

The Morganeer

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Issue 3

The 50th Anniversary **Plus 8**



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

NEW CLUB MEMBERS

Brian Hall Saratoga Springs, NY
'53 Plus 4

Kate Hartley North Creek, NY

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to see you at an event soon.

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FROM THE PRESIDENT

Finally! The temperature has risen. The crocuses are peaking out. Its time for.....Spring cleaning!

For many of us, the onset of spring is a wonderful time—we are inspired, it is almost compulsive. News articles and television advertisements proclaim the many benefits of getting organized, reducing clutter, getting things all set for a summer season. For Morganeers, that entails a bit more than just getting the curtains in the washing machine. But the mind-set is worth considering.

One website flashed a banner at me telling me that getting clean and organized would decrease my stress and improve my mood. I agree. Getting the cars in the yard and spending a couple hours with a cleaning rag and some chrome polish did improve my mood. It did not get my curtains in the washing machine, sadly. I decided to investigate.

In Northern cultures, Spring cleaning had its roots in the time when you heated your house from the fireplace, and spent all winter keeping the heat—and soot—in. Warm weather permitted us to air the house, and to remove the built-up dust and soot. Ok, I get that. We heat with wood in our house.

In Iran, the new year arrives on March 21. According to UNESCO, the new year is a time of regeneration for Iranians and also a time for refreshing and reinvigorating life, and that includes the house. The ritual, which is done in the two weeks preceding Nowruz (the New Year), is called khane tekani “shaking the house”, and the custom lives up to its name. Once the house is shaken, the new year—and spring—can arrive.

The Chinese sweep their floors and clean their homes to rid them of bad luck and misfortune that may have accumulated during the previous year, thus making the house a clean slate to receive good fortune that comes with the turn of the year.

Somehow, my New Year’s resolutions seem, well, a tad mild in com-



parison. But not my spring car cleaning resolutions! Polishing sprays have a new fascination. I fully intend to check on that faulty turning signal and adjust the idle—and clean the floor mats. I vow to thoroughly rid the cars and garage of all the dirt and dust that have accumulated over the winter. I will check the oil, and the tires, and polish the dash and chrome. And clean the boot. Maybe I should revisit my tool kit, reorganize the wrenches. And I promise that I will clean out the engine by taking that road trip over to Vermont that we never got to last year. My list is growing daily.

So if you are feeling guilty about not raking the yard and because you were pampering your car instead, just remind yourself—it is still spring cleaning. And remember, Good Housekeeping tells us that:

“Spring cleaning is Healthy”
(for you and your car)

“Spring Cleaning makes you happy”
(and don’t you deserve it?)

“Spring cleaning reduces stress.”
(I should spring clean more)

So...what are you waiting for? Enjoy!

Maura

MadMOG revisited	p. 5
Sir John Black	p. 8
Atlantic/New Jersey Dustoff	p. 14
Racing a Morgan	p. 18
Testing The Fuel Injected Plus 8	p. 21
Breaking The Mould Part 3	p. 24
Last Morguerita	p. 27
Events Calendar	p. 28
Spider’s Tech Tips	p. 30

TO THE PRESIDENT

Maura,

Just read your piece in the current issue. You write so well that I suspect you do this for a living, or could if you wanted to. Having made my living with the pen, I know that gentle essays of the quality of yours do not come easily, or quickly, and often do not come at all. Anyway, congrats.

Carl Kaufmann

FROM THE EDITOR

Okay, enough about Spring (if you read our illustrious President's column on the opposite page before venturing here). More important to me is when the outside temperature finally hits that magic 50 degrees Fahrenheit. Which it did finally several days ago. And after charging up the battery for several hours, the old Drophead fired right up and was chomping at the bit for an exhilarating first drive of the season. It didn't seem to mind that I had not even stopped by to visit or give it a quick caress since putting it away in a neighbor's garage back last November.

This issue's cover celebrates the 2018 50th anniversary of Peter Morgan's venerable Plus 8, and, as announced by MMC, the 'last 50 BMW V-8 powered' examples of this popular Morgan model. Supposedly, all 50 have already been spoken for. Does this mean that these will be the last of the Plus 8s, which will then join the 4-seater as out of production Morgans? Why not just redesignate the Roadster as the 'new' Plus 8. Who would know?

With only two events reported on, only one of which was a 'dustoff' driving event, I suppose this issue should accurately be called the 'pre-season' issue. We start with NE South/CT Area Captain **Andrea Lucas'** report on the second edition of the convocation of the merry band of conspirators called MadMOG (short for Madison Morgan Owners Gathering, as far as I can determine). Although his drive was rather short, we must give kudos to Ted Lucas for showing up in his Plus 8.

The second not REALLY pre-season event was the gathering and 'drive' hosted by **Bob and Louise Nunnink**, and reported on by faithful scribe (who can handle a VERY short deadline, thank you) **Fred Cohen**, with photos by spouse Lita. It's good to see established club traditions like the Spring dustoff being carried on by new hosts.



Continuing with our 'pre-season' theme, veteran Morgan racer **John H. Sheally II** contributed an inspiring prelude to the racing season with his essay on the joys of racing (or maybe just autocrossing) your Morgan. He certainly bolsters the argument that Morgans are built for and can hold up to being driven 'hard'. Well, that is if you skip his vivid description of the episode of losing a front wheel at speed during one of his races. (If faint of heart, you may want to skip over this part of his article.)

In another of his very well researched and informative articles, **Jonathan Kinghorn** gives us a wonderful insight into the man who developed Triumph sports cars and furnished many of the engines for Morgan during the 50s and 60s, Sir John Black. Even more interesting is the competitive but mutual business relationship which was established between Sir John and HFS Morgan. How fortunate for all of us (and the company) that when Sir John made the offer for Triumph to buy the Morgan Motor Company, Peter just smiled and respectfully declined.

This issue also contains the third and final of the three part 'Breaking The Mould' articles by our Parisian Correspondent **Douglas Hallawell** on the continental European 'one-off' sports car experiments based on the Morgan chassis and running gear. Maybe Morgan should consider giving one of its new models the 'Zagato' moniker - along with the 'Spyder' (one of my previous suggestions). The Plus 4 Super Sport Zagato Spyder, or in short form the SSZS - has a nice ring to it, doesn't it?

