

MAY/JUN 2021

Vol 44 Issue 3

The Morganeer



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



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COVER PHOTO

President Maura Hall competing in Autocross.

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FROM THE PRESIDENT

Maura Hall

Spring has sprung! I always wondered about that phrase ... turns out it comes from this lovely bit of literature which some of you might recall~

*Spring is sprung, the grass is riz.
I wonder where the birdies is. They say
the birdies on the wing, but that's absurd.
I always thought the wing was on the bird.*

Its listed as "Author anonymous" although some attribute it to Ogden Nash. But regardless, spring is busy springing, and that means it's time for ... spring cleaning! In the same way as New Year, spring is a time to renew, restart, resolve—we are inspired, it is almost compulsive. There are myriads of magazines in the checkout line offering advice and suggestions on ways to clean and declutter. Psychologists proclaim the many benefits of getting organized, reducing clutter, getting things all set for a summer season. If you own a Morgan, we know that this entails a bit more than just getting the bedspread changed and washing the curtains. The banner on one website has informed me that the best way to beat stress is to get clean and organized. I agree, at least in theory if not always in practice. It sounds like a good mind set to have. Now, I admit, I have NOT washed the curtains, nor have I cleaned out under the bed, or dusted the spare room. And the desk in my office is under all that stuff somewhere, I know it is. But getting the cars in the yard and spending a couple hours with a cleaning rag and some chrome polish did improve my mood. My cleaning rags, if not my curtains did get into the washing machine.

Spring cleaning is an important part of many cultures. 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. The change of seasons was the time 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. The new year is a time of regeneration and 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." 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 spring cleaning seems a tad mild in comparison. 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. All the dust of the winter will be banished. Oil will be checked and changed, I will polish the dash and chrome. And clean the boot. Maybe I should revisit my tool kit, reorganize the wrenches. And then I will clean out the engine by taking that road trip over to Vermont that we never got to last year.

I think the piles on my desk are probably not going to get as much attention as they should, but I resolve not to feel guilty. I just remind myself that if I didn't find the desk, but I polished the bumper—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.)

Time to get those rags out of the washing machine and dive right in—Enjoy!

Maura

FROM THE EDITOR

Jonathan Kinghorn

I can quote doggerel too! As I write this I am reminded of a line from *The Calendar Song*, written by a British cabaret duo in the '50s—"April brings the sweet spring showers, on an on for hours and hours". Not that I can really complain about the weather I've experienced this April. The Plus 4 emerged from hibernation earlier than usual and we've already enjoyed some delightful drives together. With the warmer weather and more of us getting fully vaccinated, this spring really feels like a time of renewal as more and more places and activities open up again. I for one am looking forward to some real Morganeering this season.

To help all of us plan our fun we have included a Calendar of Events within our region in this issue. The big news is that Autumn MOG is included on the first weekend in October—see the announcement in this issue for further details. Cars & Coffee events at the Larz Anderson Museum in Brookline, MA, and the Audrain Auto Museum Cars & Coffee events at various locations in Newport, RI have been included, but other cars & coffee meet ups and shows have not simply because there are far too many. So, check out what is going on locally, and given the continuing uncertainty regarding the pandemic, check



that events you plan to attend are actually taking place, and have not been cancelled or postponed.

This issue also includes details of our first Cover Photo Contest, which we hope will become an annual tradition. I've penned an article about Matthew Humphries, Morgan Motor's astonishingly young Head of Design from 2004 to 2012 and my predecessor, **Frank Wnek**, has an extensive interview with our very own President **Maura Hall**. And in "My Morgan" member **Dan Barbiero** of Glen Cove, NY introduces his 1952 Plus 4. The second part of **Ian Cornish's** "Whence Came the TR's 4-Pot Engine?", Morgan Detective **Paul Fredricks'** battle with electrical gremlins, and **Spider's** tech discussion on fitting Dellorto carburetors to a TR3 motor provide some solid technical content. Finally, we round out the issue with a review of a book for prospective or established Plus 4 owners recommended by **John McNulty**. Enjoy!

TO THE EDITOR

Howdy Jonathan,

Congratulations on another great issue of (my beloved) *The Morganeer*, since having taken on its lofty mantle of its 'Editor'. Thank you for running my stream-of-sub-consciousness about John McNulty's reprise of Bob Lehr's side-screen bracket wrench. I got a kick out of it.

I also received a stream of emails and a phone call or two congratulating me on having made the connection to using the keg-wrench on the side screens. While flattering, and although I'd love to take the credit, sadly ... NOT IT! No, it was not I. If my writing might have been a bit hazy on the subject, I feel the need to clear it up right here. It was group member John McNulty who had the blinding flash insight (see John standing there, holding the keg wrench, lightning-bolt sticking out of each ear!) that the keg-wrench would fit the sidescreen bracket and perform nicely indeed in that service. Credit where credit is due! I might have been there (twice actually) but ... make ye no mistake ... McNulty deserves his laurels.

Thank you for that insight John! I may have to start drinking whatever you're drinking, if only to keep up!

Run cool,
Spider

FOR SALE: *Racing Helmets*



Yes, fellow Morganeers, with Mike Virr's retirement, YOU could now own one of his famous racing helmets! Here is Mike's offer:

These race-driving full-enclosed helmets are surplus to requirements. I'm happy to let them go for the first reasonable offer plus postage. Neither is eligible for current circuit racing, which has to be SA 2010 spec.

1) Bell Sport 3 SA 2005 Racer series medium. Has the Glen tech stickers for 2007-08-09 and Lime Rock Festival #32.

2) Bieffe SA95. Small size—best for a lady. Was used by Morgan 3/4 club autocross for a couple of years.

Either would be suitable for hill climbs, autocross, or just part of your automobilia collection.

Contact Mike at Mike.virr@gmail.com

EVENT CALENDAR 2021

The 3/4 Morgan Group Ltd.

Expect reduced numbers, social distancing and mask requirements, events may be cancelled or postponed so check with organizers ahead. Cars & Coffee events at the Audrain Automobile Museum and the Larz Anderson Museum are listed here. Many other Cars and Coffee events are set to take place—too many to list here—so check your local favorites for details.

Audrain Automobile Museum Cars & Coffee events are in various locations in Newport, RI; visit <https://www.audrainautomuseum.org/audrain-cars-coffee> to join email list to learn when registration opens for each event. Limit of two people per vehicle. For more information, visit <https://www.audrainautomuseum.org/audrain-cars-coffee>.

Larz Anderson Museum outdoor events are currently limited to 150 attendees. Visit <https://larzanderson.org/carscoffee/> for up-to-date details.

