. It also worked for eight Triumph models including the TR4 that were all designed by Michelotti, not to mention the iconic 1960 Aston Martin DB4GT bodied by Zagato. Now, if one could only go back in time, to 1961, and start all over again... Where is that DeLorean when you need it most?

Many thanks to Jake Alderson who took the time to proof-read & contribute certain details. And Francisco Aydillo & Francisco Carrión for the photos supplied of the Serra Morgan.

Photos:

Top: Morgan Serra

Middle: Pegaso Z - 102 Serra designed 1956 Spider

Bottom: Pegaso Z - 102 Serra with hardtop

The 3/4 Morgan Group Ltd

EVENT CALENDAR 2018

<u>DATE</u>	<u>EVENT</u>	<u>HOSTS</u>
Apr 7 Noon	Noggin Lunch & Dustoff <i>(RSVP required)</i> The Madison Beach Hotel, Madison, CT	Andrea Lucas andrea.lucas@snet.net
Apr 22 8-10 AM	Caffeine & Carburetors Pine & Elm Streets, New Canaan, CT	Tom Smith tsmith@thomassmitharchitect.com
May 19-20	Farthest North Dustoff/Lobster MOG Breakwater Inn, Kennebunkport, ME <i>see details page 18</i>	Frank & Meredith Wnek wnek_fm@comcast.net 207-729-6300
Jun 3 10 AM	British By The Sea Harkness Memorial State Park, Waterford, CT	Andrea Lucas andrea.lucas@snet.net MGCT MGTD52@comcast.net
Jun 3 1 PM	New Jersey Clam Bake Ridgewood, NJ <i>see details page 18</i>	Bob & Geri Cohn 201-447-6982
Jun 17 8-10 AM	Caffeine & Carburetors Waveny Park, New Canaan, CT	Tom Smith tsmith@thomassmitharchitect.com
Sept 16 8-10 AM	Caffeine & Carburetors Pine & Elm Streets, New Canaan, CT	Tom Smith tsmith@thomassmitharchitect.com
Sept 21-23	Autumn MOG Jiminy Peak Resort, Hancock, MA Details to follow 2019 CHAIR NEEDED!	Frank Wnek wnek_fm@comcast.net 207-729-6300
Oct 5-7	British Legends Weekend Falmouth, MA Morgan a featured marque	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

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.

The Future of Autumn MOG

Frank Wnek

As Autumn MOG 2018 Chair, I feel obligated to report to you that, as of this date, no one has come forward to volunteer to co-chair this year's Autumn MOG event, and also take on the obligation to chair the 2019 event. This unfortunately brings into question the future of Autumn MOG, which, since 1979, has served as our annual BIG clubwide event.

We will soon be asking you as members to participate in a very quick and easy survey to get your thoughts on the continuation of Autumn MOG before we proceed forward with any more planning.

President Maura, bless her heart, has offered to co-chair this year's Autumn MOG. She has graciously offered to give me whatever help and support I need, plus she had already agreed to be the banker and accept and process the registration forms. But everyone must understand that neither Maura or I will chair the event in 2019.

So, dear fellow 3/4 Morgan Group members – the future of Autumn MOG is up to YOU!

Digging through more of the old Morganeer copies sent to me by Spider recently, I discovered this - from the June 1977 Morganeer: Art Lange was club secretary and Morganeer Editor at the time. Déjà vu all over again?

A Morgan Club?

So where were you all? For the past few meets there has been a notable lack of Morgans. Our membership files are bulging, but that is all. Four Morgans showed up at West Point. Two of them were owned by the club president and one by the club secretary. Is that a club? The 3/4 Morgan Group is supposed to be a form of communication between members and a method of notification of the next get together.

To me, the joy of the club is meeting other members and their cars. All Morgan people are interesting, believe me; and Morgan cars are no less so. Unless we all meet, can we have a meeting? Unless we have meetings, can we have a club? Just paying dues and

receiving this paper does not make anyone a club member. Admittedly, some of our members (a minority) live far enough away from the North East to make attending impossible. I am not talking to those few, or to those few 'with child' that can't take Morgan riding, or to those temporarily out of town. Membership should imply an effort to attend as many meets as possible. It should also imply a desire to contribute something to the newsletter. Every Morgan owner has a Morgan story. I would like to print some.

Touching this newsletter – does anybody like it? If so send me letters, pictures and high meet attendance records. Let us get this club back on the active list again.

Arthur Lange



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SPIDER'S TECH TIPS

The St Malvern's Dance

Spider,

Greetings from the wilds of Killingly. Although winter is not over yet, the birds are coming in and the few warm days now and then are talking Morgan to me. The last time I took the old girl for a ride as soon as I hit 46 mph the front started to shake so we turned around and headed home. This has never happened before. The front end is reasonably tight with the exception of a slight backlash in the steering wheel that I absolutely hate but can't eliminate despite rebuilding (new follower peg and seals) the Bishop box and finding no play in other components and adequate tire pressure. One wheel has minor caliper brake drag. Considering the weight of the wheel and inertia at speed I doubt it had any effect.