Before signing off, just a short Autumn MOG update. Plans are well underway for our big end of season event. Thank you to the over 50 members who have already completed their Autumn MOG surveys, and especially those who volunteered to help with some of the events. The Registration Form should be sent out via email and posted on the website soon. And you can make your room reservations at Jiminy Peak by calling the resort at 413-738-5500 and mentioning Morgan club Autumn MOG weekend.

So, fellow Morganeers, it's time once again to roll your Morgan out from its winter blanket, charge up the battery, fire it up, and blow some dust off. The spring cleaning part is optional (as far as I'm concerned). For as we all know,

The road goes on forever,
Frank

TO THE EDITOR(S)

Hi Spider:

When I saw your reply to Bill G's letter my first thought was to have the diagram printed on a t-shirt worded 'Been there, done that'. So-Cal speed shop has a neat steering damper they sell for buggy spring Fords. Easily adapted and very effective.

Best,
Larry T. (Thompson)

Frank,

When I casually opened the Nov/Dec issue of the Morgan as it was lying under our coffee table I noticed the Addendum article opposite your kind inclusions of the Riley photos. That article featured the dash plaque from 2nd Vintage Fall Festival, I didn't take much notice before but this time the image struck a bell because I have the equivalent poster from that meeting hanging in my work-

continued on page 4

TO THE EDITOR(S) Continued

shop - see below. Now my Morgan did not run Lime Rock until 1990, I have my drivers training certificate to prove it, but I wondered when I first ran the Fall Festival. Hunting through the badges around my car and tool box I found the one shown below from 1995 when Brian Redman was the featured guest. That was a coincidence as Brian and I went to the Monaco Historics in 2012 together. He has some hilarious stories about driving for Porsche. But only he can deliver the punch lines with authority.

The other connection is that I used to drive a D Type Jag like the one shown on this badge back in the early '60's for Mark Rigg's team and our mechanic was Maurice Owen, later chief engineer of the MMC.

Mike (Virr)



1970 Morgan Super Plus 8 for sale

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

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

April 30, 2018

As of today, the 3/4 Morgan Group has 188 primary members. Changes in club membership in the last twelve months are as follows:

- Eight new members joined the club.
- Eighteen members have not renewed their memberships. They are not counted in the 188 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

MADMOG AT THE MADISON BEACH HOTEL

Andrea Lucas
Photos by Ann Marie Daniel
and Steve Schefbauer



*"April hath put a spirit
of youth in everything"*

William Shakespeare

The second annual gathering of the Morgan Club MadMOG took place April 7 at the Madison Beach Hotel with another enthusiastic group of seventeen attendees. Although more snow fell on Friday and another "nor'easter" was forecast, it was miraculously clear and

dry on Saturday. Living less than fifteen minutes away, Ted Lucas was the only member who bundled up to drive his Morgan to the event.

Being the smallest area geographically, NE South (CT and RI) enjoys hosting members from other states. Massachusetts residents, Alison DeKline and Morgan Malone, have attended MADMog both years. Frank Wnek also planned to attend MADMog and stay at Spider and Stephanie Bulyk's home in Madison but unfortunately had to cancel due to obligations at home in

Maine. All other attendees were from various CT towns. We did miss our Long Island friends (Doug and Karin Constant and Ethan and Shelly Saffer) who did not venture across Long Island Sound via a car ferry this year.

It is always interesting to hear about everyone's latest projects. Those

Photos:

Top: Ted Lucas arrives beaming in his Plus 8

Bottom: Guys (Marc & Steve) talk Morgans, gals (Lynn & Jane) talk "why do guys always talk Morgans?"





Photos:

This page, Top:

Jane, Andrea and Steve showing the flag – “YES, we bad!”

This page, Middle:

Head conspirator Spider expounds – Ellen, Erwin, Alison and Morgan; faithful acolytes or skeptics?

This page, Bottom:

Area Capt Andrea preaches to the flock

Opposite page:

D'Stephane et Les Trios Mousquetaires (aka, Steve Scheffbauer, Spider, Andy Traggis and Ted Lucas)

heavily involved in restoration work on their Morgans include Spider and Erwin Dressell. Spider has had his 1957 4-seater painted and will tend to wiring while Stephanie will help install the new interior leather. Erwin Dressell's extensive restoration of a 1966 4-seater continues and he has it prepped, primed and ready for painting. We look forward to adding these Morgans to the NE South fleet. Ted spent several busy days rebuilding the steering column on his 1972 Plus 8 and is anxiously awaiting delivery of 4 new period tires from “Longstone Tyres” in England. Jane Mattson opted to bring her 2002 Plus 8 to Morgan Motors (wise idea!).

Other non-Morgan projects are plentiful as well. Carl Kaufman, 90+ years young, has completed building a dinghy for his great granddaughter and is now building a beautiful cedar self-rowing boat for himself. Stephanie Bulky retired year end 2017 as a nurse in the Madison school system and is happily caring for her granddaughter three days a week, consulting for day care centers and quilting. Although retired from full time work, Lynn Wunderman also continues to consult for non-profit organizations. Our delightful “youngest” couple, Alison and Morgan, are also very active despite full time jobs.



Alison has already dug her garden for a pumpkin patch and is anxiously awaiting five full days of 50+ degree weather before planting the seeds. Morgan is designing and printing lanyards for the 2018 Autumn MOG.

All Morgan owners know the feeling of celebrity when driving their cars. Spectators of all ages smile, wave, turn their heads and approach you constantly. As we left the Madison Beach Hotel, Ted drove past three teenage girls walking to the beach and one exclaimed, "Oh, how cute!" She probably was referring to the Morgan but Ted looked cute, too, with his driving goggles and leather jacket.

Before leaving the restaurant, I thanked the wait staff again for their fine service and they said we were a "very nice" group. Despite Frank not being present to keep SOME of us in line, I am sure we can return next year.

Thanks to all attendees for a fun time. This includes: Spider and Stephanie Bulyk, Ann Marie Daniel and



Steve Schefbauer, Alison DeKleine and Morgan Malone, Ellen and Erwin Dressel, Rod Griffith, Carl Kaufmann, Jane Mattson and Steve Shapiro, Andy

Traggis, Marc and Lynn Wunderman, and Andrea and Ted Lucas.