DATE	EVENT	HOSTS
May 16 8-10 a.m.	AUDRAIN AUTOMOBILE MUSEUM CARS & COFFEE , Fort Adams	Katelyn McSherry kmcsherry@audrainautomuseum.org
May 30 8-10 a.m.	AUDRAIN AUTOMOBILE MUSEUM CARS & COFFEE , Salve Regina	For venue, Katelyn McSherry kmcsherry@audrainautomuseum.org
June 11	VINTAGE MOTORSPORTS FESTIVAL Thompson Speedway Motorsports Park Thompson, CT	https://www.motorsportreg.com/events/7th-thompson-vintage-motorsports-festival-speedway-park-vscca-142719
June 12 8-11 a.m.	CARS & COFFEE LARZ ANDERSON MUSEUM , Brookline, MA	https://larzanderson.org/carscoffee/
June 13 8-10 a.m.	AUDRAIN AUTOMOBILE MUSEUM CARS & COFFEE , Fort Adams	Katelyn McSherry kmcsherry@audrainautomuseum.org
June 19	KLINGBERG VINTAGE MOTORCAR SERIES EVENT , New Britain, CT	https://klingbergmotorcarseries.org/
June 27 8-10 a.m.	AUDRAIN AUTOMOBILE MUSEUM CARS & COFFEE , Polo Field	Katelyn McSherry kmcsherry@audrainautomuseum.org
July 4	ESSEX AUTO CLUB ANTIQUE CLASSIC AND EXOTIC CAR SHOW , Essex, CT	www.essexautoclub.org
July 11 8-10 a.m.	AUDRAIN AUTOMOBILE MUSEUM CARS & COFFEE , Salve Regina	Katelyn McSherry kmcsherry@audrainautomuseum.org
July 11 10 a.m. – 2 p.m.	BRITISH CAR DAY Larz Anderson Museum, Brookline, MA	https://larzanderson.org/
July 17	ANNUAL FOUNDER'S DAY & CLASSIC CAR EXHIBIT , Paris, ME	http://www.hamlin.lib.me.us/founders_day.html
July 18	MISSELWOOD CONCOURS D'ELEGANCE Beverly, MA	https://www.misselwood.com/concours-delegance
July 25 8-10 a.m.	AUDRAIN AUTOMOBILE MUSEUM CARS & COFFEE , Newport, RI, Location TBD	Katelyn McSherry kmcsherry@audrainautomuseum.org
Aug 8 8-10 a.m.	AUDRAIN AUTOMOBILE MUSEUM CARS & COFFEE , Polo Field	Katelyn McSherry kmcsherry@audrainautomuseum.org
Aug 21 8-11 a.m.	CARS & COFFEE LARZ ANDERSON MUSEUM , Brookline, MA	https://larzanderson.org/carscoffee/

Aug 22	AUTOFEST , Hosted by Newport Car Museum & Mass Cruisers, Portsmouth, RI	http://www.masscruisers.com/
Aug 22 8-10 a.m.	AUDRAIN AUTOMOBILE MUSEUM CARS & COFFEE , Salve Regina	Katelyn McSherry kmcsherry@audrainautomuseum.org
Aug 28	BLAST FROM THE PAST South Dennis, MA	https://capecodclassics.org/
Aug 29	BRITISH BY THE SEA Harkness Memorial State Park, Waterford, CT	Andrea Lucas andrea.lucas@snet.net
Sept 5 8-10 a.m.	AUDRAIN AUTOMOBILE MUSEUM CARS & COFFEE , Fort Adams	Katelyn McSherry kmcsherry@audrainautomuseum.org
Sept 2-6	HISTORIC FESTIVAL 39, GATHERING OF THE MARQUES , Lime Rock Park, Lakeville, CT	Steve Schefbauer sschefbauer@aol.com
Sept 10-12	THE BRITISH INVASION , Stowe VT	https://www.britishinvasion.com/
Sept 13-15	GREAT AMERICAN MOUNTAIN RALLY REVIVAL, Stowe, VT	https://www.facebook.com/historicallyrevival/
Sept 18	BRITISH WHEELS ON THE GREEN Polo Grounds, Farmington, CT	http://www.britishwheelsonthegreen.com/
Sept 18-19	OWLS HEAD TRANSPORTATION MUSEUM FOREIGN AUTO FESTIVAL , Owls Head, ME	https://owlshead.org/events/event_list.asp
Sept 18 8-11 a.m.	CARS & COFFEE LARZ ANDERSON MUSEUM , Brookline, MA	https://larzanderson.org/carscoffee/
Sept 19 8-10 a.m.	AUDRAIN AUTOMOBILE MUSEUM CARS & COFFEE , Polo Field	Katelyn McSherry kmcsherry@audrainautomuseum.org
Sept 25	ANNUAL CATSKILL CONQUEST RALLY Mount Tremper, NY	https://www.1903autorun.com/
Sept 26	THE BOSTON CUP , Everett, MA	https://www.newenglandautoshow.com/event/ma-the-boston-cup-2/
Oct 1-3	AUTUMN MOG , Saratoga Springs, NY	
Oct 2 8-10 a.m.	AUDRAIN AUTOMOBILE MUSEUM CARS & COFFEE , Fort Adams	https://www.audrainautomuseum.org/audrain-cars-coffee/
October 17 8-10 a.m.	AUDRAIN AUTOMOBILE MUSEUM CARS & COFFEE , Marble House	Katelyn McSherry kmcsherry@audrainautomuseum.org
Oct 23 8-11 a.m.	CARS & COFFEE LARZ ANDERSON MUSEUM , Brookline, MA	https://larzanderson.org/carscoffee/
Oct 22-24	GREENWICH CONCOURS D'ELEGANCE Greenwich, CT	Steve Schefbauer sschefbauer@aol.com
Oct 31 8-10 a.m.	AUDRAIN AUTOMOBILE MUSEUM CARS & COFFEE , Fort Adams	Katelyn McSherry kmcsherry@audrainautomuseum.org

Nota Bene: The 3/4 Morgan Group Ltd. members regularly get together in smaller, regional events on a less formal basis: Noggins, lunches, BBQs, tours, work sessions, and casual parties. Contact your local Area Captain to host one yourself or just to stay in the loop.

AUTUMN MOG IS COMING!

October 1-3

Your team is working on making Mog happen the first weekend in October at the Gideon Putnam Resort Hotel & Spa in historic Saratoga Springs, NY.

The great plans made for last year's cancelled event are being dusted off and recycled. We will once again enjoy our gorgeous cars in great company. The Gideon is located in breathtaking Saratoga State Park, nestled in the Avenue of the Pines. As for activities, expect the usual suspects--Autocross, con-course, auction, banquet and more.

Further information about the weekend's activities and accommodation will be announced in due course. We're looking forward to another great Autumn event. It has been too long! See you there.



Photos:

Top and middle: The
Gideon Putnam Resort
& Spa
Bottom left: MOG 2016



Photos

Top left: Allison, MOG 2018

Top right: Autocross 2016

Middle: Concourse 2016

Bottom: Hospitality room, MOG 2016



MATTHEW HUMPHRIES

Morgan Motor's Design Prodigy Jonathan Kinghorn



The distinctive back of an AeroMax (Brian Snelson)

Had I grown up close to an historic motor sports venue, son of a gearhead vintage Bentley-owning father, I think some of that heritage might well have rubbed off on me. That is exactly what happened to Matthew Humphries, Morgan Motor's Head of Design from 2004 to 2012. He grew up close to Shelsley Walsh Hill Climb in Worcestershire (<https://www.shelsleywalsh.com/>) and only about 11 miles as the crow flies from the Morgan works. Shelsley Walsh was purchased by the Midland Automobile Club in 1905 and is the world's oldest motorsport venue still running events on its original course. Matthew's architect father, Mark Humphries, owns a Bentley 3-liter TT replica from the mid-1920s and still regularly blasts up the hill climb in it. As a kid Matthew went to Bentley Drivers Club events with his father and he has more than a little vintage gasoline running in his veins.

Matthew went to college in the his-

toric heart of the British motor industry where his automotive design major at Coventry University required him to spend three months on a work placement (internship). To secure one in 2004 he sent a portfolio of design sketches to Charles Morgan, then at the helm of the Morgan Motor Company. Matthew's sketches graphically transformed the classic Morgan form into a sleeker and much more contemporary vehicle very much in line with Charles Morgan's own mental vision. Charles Morgan, steering the family business in a new direction with the Aero 8, was impressed; Matthew got his work placement.