Perhaps the drag takes 1 ft. pd. of force to rotate at full diameter, and that may disappear after a couple of miles being just out of storage. I'm thinking why did I ever let my last VW steering box go as I heard they might be used in place of the primitive Bishop. Even a rusty old VW bug steered with less trouble than a Morgan fitted with a Bishop.....but they had a light front end for sure.

Ideas about where to look to get rid of shake?

Bill Gazzola

Bill,

Front end shakes (aka St. Malvern's Dance) in a Morgan (usually) have an unique cause. After what you've told me below it is most probably not any of the things you mention.

The dance occurs due to worn front end parts or improper font end settings. Use the attached drawing (courtesy of www.morgan-spares.com) for reference. I'm about to run out to get on an airplane so this is necessarily brief but it goes like this:

1. Four (4 - 2 on each side) bronze bushings in the trunnion (wheel hub) holding the kingpin wear. Disassemble, replace bushings (and possibly kingpins) and have the bushings honed to fit the kingpin.
2. Flat spring blade between the trunnion and the chassis (comes rearward at about 45-degree angle. Hard to describe in an email but as the main spring oscillates (up and down) it also rotates. This rotation would cause the wheel to "wobble" left-right and start the dance as the oscillation becomes harmonically greater. The purpose of the flat blade is to insulate the trunnion/hub from the springs rotational motion. The flat blade is held at the chassis end by a clamp and two shims. The blade can/should be able to move in the IN-OUT direction, but should not move at all in the rotational motion: the two shims are meant to keep the chassis end of the blade stationary. This sounds trivial but it is critical to eliminating the dance.
3. It is entirely possible that the springs (2 main plus 2 rebound) need replacing. No way to tell, but if you've gone through all

the trouble of taking the front end apart and don't really want to do it again any time soon, now might be the good time to replace everything.

4. Bronze thrust pad attached to the flat blade with two bolts. This bronze pad with eccentric center hole is what sits between the main spring and the trunion/hub as the insulator. Because it takes all the rotation and bounce and steering wear of the springs (and the road surface), and because it is soft metal, it wears.

5. Shock absorbers do wear out. They are there to dampen up and down spring motion and would act (generally but not specifically) to dampen the harmonic oscillation should it start. If they are weak they need replacing. By the way, unless you are an autocross hot-shoe, you do not need STIFF shocks - contrary to popular belief. For instance, on my 57 four seater, I use Spax brand adjustables set to the softest setting and it works just fine, not to mention a less jarring ride.

6. When was the last time you re-packed (with wheel bearing grease) your front wheel bearings? Take them out, clean them in solvent, dry them (important), repack them, and replace them, insuring the end nut is snug but not pinchy-tight.

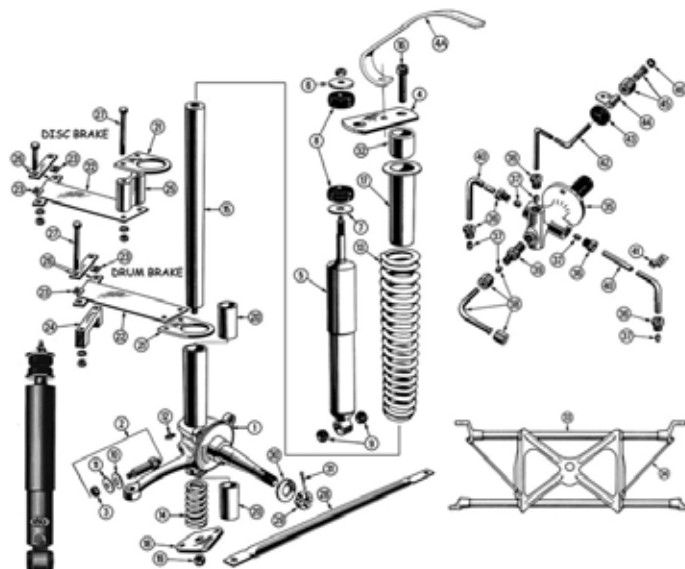
7. Are your wheels still round? It only takes one good pothole to throw them out, either radially or axially. Are they still balanced? It only takes one good pothole to toss a weight off the wheel. An extension of this is the tire itself (themselves)... same questions.

8. From what you said, it sounds like there's no real slop in the draglink or the trackrod ends.

These are the 8 issues I can think of on the fly. #2, #5, and #6 are the easiest and least expensive to look at and possibly remedy. However I will say that my experience suggests that the dance most often occurs from combinations of the above culprits - so there's no one silver bullet. Doing the front end one piece at a time is painful and can be more expensive. So if you're going to tackle one of the items requiring disassembly (eg: #1, #3, or #4), then you should bite on a bullet or a leather belt and rebuild the front end entirely: do the whole penance at once.

Whatever way you choose to go, I'm there for you. Oh, and also...

Run cool, Spider



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AUTUMN MOG 2018

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- Electronic photo format - .jpg.
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- Caption photos to identify cars, people, locations, dates, events, etc.

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