Yes, the spirit of youth continues to flow in the Morgan Club.



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MORGAN'S MERCURIAL MOTOR MAKER: SIR JOHN BLACK

Jonathan Kinghorn

Morgan Motors has always been dependent on external suppliers for engines, and it behooves them to stay on good terms with them. One of the key relationships in Morgan's storied history was that built on the connection at a personal level between H.F.S. Morgan (HFS) and the man running Standard Triumph.

John Black and HFS were evidently on good terms in later years, and are often described as "old friends" in Morgan literature, but it is not clear (at least to me) how far back they knew each other, or how well. One website goes as far as to claim that the two were apprentices together at the Great Western Railway. Their paths, however, did not cross until four years after HFS had left the GWR, and their association then was probably at best tenuous and fleeting. HFS—himself a competent draughtsman—recalled years later that in 1910 the drawings for his patent application "were done by a bright youth ... who is now the famous Sir John Black of

Standard". Black was demonstrably bright and he became famous, and in 1910 he was certainly a youth—he was just 15.

Black had grown up in Kingston upon Thames, and was educated in London. His father wanted him to enter the legal profession, and after leaving school in 1910 he was articled to Arthur Stanley of the London patent agents and consulting engineers Stanley, Popplewell & Company (who handled HFS's application). The following year found Black working at Brooklands helping to build aero engines. He then went on to study law at the University

of London, graduated in 1914, and was articled to a lawyer—only to have his career abruptly ended by the First World War.

Days after war being declared in 1914 Black enrolled in the London Division of the Royal Navy Volunteer Reserve, and as part of the Naval Division participated in the Gallipoli campaign. He later transferred to the Machine Gun Corps, which became part of the Tank Corps in 1917, and at 23 was one of the youngest men to attain the rank of Captain. He was reportedly gassed at Ypres and shell shocked, both of which may have affected his personality.



After the war Black joined the Hillman Motor Car Company as Sales Manager, and was soon sharing the role of Managing Director with Spencer Wilks. Both men married daughters of William Hillman, and they ran the company together after his retirement in 1921. When Hillman was taken over in 1929 Black moved to the Standard Motor Company, which was virtually bankrupt and producing just 34 cars per week. As General Manager (Managing Director from 1934) he transformed it into one of the UK's biggest manufacturers, producing 1,000 cars per week by 1939.

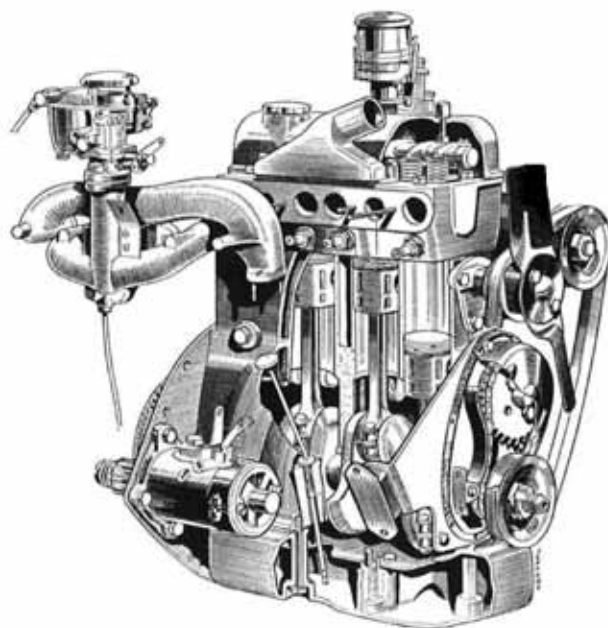
Although HFS and Black lived about 40 miles apart for much of the 1930s it is hard to imagine them moving in the same social circles. Black was a keen golfer, yachtsman, and skier who enjoyed tennis with the best players (among them Wimbledon-winner Fred Perry). He worked long hours in the office but was "a cocktail party man" at weekends, entertaining at his home, Mallory Court, "in some style." Thanks perhaps partly to his extravagant lifestyle, he left just £33,825 when he died.

Colleagues hated Black's dictatorial style of management and difficult temperament, both of his marriages failed, and according to his son Nick, Black was an alcoholic. Clearly a brilliant executive, he often acted impulsively and was respected rather than liked. He was, however, considered fair by his peers and appreciated by employees as a good boss. His successor described

him rather tactfully as an "extrovert and exciting, if somewhat controversial personality."

When Morgan Motors developed the F type three-wheeler into the four-wheeled 4-4 in 1935 they needed to find a more powerful engine. HFS chose a 4-cylinder 1,122 cc engine designed by Coventry Climax. With their factory working to capacity, however, these motors were manufactured under license by Triumph—which was in serious financial difficulty. Then in 1937 Coventry Climax announced that they would no longer make engines for the motor trade. Morgan needed to secure a new supplier.

A Ford motor was tried, and Morgan's board minutes show that Black talked with HFS at the London Motor Show in 1937 about the possibility of producing an engine for Morgan. Standard Nine chassis and motors already underpinned a sporty-looking car sold by the New Avon Body Company. More significantly, Standard supplied chassis and custom-designed engines to William Lyons' Swallow Sidecars from 1931. This company became S.S. Cars in 1934, and Standard continued making motors for them after the company rebranded as Jaguar in 1945.



Ken Hill states that HFS approached Black about the engine early in 1938, and according to Christopher Harvey, "the Morgan family heaved a sigh of relief" when he agreed to produce it. What Black offered to fit Morgan's price point was a motor like the overhead valve units developed for S.S., but smaller. It was based on the 1,267-cc Standard Ten motor and delivered 38 bhp at 4,800 rpm. More powerful than the Coventry Climax engine, it nevertheless kept the car in the same taxation class—and was £10 cheaper. Six rubber mounts ensured smooth running and the Morgan name stamped onto the valve cover made it look like a Morgan product.