The AeroMax

Ensnared at the works in Malvern, Matthew was asked to pen a coupe concept car; as well as drawings he made a clay model. His striking design incorporated elements inspired by the teardrop-shaped Talbot-Lagos and Bugatti Type 57 Atlantics that he so admired. When a friend of Charles Morgan's, Prince Eric Sturdza of Romania, saw it he said "Great, I'll have it"—and the AeroMax was born, initially as a one-off special

for this private client. After he returned to his college studies, Matthew continued to work on development of the AeroMax and he was present on the Morgan stand at the Geneva Motor Show in March 2005 to help promote the concept car. The reception was so enthusiastic that Morgan Motors decided to produce it in a limited edition of 100 vehicles. Matthew was not yet 21 years old and was still a college student!

After graduating Matthew was offered a job with the Morgan Motor Company. His role as the firm's first designer encompassed more than just the appearance of the cars built. His initial priority was the establishment of a studio for making models, working on graphics, and rejuvenating the company website. His attention soon returned to cars, however, and he was responsible for the appearance of the Aero SuperSports and Aero Coupe, as well as the innovative LIFEcar (Lightweight Fuel-Efficient Car) developed by Morgan in conjunction with the startup company Riversimple and other partners.

M3W

Matthew was also the driving force behind the reincarnation of the Morgan 3 Wheeler launched in 2011. He was working to “analyze the key concepts underpinning the perception of Morgan, maintaining existing markets while expanding the company’s base”. The design question was how to evoke company achievements from the early 20th century, referencing British eccentricity and humor while avoiding pastiche. The design answer—a new 3 Wheeler inspired by early aircraft and focused on simplicity, honesty to materials, and user engagement. The result, described by Morgan Motors as “a rebellion against sanitized, modern motoring”, was of course a resounding success. Among many accolades in 2011 it won the “Not-A-Car of the Year” award from the BBC TV show *Top Gear*!

Wrist Watches

Matthew and Morgan Motors parted company in 2012. What has he been doing since, you may ask? Rather a lot, as it happens. Matthew left to establish his own company, Matthew Humphries Design, which has been offering a bespoke design service since 2013 specializing in automotive product design but also working with other products.

Developing the 3 Wheeler, Matthew found himself fascinated by the design challenges involved in creating dials for the dashboard instruments. His interest in watches was rekindled and he started dismantling them to learn more about how they are put together. Before long he encountered the Seiko watch customization subculture, and to cut a long story short, in 2011 he was invited to join the upmarket Swiss watchmaker Lonville as head of design.

Fast forwarding three years takes us to 2014 when Matthew Humphries Design launched Matthew’s own brand, MHD Watches. Working with his partner, Penelope Jordan, MHD specializes in “limited edition motoring watches with an engineered design aesthetic, inspired by automotive design techniques and classic car design cues”. The watches use Seiko movements with modified cases, handmade straps, and redesigned dials influenced by, for ex-



The rear view of an Aero SuperSport (Andrew Bone)



An Aero 8 Coupe (Clément Bucco-Lechat)



The unique LIFEcar (Peter Turvey)

ample, 1960s Ferrari instrumentation and World War 2 pilot watches.

Automotive Design

Cars, however, have always been Matthew's main interest. Even when he was working for Morgan Motors he was freelancing for other car and motorcycle manufacturers. The prime focus of Matthew Humphries Design is consulting with automotive businesses on projects that cannot be discussed for obvious reasons. But one project has become public knowledge—an Aston Martin shooting brake (station wagon) concept car. The brief was to remodel a standard 2020 Aston Martin

Vantage—retaining its doors, windshield, and rear wings—to develop a unique aesthetic; the result was a stunningly beautiful concept vehicle.

Aston Martin built 99 examples of a similar and equally drop-dead gorgeous shooting brake coachbuilt in Italy by Zagato. Instead of rear seats this vehicle had a distinctive cargo area, which brings us neatly to another project Matthew has been involved in—the Alcraft GT, a crowdfunded electric vehicle. The Alcraft Motor Company ([https://www.](https://www.alcraftmotor.com/)

[alcraftmotor.com/](https://www.alcraftmotor.com/))—which has been described as Britain's Tesla—is a recent start up backed and led by pharmaceutical company director David Alcraft. The company declares itself “proud of Britain's automotive skill base, from its cutting-edge hi-tech innovation and engineering ingenuity to its design credentials and traditional craftsmanship heritage, and of its global leadership in low-volume and luxury vehicles”.

Among the motor industry professionals behind the venture is Matthew's

former boss, Charles Morgan, who is an associate director. To quote the Alcraft website, Matthew “leads the development of the Alcraft Motor Company's design language”. Other partners in the project include the Royal College of Art—where Matthew also happens to be a senior vehicle design tutor.

Like the Zagato Aston Martin, this beautiful EV features a cargo deck in place of the rear seats, but it can also be configured as a 2+2. It has a gorgeous two door shooting brake body and is described on the website as having “an elegant simplicity and understated, timeless good looks”. Alcraft's first vehicle is now ready to be taken from concept to production. I wonder what other vehicles Matthew has had a hand in developing?



The Morgan Threewheeler at the 2011 Geneva Motor Show. (Autoviva)



Morgan 3 Wheeler Superdry (Y.Leclercq)



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We are thrilled to welcome **YOU** back in 2021!

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Trans-Am Memorial Day Classic



Pirelli

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IMSA

IMSA Northeast Grand Prix

July 16-17, 2021



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LAPOR DEL PASSATO
ESPERANZA DEL FUTURO

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MEMBER PROFILE

Maura Hall *Our Illustrious, Supremely Talented, Smart, and Lovely Club President*

Frank Wnek



We call her ‘Madame President’. For more than five years now she has been our fearless leader. In her shiny red 4/4 she is anything but subtle and understated. More like in your face. And I take full responsibility for why it has taken SO long to finally do a Member Profile on her. Actually, I thought about it right after Maura provided us with a very interesting and entertaining profile of her mom, Pat Hennessy, appropriately titled ‘Mom Is A Car Guy’. But somehow it slipped through the cracks and I am now very belatedly correcting that omission.

Most of us know Maura from her innovative, insightful and, yes, often ‘artistic’ From The President columns in *The Morganeer*. But that just provides a glimpse into the entire package of our multi-talented, type A personality, over-achieving club president. There are SO many aspects to describe here. Where to start?

Yes, believe it or not, at one time Maura was an impressionable young girl. Full of energy and desire to achieve, her Dad decided the best way to chan-

nel this indomitable spirit was to take her into the garage, put a wrench in her hand, and teach her the mysterious inner workings of a certain quirky sports car called a Morgan, giving her the opportunity to participate in a frame up restoration. I guess we could say “... and the rest is history” at this point, but that would be leaving out too many details.

But Maura was hardly an English sports car purist back then. Unbeknownst to Dad, she secretly lusted after such egregious vehicles as—believe it or not—a burnt orange Corvette Stingray, a bright blue Dodge Charger, and several other marques she can’t remember. “If it was shiny, I wanted it!” she admitted. I suppose these early aberrant tendencies can be forgiven, since she was only nine years old at the time. Her

automotive obsession tastes began to change the first time she saw Henry Angel’s Morgan. (Thank you Henry!)

After helping her Dad get his Morgan project on the road, he immediately taught her how to drive it—it is debatable whether this was a good or bad thing. But it is none the less history.

As soon as Maura learned to smoothly shift gears she asked Dad if she could drive his Morgan in the local Fourth of July parade (I’m not sure she even had her official driver’s license at that point) and she never looked back.

The first several vehicles she owned, once she ‘officially’ became a licensed driver, were a bit nondescript. First came a ’69 Volvo—a hand me down from mom. This was followed by her first love—a Chevy Nova. Dual carbs, dual exhaust, 350 V-8. Not that she was into driving fast or anything! No wonder she became such a viciously competitive autocrosser! But more on that later.