The first of these motors reached

Photos:

Opposite page, Top:

Sir John Black, Managing Director of the Standard Motor Company, by Cowan Dobson. (© Heritage Motor Centre)

Opposite page, Bottom: Mallory Court in Warwickshire, Black's home from 1936 to 1950. (Mallory Court Country House Hotel and Spa)

This page, Top:

The special engine manufactured for Morgan Motors by Standard

This page, Bottom: Uncle George's Winter Carriage seen at the Amelia Island Concours d'Elegance in 2010. (Conceptcarz.com)



Pickersleigh Road in October 1938. It was fitted into George Goodall's Avon-bodied prototype drophead coupé, which was known in the works as "Uncle George's Winter Carriage." The new engine was standard in the production dropheads launched in 1939, and was offered in the other models for an additional £5. Only 38 of the engines were delivered, however, before the British declaration of war halted car production.

Ever the patriot, before the war Black had jumped at the opportunity to build a shadow factory for the Air Ministry in Coventry. He became chairman of the government's Aero Engine Committee, and gained his knighthood for this service in 1943. Unable to build cars, Morgan Motors let most of its works during the war and rows 3, 4, and 5 went to Standard's aero engine division for precision engineering work on aircraft components.

After the war the British government encouraged car makers to rationalize, standardize, modernize, and export to help the nation's devastated economy. Standard was losing money, and in 1945 Black secured a lucrative deal to

manufacture Ferguson tractors for the eastern hemisphere (Ford made them in America for the rest of the world). His strategy was to use Ferguson profits to rebuild Standard's business, and to focus on a single engine and a single model—the 1948 Vanguard sedan—Britain's first entirely new post-war car.

Black promised to continue making the special Morgan motor after the war (in a slightly modified form) until his single engine policy came into effect. Production finally ended in February 1951, and a total of 539 4/4s were fitted with these units.

Since a suitable replacement motor could not be found, Morgan halted production and developed a more powerful model—the Plus 4—for which the Vanguard engine was eventually selected. The Plus 4 soon benefited greatly from development of the Vanguard engine initiated by Black. Despite Standard's far-from-sporty products, he wanted to exploit the rapidly expanding American market for British sports cars and to compete with Jaguar. In 1945 he acquired the bankrupt and bombed out Triumph Motor Company, which had built sporty cars before the war. The

following year Standard developed a roadster and marketed it as a Triumph, but it was always more of a tourer than a real sports car. When the groundbreaking XK120 catapulted Jaguar into another league in 1948 Black's focus shifted to competing with the rapidly aging MG models.

At the London Motor Show in 1950, Black—looking for a quick and easy solution—made "an exceptionally good offer" to buy Morgan Motors. HFS was confident enough about his company's future, however, to turn him down. Black, who was used to getting his own way, was evidently "put off stopping Morgan's engine supplies in a fit of pique" only by the fact that the Plus 4's performance served as an excellent advertisement for Standard!

Rebuffed, Black determined to develop a new sports car of his own, quickly and cheaply, using as many existing Standard parts as possible. The prototype, christened TR1, was shown at the London Motor Show in 1952 and produced as the TR2. Far from cutting Morgan off, Standard Triumph continued to supply TR2, TR3, and TR4 motors for the Plus 4 until 1968.



Black was not around to lead the TR2's development, however, because the Standard Triumph board—whose confidence he had lost early in 1954—staged a coup d'état while he was recuperating from a motor accident. While it was being demonstrated to him, the prototype Swallow Doretti (a two-seater for the American market based on TR2 mechanics) crashed into the factory gatepost. Black never fully recovered; he retired to the Welsh coast, bought a farm, and died suddenly on Christmas Eve, 1965.

Black, and for years afterwards, Standard Triumph was a key source of engines for Morgan. Peter Morgan recalled to Chris Harvey that supplies were cut back only once (from eight to five motors per week) because Standard Triumph's competition chief "got annoyed when Triumph owners asked why our cars were faster!" Other sources give differing reasons for the reduction, which was one factor in Morgan's prudent decision to reintroduce the 4/4 in 1955 (with a Ford motor).

I suspect that the "friendship" between HFS and Black was more of a mutually respectful and beneficial busi-

ness relationship than a social one, that it developed from the late 1930s, and that in 1910 HFS was probably entirely unaware of Black and his contribution to the patent application. HFS could not afford to become reliant upon any one supplier but needed good relations with all of them, and Black was certainly someone you wanted to stay on the right side of.

Photos:

Opposite page:

A 1954 Swallow Doretti; just 275 of these cars were built in the ten months it was in production. (Jeremy from Sydney, Australia)

This page: The styling of the Standard Vanguard sedan was very American. This is an early phase 1 model. (Queensland Newspapers Pty Ltd)



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'DARK AND STORMY' *Rest In Peace*

In an effort to dissuade any further use of the old worn out cliché expression 'It was a dark and stormy night . . . ' by frequent Morganeer contributors Spider and Frank, another frequent contributor, Steve Scheffbauer, suggests the expression may have originated from a favorite libation of the island of Bermuda. The 'Dark and Stormy' of Bermudian origin is a concoction consisting of Black Seal rum and Ginger Beer.

As I recall from my old navy days flying out of Bermuda chasing Soviet sub-



marines, Black Seal rum was the liquor which was extracted out of the bottom of the rum barrels, and thus was darker, stronger, and most likely less free of contaminants and other taste enhancing sludge – and thus the favorite of pirates, buccaneers and navy men. It would most likely also be an appropriate fuel additive to give a little more 'pep' to our Morgans. What say you Steve?

And also as I recall, the 'Rum Goodie', another NAS Bermuda Officers Club staple consisting of three different varieties of Bermudian rum, pineapple juice and a dash of grenadine, was the demise of many a young, fearless naval aviator, falling flat on his face after attempting to dismount from a bar stool after thirstily downing two such concoctions. But that's another story.



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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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**Sunny day: drive your Morgan
Rainy day: We eat under cover**

ATLANTIC/NEW JERSEY DUSTOFF

Fred Cohen

Spring, sunshine and dry weather finally arrived on cue in New Jersey, just in time for the first driving event of the season in our club's southern tier. Forsythia, Magnolia, Dogwoods and Daffodils in bloom, it was a perfect day for a dustoff. Although the weatherman promised us additional rain towards evening, the daylight hours were bright and cheery.

The day started as we met at the Nunnink's at 10 AM for coffee and bagels. The group of hardy early season Morganeers included Joanne and Eric Singer, Jeri and Bob Cohn, Dawn Heflin and Jim Nolan, Leslie and Hugh Heller, Jim Vollmuth with grandson Aidan, and of course Louise and Bob.

No visit to the Nunnink's lovely home would be complete without a walk through Bob's workshop/garage to see his collection of twelve antique and



classic cars. His newest is a second 1904 Oldsmobile. Bob had twice taken his first '04 Olds to England for the London to Brighton Run. Unlike many of the others, Bob made the complete

run both times without problems. His cars are all very, very collectible and in wonderful running condition.

Fueled up with coffee and bagels, the group set off on our hour long drive,



which took the Morgans north into New York for a run around Greenwood Lake with its many boats and picturesque homes. No one broke down or got lost and Winter's accumulated dust blew off the cars – success! The scenic drive was followed by lunch at Timbers Restaurant, overlooking the Ramapo River in Oakland, New Jersey.

There was much talk about motor-ing, Morgans, the season to come, children and grandchildren. It would seem the cars present fewer and more manageable challenges as their owners gracefully age. A good thing. Eric Singer, always one to lighten the group up a bit, summed things up with the sign he proudly wore (see photo).

It is always great getting the Morgans back on the road for a new driving season. Many thanks to Louise and Bob for hosting. It was good to see everyone and a fine and fun day – NO 'dark and stormy days/nights' here in the Garden State.

Photos:

Opposite page, Top:
Bob Nunnink and his latest Brass Era acquisition – a 1904 Oldsmobile 'wicker basket Phaeton'

Opposite page, Bottom:
Troops assembled and ready to mount up

This page, Middle right:
Hosts Bob and Louise, Dawn Heflin, Jim Nolan and Nunnink's Plus 4

This page, Bottom left:
Jeri "The GPS says there's NO road here!"
Bob "I'm just following Bob. Hang on. I'm going for it!"

This page, Bottom right:
If you see this man, DO NOT approach unless driving a Morgan!
Caution: 'Morgan car enthusiast disease' may be highly contagious.





THE 50TH ANNIVERSARY PLUS 8

Once again, the company (BMW) currently producing the V-8 engine used in the latest Plus 8 model (and also the Aero 8) has stopped production of this engine. Morgan Motor Company has 58 of the 4.8 liter BMW V-8 engines remaining at the factory and will use them to build 50 special edition 50th Anniversary Plus 8s and 8 special edition Aero 8s – announced by the company as the last of both of those models. Supposedly all 50 of the farewell model Plus 8s are spoken for, but, if you MUST have one, you can contact the MMC and be put on a wait list in case there are any order cancellations. Judging from these photos this may be the GREATEST Morgan ever!

Photos courtesy of the MMC website. ed







RACING IS A PLEASURE, ESPECIALLY IN A MORGAN

John H. Sheally II

If one desires to compete in a Morgan it's a simple and easy car to improve with just a few, little tweaks. It's as if you're in a vintage machine, or "Coal Cart" as some like to call these creations of the Morgan Motor Company, Ltd. A Morgan is a unique creation of the past or the future with its flexible metal frame and wood subframe. Some owners refer to a Morgan as a "Flexible Flyer". The wheel and tires are really extended to each corner of this motorcar, giving it stability. The flex adds to traction in odd ways when in competition and one has to really crank on the large steering wheel to put it through the corners and apex as needed. *[In most cases, the line makes use of*



the entire width of the track to lengthen the radius of a turn: entering at the outside edge, touching the “apex”—a point on the inside edge—then exiting the turn by returning outside. Courtesy of Wikipedia. ed] It is in many ways a motorcar of the past in modern times.

One must respect the Morgan in competition and at speed but at the same time be as smooth as possible to beat other modern cars time after time, if one does it right. This is the real pleasure of wheeling one to the checkered flag which I have greatly enjoyed for decades. If one pays a lot of attention to details and setups with the right tires, shocks and gearbox ratios as well as rear axle ratios, you’re on track and enjoying the results.

Photos:

Opposite page, Top:

Team Sheally looking serious and determined

Opposite page, Bottom: Strapped in and ready to WIN! Visor down John?

This page, Top:

John shows the Cosworth 4/4 to Maurice Owens, MMC Chief Engineer

This page, Bottom: Drag racing the Plus 4



I have had few problems with breakdowns and failures with Morgan models in competitions. Only once have I broken a front wheel spindle and that was because some of the early spindles were a bit weak for the stress of racing. This happened to me at Summit Point Raceway when going into the carousel while passing a Datsun on the outside. My Morgan was set very low to the track and as I was passing the Datsun, I observed a tire and wheel between me and the Datsun making black donuts on the white Datsun. In that split second I was entering a right hand turn, pedal to the metal, thus, didn't feel the wheel depart the car. However, the steering wheel changed to very light and that was because the spindle had sheered off along with the tire, wheel, brake rotor and caliper. I kept the power flat-out in the turns and onto the straight, thus the king pin would drag along the track surface each time the car dipped during gear changes, which would cause sparks along the track. I was trying to make it to the pit but had no brakes upon arrival, leaving me to wave off the crew. I killed the power at just the right time to allow the kingpin to dig into the asphalt to stop the Morgan in my pit box. The crew had backed away as they saw my arm waving them back to the right of the Morgan since they could not see the missing wheel and tire under the front left wing. Even so, it all worked out well. Over the loud speaker the track announcer stated, "the Morgan and Datsun entered and left the carousel but a wheel and tire came bouncing through the infield". The announcer also reported that my Morgan had bright headlights on but then realized there were no headlights on the car. I had reflective



Photo: Autocrossing the '35 MX three wheeler

Mirror inserts in place of the headlight bulbs which had confused him. And so it goes. To this date my Morgan has never blown an engine, gearbox or rear end in competition.

I started racing in my teens with a C-Gas Rail in NHRA events along with a 1957 Chevy – yes, drag racing. Subsequently, I acquired a 1967 Morgan Plus 4, followed by a Mini Cooper, moving on to a Group 44 Triumph which I called a 'half-Morgan' since the Morgan was powered by a Triumph engine. Also, included in this list is a 4/4 Morgan, and finally a Plus 8 which I am currently still autocrossing. In addition, I have had great fun autocrossing my three wheel Morgan on numerous occasions. They are all a delight in their character.