Maura’s educational background is quite impressive. She attended Skidmore College, graduating with a dual major in French and Piano Perfor-



Photos:

Top: A ski trip with Mom
Bottom: Helping Dad in the garage

Opposite Page:

Top: Taekwondo champion Black Belt
Bottom: Driving in the July 4th Parade

mance. Then she went on to get a Master's degree in Education. She also has a degree from the French Chamber of Commerce in French Business Translation, and a Music Teachers National Association degree designating her as a Nationally Certified Teacher of Music. In 2016 she was selected as a Steinway Artists Teacher of the Year.

Do we notice a pattern of overachievement here?

Which leads us to Maura the classically trained and accomplished pianist. Many of the club members may not know about this aspect of our multi-talented president. Maura started 'formal' piano lessons in the 5th grade but claims she 'had been playing forever.' Knowing Maura that most likely means she began banging on the keys as soon as she could sit upright on a piano bench, or perhaps even before as held in his lap by her grandfather. (This is more likely.) She also relates that she managed to learn everything her friends were playing even before she began taking lessons herself. Once again, at risk of

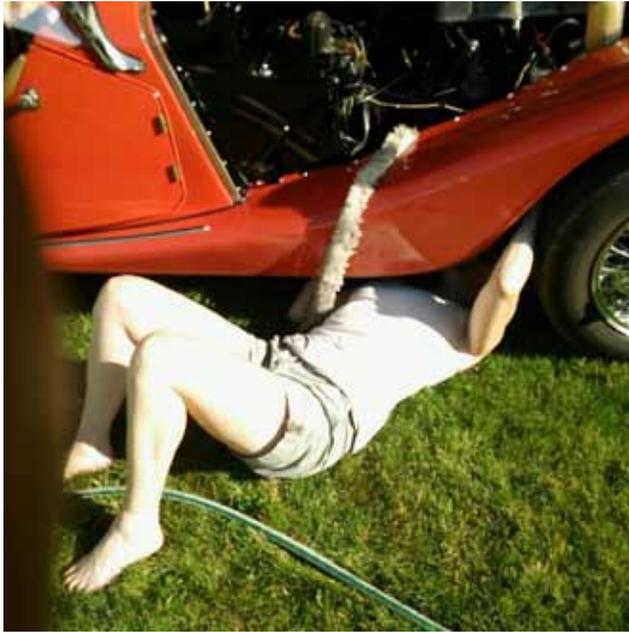
repeating myself (over and over) this does sound like Maura. Even at a young age competing to be the best (at EVERYTHING!) After college she became a piano teacher while still maintaining her performance credentials.

I will let Maura continue in her own words:

I played every piano I ever met. My first teacher was a little nun named Sister Cecile Amore. Iron fist, no velvet glove. Lived to be I think 104. I was totally into it. And yes, always competitive in one way or another. Often just with myself. Now I love teaching the kids, and the college gig is great too. Hearing them improve is SO cool! (I'm still better).

So now we can imagine watching and hearing Maura's delicate fingers caressing the keys of her piano playing a Chopin nocturne or Bach etude. NOW try to imagine those same fingers and hands taking down an unworthy opponent





first heat and was feeling a bit proud of myself for having the fastest time at that point (who was I kidding?). Maura walked up to me before her first run in the second heat and asked me my time. I told her, and she responded quite emphatically (putting it nicely)—I'M GOING TO BEAT YOU! Which of course she did. And her goal is always to be the fastest not just in the women's division or even the 4/4 division, but overall fastest time of the day. And if anyone could possibly beat Autocross King Barrie Abrams in his hot Plus 8 before he retires (which he probably never will) it would be Maura. She even has her sights set on the Triple Crown of Autumn MOG—first place in Autocross, the Rally, and Best in Show at the Con-

cours. I don't think ANYONE has ever done this, or even taken two out of three (which Maura HAS done), but if anyone COULD do it, it would be Maura. Did I mention, this girl is COMPETITIVE!

Several years ago I had reluctantly entered my Drophead in the Judged Class at the Autumn MOG Concours. As it turned out Maura was one of the judges that year, doing the car exteriors. After she finished scrutinizing my car in excruciating detail she decided to give me a tip. Ever the teacher she said, "Come over here. I want to show you something." She led me to the rear quarter panel of the body and said, "Do you see THAT?" I just gave her a quizzical look. "That little bit of wax residue at the edge of the chrome strip. You know, you can remove that with a toothbrush." A toothbrush! Why didn't I think of that? Of course my bonnet, which should have been propped open, was instead covered with a tablecloth and tea set. She would have been truly horrified to see the condition of my engine bay. "Would you care for some tea?" I asked.

in the martial art of Taekwondo. Yes, you read that right—Maura is also a 4th degree Black Belt Taekwondo Master. It all started when her husband Gary and her sons started taking lessons. Although busy with her piano students at the time Maura decided she just HAD to join in. She is a self-professed TKD fanatic. Also currently USA TKD Nationals Bronze medalist and also won the Silver Medal at the U.S. Open last year.

(She claims she was robbed and should have taken Gold!) Do we see a pattern of super-competitiveness emerging here?

Which reminds me, on several occasions when I have met her displeasure or perhaps made one of my smart-aleck remarks she didn't appreciate, she has let me know that she could kill me with her little finger. I was almost curious enough to see if she could ACTUALLY do it, and a little curious about HOW she might do it. But not THAT curious. I just can't imagine she would risk permanently injuring one of her precious piano playing digits on someone as lowly and inconsequential as me. So that issue will remain unresolved (hopefully).

This brings us to the subject of Madame Maura the autocross fanatic. As with everything else, she is JUST a bit—shall we say ... competitive! I recall at the Downeast Autumn MOG autocross, I had just finished my last run in the

Barrie Abrams in his hot Plus 8 before he retires (which he probably never will) it would be Maura. She even has her sights set on the Triple Crown of Autumn MOG—first place in Autocross, the Rally, and Best in Show at the Con-

Photos:

This Page:

Top: Prepping for the Concours

Bottom: Maura with Mom
(and her conehead award)

Opposite Page: Best in Show,
Autumn MOG 2016



She just gave me ‘the look’ and walked on. Oh well, I guess my Drophead was never meant for Best In Show. As long as it got me to Autumn MOG and back I was happy. I do now carry a toothbrush in my tool kit, however.

The following year, after a repaint and many hours of work reassembling and spiffing up, Maura’s 4/4 won Best in Show at Autumn MOG that year. Of course she did. She also placed first in the Women’s and 4/4 divisions of the Autocross, but ONLY second place in the Rally. SO close!

I asked Maura what Morgan or other marque sports car she would own in a fantasy world (money no object). Her response was interesting: “I don’t know if you have space for the list. Given my options I would have a different car for each week of the year! But definitely, ABSOLUTELY NOT an El Camino! Not a chance!” So, I guess she is saying maybe an American muscle car or two, which makes sense (Corvette, Dodge Charger), but why the El Camino repugnance?

I happen to LIKE El Caminos (don’t tell Maura ... PLEASE!)

We will finish up this Member Profile with a few (more than a few actually) words from Maura’s Mom, Pat Hennessy. This seems only fair since Maura penned the Member Profile on Pat which she entitled ‘Mom Is A Car Guy’. I suspect that the sublet message here was that actually, daughter is a car guy. I will let Pat tell it in her own words:

A classically trained pianist, Maura is a fourth-degree black belt (Master) in Taekwondo. This means she could kill a student—or you—with her bare hands. For some reason this makes her students—and you—love her. She learned to drive on a Morgan. She was old by then, maybe 15. She learned to fly an airplane at age 10. Lots of bumpy landings. She can put together a carburetor and is smart enough not to try the same with a differential.