Racing and winning in a Morgan is spelled "FUN". They are appreciated by many fans and other drivers wherever you appear with them.

Peter Morgan was always delighted seeing his beloved Morgan cars in competition. His kindness and friendship with me has manifested with the receipt of close ratio gears, an occasional motor, all with his compliments! Winning produces sponsors who help with much needed parts necessary to continue winning races.

I still enjoy racing in any form – from autocross to even – yes – drag racing!! KEEP YOUR MORGAN IN THE WIND !!!!!!!

'TESTING' THE FUEL INJECTED PLUS 8



Photo: John testing the fuel injected Plus 8 at Silverstone

Another story John did not include in his article (but he sent me the article he wrote for Sports Car Graphic magazine on the occasion), was the opportunity he had - being in the right place at the right time - to do the initial testing on the famous Silverstone racing track of the just developed 'Flagship' fuel injected Plus 8. This was in 1984, and coincided with the 75th Anniversary of the Morgan Motor Company. Morgan Chief Engineer Maurice Owens was along for the event, and the 'Captain', as Maurice referred to Peter Morgan, would do the test drive. When Peter decided he couldn't make it at the last minute, and since the use of Silverstone track had been prearranged for that day, John was asked to drive in his place. Wow, what an honor! And JUST the guy to do it also, since John holds nothing back when on the racing track in a Morgan. Here are a few excerpts from John's report. ed

.... Putting on my helmet and strapping myself in, I took the Flagship down the pit lane and onto the course. Running the car hard on street-tire pressures, the car felt rather sloppy in the corners, and my unspectacular time of 1:17.2 for the 1.6-mile circuit reflected the poor handling. Increasing tire pressures brought those times down steadily, with a best time of 1:12.8 produced with 35 psi of pressure on all four tires.

.... The 205/15 P6 Pirelli tires held well at 35 psi, even through four-wheel power drifts. The 3528cc Rover Vitesse V-8 engine is super strong through the gears and pulls hard from the bottom up. It supplies a very ample 190 horsepower at 5280 RPM and the Lucas L-Electronic fuel injection with Bosch injectors and fuel pump is the secret to a smooth and very quiet performance from the 9.75/1 compression engine.

.... Another special feature of the new injected Plus 8 is the rack and pinion steering unit. Designed by Jack Knight, this unit is the first rack and pinion used on Morgans (replacing the traditional cam and peg design). The new unit makes the Flagship delightful to steer, offering a very positive feeling.

..... Admittedly, with these many changes, I wanted to push the new Flagship just beyond its limits to really feel the car out. But, the Captain had said to bring it back in one piece so I settled for the near ten-tenths 1:12.8 second time.

Morgan had not yet given the Flagship the Super Sport name because, in his (Peter's) words, the car must win to earn that title. That's what Morgans - and especially this new one - are all about: truly the first and last of the real sports cars.

WHAT SORT OF CHAP DRIVES AN AERO MAX (In London)?



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From the Thomas Good & Co website

And where else would one get one of the world famous Thomas Goode ceramic elephants? Every Morgan owner should have one! Looking for that perfect wedding gift for Prince Harry and Meagan?



AUTUMN MOG EVENING ATTIRE

(from the Bullyk archives circa 1979)

And what does the 'properly' attired Morganeer wear for the Autumn MOG banquet?

Sport jacket and tie (not TOO gaudy) - check. Bermuda shorts - a must. Black knee socks and sandals - really James? Looking good old boy!





3 WHEELERS:

New **2018 Morgan 3 Wheeler**
Polished Alloy Body/nose cowl, Black
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BATTLE OF BRITAIN LIMITED EDITION #1

New **2018 Morgan 3
Wheeler** Geneva Show car
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Woodlands Green Metallic

2013 3 Wheeler Grabber Blue, Red
racing stripe // ARRIVING SOON

1935 F2 3 Wheeler Beers
family restoration // VIN#F246
BEST IN THE WORLD?

ROADSTERS:

**2018 Morgan Plus 8 50TH
ANNIVERSARY** Najaro Blue with
yellow accents, Speedster
Edition, LHD, 382HP BMW
4.8 engine w/Aero Racing side
exhaust, #49/50 for the world

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
British Racing Green Metallic,
Butterscotch leather

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

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

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

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

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
Roadster, BRG/Black leather
// BIG PRICE REDUCTION

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

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

1935 Morgan F2 VIN #F246

OTHER MARQUES:

Allard J2X, Mk III

1989 Mercedes Benz 560 SL

1974 Lotus Europa Special Black/
Champagne leather, big valve
twin cam/5 speed...all new!

1969 Italia One of about 350 built,
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Cleveland engine, ultra rare AT

1963 Jaguar E Type Roadster
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BREAKING THE MOULD *Part 3*

One-Off Morgans Designed/Built in Europe

Douglas Hallawell

The third of the one-off Morgans is even older than the Serra Morgan (in Part 2) and dates as far back as November 1952. The automobile industry in Europe was still recovering from the devastating effects of WWII when Paul Conrardy, from Luxembourg, decided to have a sportscar designed to his very own requirements. Previously, Conrardy had owned two MGTCs but fancied a more exotic body on an MG rolling chassis. As the son of a coachbuilder, Conrardy's dream wasn't, therefore, as far fetched as one might imagine. In 1949, after the Salon de Paris car show, Conrardy contacted Philippe Charbonneaux, the talented French

stylist well known for his work on Delahayes and Delages. The plan was for Charbonneaux to design a 2-seater coupé (to fit an MG chassis) that would be built at Conrardy's family coachbuilding premises. Unable to obtain an MG chassis, Conrardy turned to Morgan where he discovered (better still!) that a Plus 4 chassis had a lower centre of gravity than in an MG. Without a Morgan agent in Luxembourg, Conrardy had to place his order through the Belgian agent Lucien Riga, in Brussels, for a Vanguard-engined Plus 4 rolling chassis. Strangely, Conrardy ordered it with right-hand controls. The body, of an aluminium alloy (Aluman), was supported by a tu-

bular steel framework, and custom built parts, like the panoramic rear window in perspex and the glass windscreen, were handcrafted in Belgium. Subsequently painted in a two-tone ivory and navy blue livery, the Morgan Grand Sport, as named by Conrardy, was finished early in 1953 and weighed in at approximately 850 kilos.