At a time when young girls were starting lawsuits to be allowed to join the Boy Scouts, Maura was REQUIRED to get a specific badge to become a Boy Scout waterfront director. She had been



a Girl Scout waterfront director for several years, but the Girl Scouts lacked one singular requirement demanded by the Boys. Maura had to go to Camp Massaweepee in Upper Tupper Lake in the Adirondacks to complete the missing credential: A Rowboat Badge. She later became the Waterfront Instructor Trainer for all of Saratoga County.

What else could this girl possibly have time to do? Well, there’s biking. She and Gary rode over 1,800 miles (not all at once, although she could PROBABLY do it) last summer, with rides locally and in Southern Maine, Cape Cod, and Nantucket. She is an avid swimmer, and ran the Saratoga Learn to Swim program for 25 years. She became a lifeguard as a teenager and

ended up teaching lifeguard duties for the Red Cross. She also loves to ski—downhill NOT cross country (which I find a bit strange). As she says, “Show me a hill, and I’m down it!” This being an activity she has shared with her mom for MANY years.

So, there you have the story of our illustrious club president—the good, the bad, and the beautiful. I’m not sure if she is a better guitar player than me, but I’m sure she would contest that. And I would suspect that her little finger is twitching a bit as she is reading this. Fortunately, I live hundreds of miles away, and I’m not sure she knows EXACTLY where I live. Or DOES she? Well, if I turn up missing one of these days, you’ll know who to ask.

Lime Rock Park Sold to Investment Group, Skip Barber Still in the Mix



Any sports-car racing fan who has visited Lime Rock Park can tell you: The place has a kind of magic. Nestled in amid Connecticut's hills and greenery, the 1.5-mile road course opened in 1957. For decades it's served as a temple of speed amidst the trees for motorsport lovers in the Northeast. In addition to hosting countless bouts of motorsports competition, the facility has also showcased special events like Historics Weekend and various driving schools.

Those varied efforts have been the purview of Skip Barber for the last 37 years, but the longtime owner announced today that the track has been sold to an investment group: Lime Rock Group, LLC.

Barber isn't stepping aside entirely. Lime Rock's press release indicates that he will sit on the management committee and hold a significant ownership stake in the new venture.

"The Group's General Partners, Charles Mallory, Dicky Riegel and Bill Rueckert along with a group of private investors have assumed control of Lime Rock Park and are bringing outstanding new vision and vitality to Lime Rock's operations and to our local and regional community. They are the ideal stewards of the Park's long and successful legacy. This is truly wonderful news for everyone involved with Lime Rock as we commence our 65th year of operations," he says.

This "next chapter" of the Lime Rock story will be led by Dicky Riegel, the former president & CEO of Airstream, who will be taking over as CEO. "Lime Rock has been one of my favorite places and my home track for over 40 years; the same is true for my partners, Charles and Bill, both of whom consider Lime Rock a home away from home," Riegel says.

That Barber himself is remaining involved with the Lime Rock Park is a reason to be optimistic. Over the years, despite many ups and downs, he managed to protect the feeling of reverence and history one experiences there. There are very few road courses left in America that have earned and retained that kind of respect. Especially in light of public events being cancelled this past year because of the pandemic, the future of events at Lime Rock may well look different than it has in the past. Here's hoping that through it all, the magic in the air endures.

Ed. Hagerty news release



Gathering for Autocross



Coming to the uphill

Concourse at the Gathering of the Marques, 2019



Yes, Dr. Larry is in



View from the start/finish tower



On the track, Wunderman Tapa Day, 2019



Coming out of Big Bend



Aerial view of Lime Rock Park

IN MEMORIAM

Joel Spiro

Maura Hall

It is with great regret that I must share with you the passing of Joel Spiro at age 83. He was one of our most active 3/4 Morgan Group members in upstate New York.

Over the years, I have had the pleasure of seeing Joel and his wife Kira at Saratoga Auto Museum events, as well as our own Morgan club gatherings. Joel was always interested in talking, and he was a fascinating man whose interests ranged from classic British cars to classic wines. I so enjoyed our conversations. They started, of course, with Morgans but would range through such a variety of topics! He always took the time to ask how he could help, to offer to make some calls, whatever he could do to assist. His warm support of our club and of my efforts always left me smiling. I and all who knew him will miss him.

Maura,

Joel introduced himself at Saratoga ten years ago. He was quite interested in our "new" 2003 +8. He wanted a real sports car that he could drive long distances. He was impressed that we had just driven the Skyline Parkway and the Blue Ridge parkway to lower Virginia, something we would not have attempted in our +4 of forty years. Shortly after, he started his string of Morgans. Each time we met, he made sure everyone knew that it was "my fault" he got involved with the cars. He also belonged to the Western NY Morgan Group. I hope Kira still has a dog.

John & Lorraine McNulty

Ed: For an excellent article about Joel and several photos visit:

<https://www.timesunion.com/news/article/Joel-Spiro-doctor-and-wine-collector-dies-at-83-16136272.php#photo-20925043>.

An obituary was published by the Times Union and is available at:

<https://www.legacy.com/obituaries/name/joel-spiro-obituary?pid=198490556>



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Forget *Rolling Stone*--With luck the cover of *The Morganeer* could be yours.



A LESSON FOR US ALL

Morgan Detective Paul Fredricks solves a mystery and proves he is a great curator for the Angel '74 4/4

E.A.L.



The victim.
Henry and Sue Angel's 1973 4/4

While this article will focus on some technical details, it would be incorrect to start without a little background information. The yellow 1973 4/4 that I love, until recently, didn't belong to my wife and me. It had belonged to the world's greatest in-laws and past winners of the Harry Carter Award, Henry and Sue Angel. They had owned this car since 1977, and for some strange reason they trusted me with it and gave me access to it whenever I wanted. These are good people. I'm sure Pat Hennessy will be thrilled to hear that the car now sits in our garage.

Now, some time ago, on a trip back from Lime Rock the car just stopped. It had been running fine. With the aid of a few passersby we figured out that the coil had failed. The rest of that trip home was in the cab of a flatbed truck, bringing the Morgan back to my house to figure out what was going on.

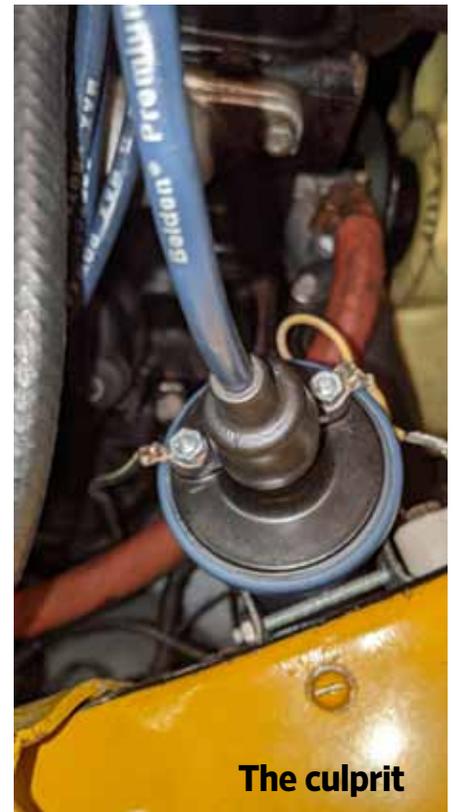
Replacing the coil seemed to do the trick. The car ran fine for a couple of years. But then things changed. Over the next few years the car would seemingly not feel well. It would have moments of hiccups, belches, stalling, hard starting, etc. And then run fine. We started looking at things here and there trying to come up with a reason. We were thinking electrical, we were thinking fuel flow. The symptoms seem to fit both scenarios. We replaced the fuel pump, rebuilt the carburetor, replaced points, condenser and cap, plugs and wires. Each time we did something, the car would seem to run well, but only for a limited amount of time. We even brought it to a guy with great Morgan knowledge. He went over everything with a fine-tooth comb. He figured out we had resistor plugs and wires and you can't have both, or so I am told. And the car ran great! For about an hour. Then back to the same old thing. Sometimes just hitting a pothole would make the car run great, but it wouldn't

last. Some suggested grounding issues, but all seemed fine there.

One day, while fiddling with the wiring, it started to run well. Long story short, it turns out that the low voltage connections on the coil and ballast resistor were crimp type connectors. Sometimes they would make a good connection and sometimes they wouldn't. I pulled things apart and soldered all the connections ... and the problems went away. Sometimes it's the little things. Since I had the car at my place I decided to work on another problem we were having, but more on that in a future article.

But Wait, There's More

Another problem we were having with the 4/4 was the unreliable operation of the turn signals. Sometimes they would work, and sometimes they wouldn't. And when the problem occurred they would be inoperable for a couple of weeks, then be fine the next time we ran the car. In our minds it seemed to



The culprit

correlate to the times the car was running its worst, but that proved not to be the case.

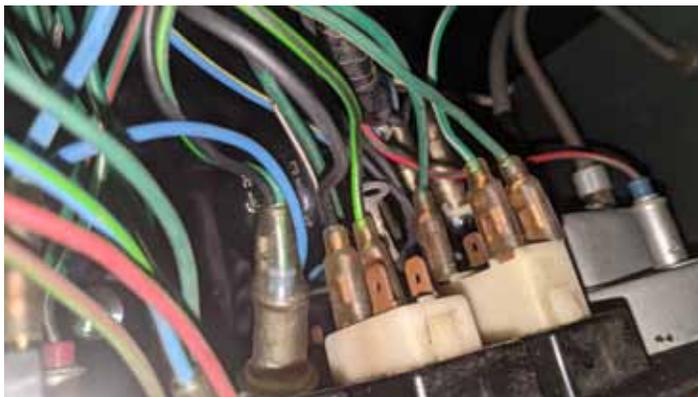
I traced all the wiring, checked and cleaned the fuses, checked all the bulbs, and replaced the flasher module. All to no avail. Time to dig a little deeper.

In the past we had an issue with the fog lights. That turned out to be a dirty rocker switch. I started to think maybe something similar was happening here. A look at the cars wiring diagram showed that power to the turn signals was routed through the hazard switch. I dismantled the switch and cleaned the contacts. Solution found!

I had also noticed that the windshield washer pump wasn't working so I did the same to that switch, and the wiper switch. All fixed!

That's a couple of things of the list. Only 4,287 to go.

E.A.L.: Thanks for the suspense Paul. We look forward to the next exciting episode of Paul Fredricks—Morgan Detective.



Photos:

Top:
Checking the wiring

Bottom left and right:
The dirty rocker switch



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MY MORGAN

Dan Barbiero

1952 Morgan Plus 4

My Morgan was purchased for me by my father in 1965 when I was a junior at Yale. I was suffering from a broken love affair and he thought the car would be a cure. It was my first car, and he was right.

Driving it from Long Island to New Haven on the Expressway was always an adventure. One late night the red engine warning light came on and the car stalled. I pulled off and opened the hood. The arm holding the generator had snapped off the engine block and the car was not charging. I was nonplussed, in the dark on the side of

the Interstate. Suddenly a huge semi's headlights came at me as a tractor trailer pulled off behind me. The driver got out and took a look. He noticed a wedge-shaped piece of wood in the tool box that I used in lieu of the broken emergency brake when parked. He wedged it between the block and the generator, gave it a whack with my crank and crank started the MOG. He said, "that'll hold you 'til you get home" and left with a wink. Another time I was just exiting the Interstate in New Haven when the steering wheel started spinning freely. The wheels were slightly turned and off the road I went. The Woodruff key holding the wheel to the shaft had disintegrated. A local machine shop made me several keys for a fix a day later, but I've never forgotten the feeling of driving the MOG with the steering wheel spinning free.

When I returned from a tour of duty in the Marine Corps in Vietnam in December of 1968, I found my car in a garage at my Dad's office. It was in bad shape. The engine was frozen. I had an old Morgan manual for help and took the engine apart and labeled each piece. A friend

of mine owned a gas station and repair shop and answered my many questions as I had decided to rebuild the engine myself. I had the head milled, got some new parts from England and after many months started reassembling.

Couldn't figure out how to get the new rings on the pistons until my friend introduced me to a ring compressor. Installing the Main Bearing dust free was also quite a challenge, but to my great surprise when I finished, she started right up. Many years later when I decided to do a ground up restoration with Lime Rock Motors and Morgan Spares in Connecticut, the engine was again rebuilt. A new wood frame and body was sent from the Morgan factory in England and from 1988 to 1989 my MOG was rebuilt, rechromed, and restored to perfection. I made sure they put a new Woodruff key in the steering wheel! The entire restoration cost was \$29,213.24.

My Mog has been a favorite ride treat for my daughter and sons when they were little, my many granddaughters and grandsons over the years, and soon—great grandchildren will be thrilling to a Mog ride.



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Ian Cornish is a Chartered Electrical Engineer, has owned a TR since 1963, and has owned 4VC, one of the ex-Works TR4 Rally cars, since 1969. The TR Register was founded in 1970 and Ian joined early that year, served as Technical Editor from 1971-1986, was the club's first Chairman (1983-1985), was awarded Honorary Membership in 1985 and was appointed as the club's first Vice President in 2004.

Whence Came the TR'S 4-Pot Engine?

Part Two: The Chicken or the Egg?

Ian Cornish

The Standard Vanguard

During the War, a huge number of Americans were based in Britain and a fair number of American cars must have been brought over for the senior personnel and for staff use, and these cars were left here—after all, an American would not want an old car when he got back home! The Vanguard was a completely new design, its exterior styling being reminiscent of many contemporary American saloons, especially the Plymouth. The bold four-door body featured a distinctive, sloping rear boot lid and an attractive “wrap-around” grille—quite unlike any other British car. Although the Vanguard still had a separate chassis, the mechanical specification was thoroughly modern and included all-synchromesh gears (with column change, but only 3 forward speeds), coil independent suspension at the front, and 4-wheel hydraulic brakes when many contemporary cars were still using mechanical linkage for the rear. Beneath the bonnet sat the all-new four cylinder, 85 x 92 engine of 2088cc, complete with down-draught Solex carburetor, overhead valves, and a CR of 7.0 (A), producing about 68 BHP @ 4,200 rpm. The Vanguard was announced in July

1947 but produced from April 1948 (according to the Standard Motor Club—another source gives July)—although only about 1,750 cars had been produced by October 1948, and most were for export. The car was an instant success, selling well at home and abroad in all the important export markets, and it gained a considerable reputation for being tough and capable of withstanding considerable neglect and abuse. In 1948, production of the Standard 8, 12 and 14 models ceased (with a total of just over 90,000 cars), and that September, Standard announced estate, van, and pickup versions of the Vanguard. Great numbers of Vanguards were sold into all branches of the armed services, both in Britain and abroad. Production of the initial Phase I Vanguard ceased at the end of 1952 (or January 1953) after 184,799 units had been sold, and it was succeeded by the Phase II, in which the only significant change was to the shape of the rear of the bodywork.

Standard stuck with the single model policy until September 1953, when the new Standard 8 commenced production. It is worth mentioning that the basic design of this little, 803cc, 4-cylinder, engine grew and grew in

bore, stroke, and number of cylinders to power the Vanguard 6, Herald, Spitfire, Atlas van, Triumph 2000, Vitesse and, ultimately, the (2498cc) TR5/250/6 and the saloon 2.5PI/2500—but that's another story!

Which came first the chicken or the egg?