Conrardy became ambitious, with plans to produce a small series of 'Grand Sport Morgan' cars for European customers. Ads in Switzerland and Portugal in 1953 stated that there was a choice between a coupé and either a 2 or 4-seater roadster. Unfortunately, Conrardy fell sick with pleurisy so he sold his coupé to someone in Liège in



November 1953. The whereabouts of the car today are unknown. The 1953 coupé may likely have been the inspiration behind Charbonneaux's design of another exotic, the Salmson 2300S prototype a year later, in 1954. As regards its steering wheel, several other French marques such as Delahaye, Delage, Talbot-Lago, Hotchkiss and even Bugatti (in 1951/2) continued to build their cars exclusively as RHD into the fifties until as late as 1957. Depending on who was commissioned to design a one-off, the prospective customer could expect one or two surprises along the way as per Charbonneaux's headlamp treatment of the Salmson (concept) roadster.

Another stylist, French-born Raymond Loewy, was to prove to be much bolder, especially as regards the design of his personal car in 1957. Based on what was already a fabulous looking roadster at

the time, a 507 BMW, Loewy set about creating an extravagant and futuristic interpretation of it as a 2-seater coupé, bodied in France by Pichon & Parat in a 'duralinox' alloy. Another memorable creation of his was the 1962 Studebaker Avanti that impacted the US automobile scene so much so that a revised Avanti II version was introduced, in 1965, well after Studebaker had

folded. Aside from car designing, Charbonneaux and Loewy were both heavily involved as stylists for a broad range of products. As for Loewy's 507 BMW one-off coupé, it was frequently seen on the French Riviera before he donated it to the Natural History Museum in New York in 1962.

Had Peter Morgan invited Loewy to the factory in 1962, like he did with the head of the Debonair GT car company (mentioned in Part 1), it's unlikely that Loewy would have accepted Peter's proviso laid down for the Plus 4 Plus project, e.g. minimal front overhang, a high rounded roofline (for occupants with hats) and a Morgan grille for marque recognition. Loewy would undoubtedly have requested 'carte blanche' to design the Morgan coupé, and the resulting attention-grabbing concept would certainly have caused an uproar in Peter's office at the factory.



Photos:

Opposite page:
1953 Conrardy Morgan Grand Sport

This page, Top:
1954 Salmson 2300S

This page, Middle:
Zagato logo from the '60s

This page, Bottom:
Raymond Loewy's 1957 BMW 507



Photo: Peter Morgan's iconic Plus 4 Plus profile

As soon as the prototype Plus 4 Plus was completed and registered (869 KAB), Peter and Jane Morgan set off for the continent in May 1963 for two weeks of test-driving. Halfway through their trip, in Italy, the coupé was hit (on a front wing) at a crossroads by none other than an Italia 2000! A policeman at the scene proceeded to write his re-

port, questioning the car's and driver's identities, to which Peter twice replied 'Morgan'. Refusing to believe a word of what Peter declared – despite his insistence – the cop passed the (anonymous looking) prototype off as a Jaguar in his report. As for Peter, he mistook the Italia for a TR4 with a special body!

As regards the three European Mor-

gan one-offs, it's interesting to note that each was constructed in a different bodyshell material : aluminium alloy/ glassfibre/steel. In terms of cost, the glassfibre solution retained by Peter was obviously the best one for the Plus 4 Plus. Would the distinctive Z badging for Zagato have looked good on the side of the coupé's body? Oh yes, definitely!

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Editor's Note: Spider called and said he was sending me a package of old Morganeers that someone had sent him and he already had on file. I opened the FedEx box and the first packet of slightly musty old and faded 8 x 11 ½ Morganeers I pulled out was dated December 1986. In the first issue I leafed through I came across this article. Good to know that, at least for some of us, our imaginations gone wild never change. This could have been written last week it seems to me. Not exactly sure what Spider's conclusion was, but, looking out my window at the snow falling, I could SURE relate to the scene he so seductively painted.



LAST MORGUERITA

*'Last Marguerita in Monterrey, the sweet juices are on their way
Another toast to another day and to times we will have forever'*

Bill Staines

In the lobby of the Hotel del Coronado, amid the rich splendor of luxury from another era: the sweet smell of five-dollar cigars and two-hundred-dollar-ounce perfume; the gleam of polished mahogany and brass; presided over by an ancient slumbering parrot, sleepy porters with black mustachios and vividly embroidered vests slowed to a crawl, while the earnest-looking young man behind the desk snoozed gently over his big leather-bound guest register.

Dust hung heavily in the sunlight through the huge portico doors and the intense heat of the late-day made you not want to do much of anything.

Lazy overhead fans barely turned; indeed, sounds of distant buzzing flies gave the only sensation of motion in the entire lobby. Occasionally the hot, dry stillness was broken by the crinkle of newspaper pages turned by the hands of white-haired men in leather club chairs. Occasionally, from beyond a fiery red sun, visible through the haze at the portico door, a young bronzed couple would emerge, in transit from the pool beyond to the cool darkness of the rooms above: driven by the aphrodisiac of sun on bare skin or maybe lured by the promise of the air-conditioned privacy. Their laughter would recede into the hallways off the mezzanine.

The barman beyond the long polished

slab finished creating his concoction – extract of Mescal, triple sec, lemon and lime with a blast of salt – and poured it into an elegant tulip glass. It was hot, and the bar's only patron, a young man in a white cotton shirt, had nothing to do and so was generally delighted by its arrival. It was his third since lunch. Somewhere in the distance the strains of Mariachi trumpeted the end of siesta.

He could see his car at the curb through a big plate window and he watched her examine it. She leaned over and looked at the dash, one sun-darkened hand on the steering wheel, the other on the seatback, feeling the subtle intoxication of the red leather. Unaware of her audience, she drifted around and rested her bag on the spare, eying the car at its length: the louvered bonnet and the airbox, the graceful slope of the wings and outline of the headlamps past the grille. She walked alongside it, trailing a finger through the dust on the louvers and down the length of the grille. She looked away, nervously licked her lips, and walked inside.