The Ferguson tractor, using a Continental engine, was first sold in July 1946, while the first Ferguson with a Standard engine dates from 26th January 1948. The Standard Vanguard was announced in July 1947, but production was awaiting completion of the new engine line at Canley. For the Vanguard, production commenced in April 1948, with the engine being 2088cc, 85 x 92, from the start.

It seems to me that although Fergusons with the Standard engine were available a few months earlier than the Standard Vanguard, it was really the case that engine design, development and production were combined, and that it was basically only a matter of allowing the engine a higher rev limit which changed it from a unit ideally suited to a light tractor to one ideally suited to a saloon car.

The most significant differences were:

- Crankcase/cylinder block casting far more massive for the tractor
- Cast covers for sump and timing chain (pressed steel for the car)
- Cylinder head casting—the tractor had semi-circular inlet and exhaust ports
- Valve sizing
- Cylinder bore (initially—although the tractor was increased from 1849cc to the same 2088cc in mid-1949)
- Position of the starter motor—left for Ferguson, right for Vanguard
- Inclusion of a centrifugal speed governor on the tractor’s camshaft drive
- Oil filler on the side of the cylinder block on the tractor, whereas through the rocker cover on the car
- Gravity-fed Zenith up-draught carburetor on the tractor, pressure-fed Solex down-draught on the car, which had vacuum advance on the ignition
- 6 volt electrics on the tractor up to 1951, 12 volt on the car from the start.

My father had his butcher’s shop on the steep Lansdown Road in Bath, and I can remember a friend’s father driving us—three schoolboys—in his new Vanguard up that hill at a speed which seemed phenomenal at the time! And it was, because most rival family cars were using engines of about 1500cc. Ian Gibson recalls that his father ordered a

new Vanguard Phase 1 and, having run it for a year, he found them so much in demand that he sold it for the price he had paid—plus a second-hand Standard 8 drophead thrown in! Note: this was NOT the new Standard 8, which was produced from 1953 onwards.

From Vanguard to TR in order to minimize the costs involved in devel-

oping the Triumph sports car, as much as possible had to be based on existing components from the Standard cars of the time: the Vanguard and the Mayflower. The former was chosen for engine and gearbox, the latter for front suspension and rear axle. What a pity that the Mayflower’s rear axle was chosen, as it was quite inadequate for the task! I have never understood how the racing and rally teams managed to cope with oil-soaked rear brakes, nor why the factory took so long to resolve the problem by changing to the “Girling” axle!

Whenever an engine, even one which is considered strong, highly reliable and capable of lengthy service, is used as the basis for a “souped-up” version, there is a good chance that the extra stress resulting from such changes as higher rotational speed and higher compression will reveal problems never previously seen. This was the case when Triumph took the Vanguard engine as the basis for its new sports car. Let’s look at the vital statistics:

Vehicle	Bore/ Stroke	Capacity	CR	Power @ rpm	Torque
Ferguson	80 x 92	1849cc	5.77	23.9 Belt HP @ 2,000	
Ferguson	85 x 92	2088cc	6.0	28.2 Belt HP @ 2,000	
Vanguard	85 x 92	2088cc	7.0	65 BHP @ 4,200	113 lbf.ft @ 2,000
20TS	83 x 92	1991cc	7.5	75 BHP @ 4,500	
TR2	83 x 92	1991cc	8.5	90 BHP @ 4,800	117 lbf.ft @ 3,000

Notes:

The Ferguson figures are for the Standard TEA20 engine; the tractor’s power was always measured at the belt.

20TS is the car which was shown at the Earls Court Show in 1952, but never actually produced (for which we should all be extremely grateful!).

The Vanguard produced about 68 BHP (bare); torque was 108 lbf.ft @ 2,000 initially, then increased to 113 lbf.ft @ 2,000 (Ian Gibson cannot say why!). (B)

The TR2 was announced in 1952 but sold from 1953.



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SPIDER'S TECH DISCUSSION

To Dellorto or Not to Dellorto, That Is the Question

Hello, hope you are staying safe and well.

Would you know if anyone has written anything in a past club magazine about fitting Dellorto carbs onto the TR 3 engine?

I have a spare pair of Dellortos 40s and the inlet manifolds are still available. I know the Webbers work well, and so did the Dellortos, both, with a better camshaft.

My current SU's need a full overhaul/rebuild ... so why not go better?

Any info would be much appreciated.

*Regards,
Roger Brotton, member 18704*

Hi Roger,

Thank you for contacting me. We have similar cars, or at least similar engines.

In fact, my Plus 4 (#3585, dispatched to Fergus in New York

City on 12 December 1956) has a TR3 engine (#TS13100ME, Triumph date plaque 1.6.56) but now built out with 87mm pistons to 2,187cc. I use the twin SU H6 carbs on the original low-port Le Mans head, mostly because I like the aesthetics of the braded hose and banjo-bolt fittings. Everything else is mostly stock. On a good day, in perfect conditions, it might make 100+ hp. The increased displacement gives it more low-end torque, but the SU H6 with the low-port head restrict it's breathing at higher rpm. All in all, it's a happy engine, as long as I'm not racing.

However, I doubt I can help you on the subject of Dellortos. In the U.S., we have a dozen or so smaller Morgan clubs, none of which have digitally searchable newsletters. *The Morganeer*, of which I'm an Editor Emeritus and Editor-at-Large Emeritus has (to my knowledge) never run any tech articles on Dellortos.

Again, in the U.S., Plus 4 carburation upgrades are rare and are usually limited to Weber DCOE40 units. These Webbers only provide more power on the high-port heads (better



The engine bay of Spider's 1956 Plus 4, carburation side



PHOTOS:
Roger Brotton's Plus 4



breathing) of later TR3 and TR4a engines are usually combined with a more radical cam, some head shaving compression increase, tubular headers, and enhanced valving, all following the lead of the Chris Lawrence school. This kind of conversion is designed for cars that would be run at 4500 – 6000 rpm, remembering that the TR2/3/4a engine's crankshaft is only supported by three main bearings. (Forgive me, as some of this you may already know ...) Morgan owners racing Plus 4 cars go to the Webers, and some street cars are set up with Webers for personal preference or for appearance. They do sound cool but are quite loud (intake noise).

The principal resistance to the Weber conversion seems to be owner's unwillingness to cut out a scoop to accommodate the velocity stacks of the forward Weber.

Dellortos are not very popular in the U.S. older Dellortos are occasionally seen on early Morgans (4/4 Series 1 or even Trikes) but I have never (5 decades of Morganeering) seen Dellortos on a TR2/3/4a engine. Principal application for Dellortos in the U.S. has been on Italian (FIAT or ALPHA) or French (Citroen, Peugeot, Renault) cars, and vintage European bikes. I have personally only seen a Dellorto carbureted Morgan once, in Japan: four 2-barrel downdrafts on

a Plus 8. It was impressive but surprising ... seeing all those barrels sticking up.

I went here <https://www.dellorto.co.uk> but found only TR6 setups for Weber DCOE. I regret to say a google search of all the usual suspects for Dellorto applications on TR2/3/4a engines turned up nothing here locally. An eBay search brought up pages of citations for Webers and SUs but nothing on Dellortos. I believe that the Dellorto strength is in the EU/UK world rather than here across the pond.

You didn't ask me for an opinion, but I will say that the research material for Weber DCOE on TR2/3/4a is much richer and more readily available than for the Dellortos. You might consider selling the Dellortos and purchasing Webers rather than finding yourself standing alone against a bunch of future surprises. Of course, you may know your way around Dellortos much better than I might.

All that having been said, yours is an unusual enough inquiry for me to bear it in mind. If I do come upon anything I think might help, I will most certainly contact you again. Also, if you feel that I may be of further assistance, please do keep in touch ... it's no bother ... helping people is what I 'signed-on' for. Good luck and run cool!