Delicate yet muscular, tan and blonde, colorfully dressed, she glided past the portico and was haloed in the bright sunlight. He watched helplessly as she crossed the somnolent lobby with the unhurried grace of a gazelle and sat down at the other end of the bar. When she turned and smiled at him, his face said that his heart had stood still.

Looking at him, I could almost feel the dryness in the back of his throat, heat of the room, and warmth of the Tequila inside him: he struggled with his wallet, laid a twenty on the bar and headed for the door.

As I watched him disappear into the sun's glare, I thought, 'Dean's right . . . with that damn car, it's just too easy.'

Spider J. C. Bulyk
November 2, 1986
Coronado Island, CA

The 3/4 Morgan Group Ltd

EVENT CALENDAR 2018

<u>DATE</u>	<u>EVENT</u>	<u>HOSTS</u>
May 19-20	Farthest North Dustoff/Lobster MOG Breakwater Inn, Kennebunkport, ME <i>see details page 13</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 13</i>	Bob & Geri Cohn 201-447-6982
Jun 9	A TOUCH OF ENGLAND Classic British Motorcar Show Hermitage Historic Landmark Ho-Ho-Kus, New Jersey	NJ Triumph Association www.njtriumphs.org/show
Jun 8-9	BRITISH MOTORCAR FESTIVAL Bristol, RI	Mike Gaetano & crew www.britishmotorcarfestival.com/register
Jun 17 10-3	FATHER'S DAY CAR SHOW NE Auto Museum, Norwalk, CT	Steve Schefbauer sschefbauer@aol.com
Jun 17 8-10 AM	Caffeine & Carburetors Pine & Elm Streets, New Canaan, CT	Tom Smith tsmith@thomassmitharchitect.com
Jun 22-24	MOG EAST Fords Colony Country Club Williamsburg, VA	Bruce & Gail Trabb 312-305-3425 trabbfinancial@verizon.net
Jun 27-29	MOG 48 Natural Bridge, VA	Morgan Club of DC www.morgandc.com
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

EVENT CALENDAR Continued

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 Details to follow 2019 CHAIR NEEDED!	Chair Frank Wnek, Co-chair Maura Hall 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
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.

MMC WILL DISCONTINUE THE PLUS 8 And Start Production of a Double Decker Coach!

Well – not exactly. Morgan Motors has purchased the second to the last operating Routemaster coach, which was taken out of service in 2005. Their plan is to restore the coach and turn it into an 'event space', which will make its debut at the Goodwood Festival this September. This coach was initially put in service in 1968, the same year that Morgan debuted the Plus 8, and completed its service life on the No 159 route from London to Islington Green.

Photo and information courtesy of the www.goodwood.com website. Ed



SPIDER'S TECH TIPS (*Sort of*)

Spider,

I need help! Strange things have happened to the electron flow on my Plus 4, which your years of wisdom may illuminate. Car starts and runs fine. Headlights work. So no total electrical failure. The turn signals and wipers have been working without complaint — until one day last week, when neither did. Also, simultaneously, the Temp and fuel gauges became non functional.

Previous problems of this kind were resolved in the past at the fuse box by the firewall on the right side, so yesterday I checked there. The two glass fuses, 50 amps, seemed unbroken. I cleaned them and the sockets, and put the fuses back in. No luck.

Then today, I went back to the fuse box and did a more thorough job, including an Electra-Clean job. Also, I checked the other fuse, the one with two prongs that is in-line in a separate rubber sleeve — and voila, we have turn signals, plus wipers, plus gauges. And that is true if the glass fuses are removed from their sockets.

Can it be? What fuses do what in this car? What could be going on?

I do not have any plans to take the car to a shop in the near future, Cardones or otherwise, but I was thinking of pulling the dash panel myself, to get a look-see at the wiring behind it, and maybe refinish the woodwork. The varnished panel is in sad shape. The panel is held in place by screws in plain view, easy to reach, and there is a U-shaped cutout for the steering wheel shaft, so it looks like the panel would come free without the wheel having to be removed first. Am I getting in over my head?

Perplexed, confused and clueless,
Carl Kaufman

Carl,

Don't despair. 'For everything there is a time . . . and a reason.' I think Bob Dylan wrote that. Some Lucas gremlins have just infected your Morgan. We'll figure it out.

1. The dash removal is not difficult, merely uncomfortable. To get at everything, you kinda need to get into the seat upside-down (butt against the backrest, back against the seat cushion, and get a pillow for your head). Remove the steering wheel (big nut in the center, then wiggle off the splines). Next remove the coupling from the oil pressure line to the back of the oil pressure gauge - there is (should be) a tiny rawhide washer at the end of the coupling that seals the oil from spraying all over your tuxedo pants at midnight so don't drop it. After that it's pretty straightforward - removing the screws, labeling the wire ends (take lots of photographs of the under dash before, during and after), and any ground wires that go to the conductive parts of the chassis. Unscrew the screws on the front of the dash and lift it out. Be very, very ginger with the metal insert in the center of the dash, trying to not scratch, scar, or bend it - the insert can be removed before you take the wooden piece out thereby leaving wires connected or you can take the whole dash out after you disconnect wires - do whatever you see the least evil. The metal insert is held in place by screws into the back of the wooden dash.

2. If you have the service book by R. Clarke (several publishers over the decades), there is a schematic for your car in the back of the book. However it sounds like someone may have gotten in there and done some work-around wiring (always joyful). I'm not sure what to tell you. I'm pretty sure that your car never came from the factory with one of those double prong fuses - they're way too modern. I can't do it now, but tomorrow I'll scan the schematic and send you a copy.

That was the last herd from good old Spider before heading out on another business road trip. My god Spider! You left poor Carl with his dashboard removed (hopefully unscathed) and the wiring guts of his electrical harness scattered about the gaping hole?

Ah . . . good luck Carl. To be continued (we hope)? ed



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The Morganeer

CROSSHEAD

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- Submit copy & photos to the Editor either electronically or by mail.
- Mailed submissions must be typed.
- Electronic copy format - WORD,txt, or .rft.
- Electronic photo format - .jpg.
- Mailed photos will be returned if requested.
- Caption photos to identify cars, people, locations, dates, events, etc.

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