Spider

Hello,

Very many thanks for your thoughtful response; just the sort of push in any direction I was hoping for!

The Dellortos may well be for sale shortly. I have enclosed a couple of photos of my car, chassis 4562, taken last week.

She is now in my workshop for an initial sympathetic overhaul in time for next Spring. I like the current paint combination, which I will retain and re-paint. The current condition of all the paint is best described as serious 'chicken pox' ... and has to go.

Ex-factory, she was Brunswick green, with stone leather, and although right hand drive, was immediately exported to the agent, 'Windsor Motorcycles, of Ontario'.

The only history I have is the owner in 2002 was Mr. Paul Glowstick, of Harwichport, Massachusetts.

The car was then sold through The New England Classic Car Company Stratford, CT. in 2007 to a buyer in England UK ... then to me 3 months ago.

The mileage of just over 51,000 seems to be correct ... and the condition of everything, including the original chassis would seem to suggest so. Small clips and brackets, normally thrown away over the years are all still intact ... so I am very pleased so far.

Following your comments, I am going to keep the car as close to original as possible. If I need speed, I have other cars to cure the itch.

Thank you for the photos of your beautiful Plus 4, I'm very impressed ... not to mention the location! Equally impressive!

My youngest daughter is married with family, and lives in Cheboggan, Michigan. Oh, the space, the pure air, and landscape. You have to like trees and very cold Winters! We visit when we can, but Covid has just ruined that for a while. Summer 2021 can't come fast enough.

I have penned an article for Miscellany, about my Morgan gears, which the editor has accepted. I will probably do a follow-up article, as the overhaul of the car progresses.

*Best Regards, and stay safe,
Roger Brotton*

Ed: This correspondence arose through Spider's role as technical advisor for early Plus 4s to the UK's Morgan Sports Car Club. If any Group members can shed light upon Mr. Paul Slowatycki, of Harwichport, MA and the U.S. ownership of Roger Brotton's car please email Roger with the details, copying Spider.

Thank you!



FOR SALE

1984 MORGAN Plus 8 Conversion from Turbo Propane to gasoline. Edelbrock 500 CFM carburetion, Performer series manifold, Mallory Unilite distributor, factory coated headers, Plus 4 straight through mufflers. New old stock rims carrying Kumho tires. Complete interior by Barbara Willburn, new bimini top, waterproof cockpit cover, new factory tonneau, Wilton carpets. New dash created from Pommele sapele. All dash switches replaced. Bare metal respray of exterior in Vienna mist green, a color that shows gold hues in sunlight. Transmission has a new internal pump. Brakes rebuilt by Whitepost. Ron Davis aluminum radiator with thermostatically controlled fan. New rear AVO shocks from Heart of England Morgans.

All original turbo equipment is included as well as wire wheel set and adapters.

This car goes as well as it shows. Offers circa \$48,000. Recent photo can be seen on 2020 MSCC calendar for October.

Bill Alexander 207-799-7614 walexand@maine.rr.com

BOOKSHELF

John McNulty

I was a technology teacher for 30 years retired 22 years. Thought it was about time to do a book report.

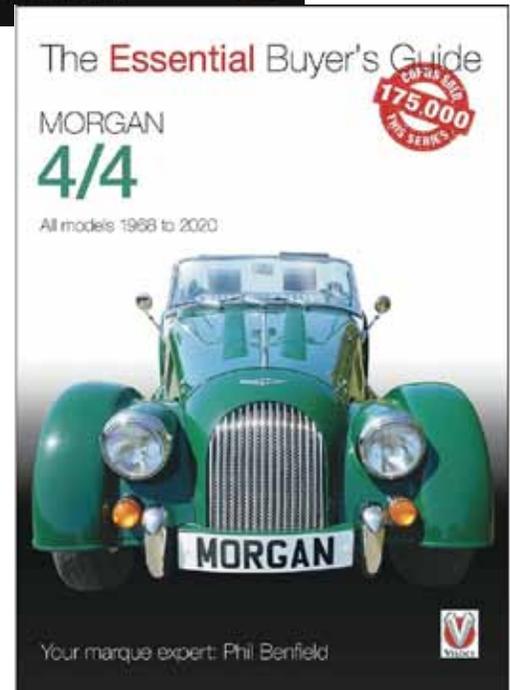
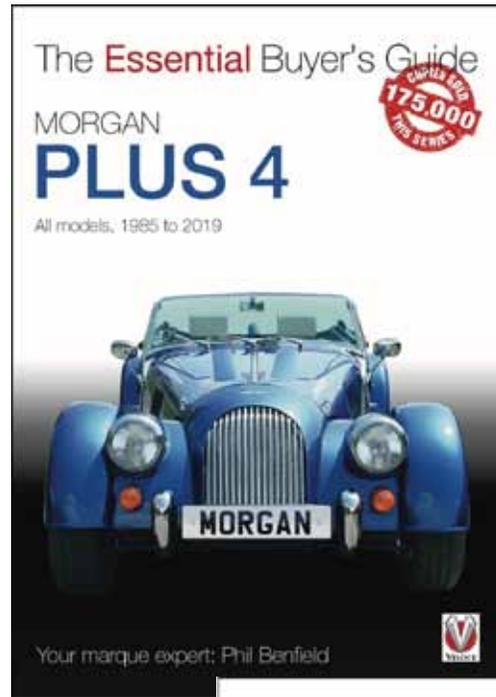
Hemmings Motor News did a report on the book *The Essential Buyer's Guide: Morgan Plus 4*. I bought it on Amazon for \$18. It is a great little book, 96 pages, covering the +4 from 1985 to 2019. I know most of us here do not have a +4 of those years, but it really helped me understand my 1966 +4 [I restored in 1982] and 2003 +8. I have most every book written on the four wheeler and this is by far the best on describing the cars in text and detailed pictures. Well worth the money.

To quote the publisher's marketing materials:

Want the Morgan experience, but afraid you'll buy a lemon? Well, having this book in your pocket is just like having a real marque expert by your side. Benefit from Phil Benfield's years of Morgan experience, learn how to spot a bad example quickly, and how to assess a promising one like a professional. Get the right Morgan Plus Four at the right price!

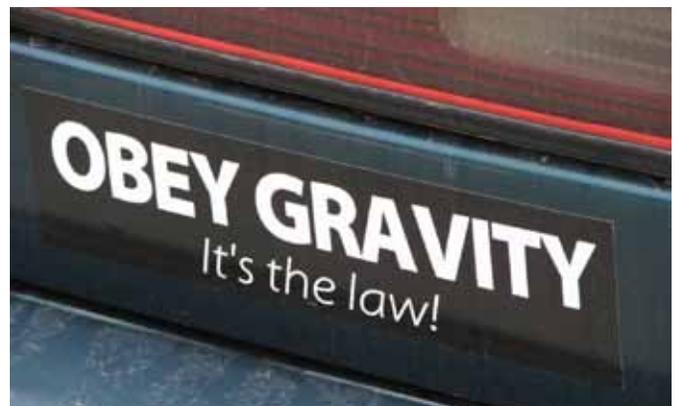
Packed with good advice – from running costs, through paperwork, vital statistics, valuation, and the Morgan community, to whether this classic car will suit you and your lifestyle – this is THE COMPLETE GUIDE to choosing, assessing, and buying the Morgan Plus Four of your dreams.

Ed: Chapter topics include living with a Plus 4, auctions, do you really want to restore, paint problems, problems due to lack of use, and the Morgan community. Another volume in the Essential Buyer's Guide series, also by Phil Benfield, covering all models of the 4/4 1968-2020 was published on April 20, 2021.



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CROSSHEAD

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