

MAR/APR 2024

Vol 46 Issue 2

The Morganeer™



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



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COVER PHOTO

1965 Morgan Plus 4 SLR William & Pritchard Coupe photographed in 2009 by Craig Howell from San Carlos, CA.

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FROM THE EDITOR

Jonathan Kinghorn

We are over the hump! For no rational reason I have come to regard St. Valentine's Day, on February 14, as the middle of winter in my part of the world, and from that date on I begin to look forward ever more eagerly to milder weather and a resumption of Morganeering. The association of that saint's day with the middle of winter is an arbitrary one on my part, and there is still plenty of opportunity for lousy weather before I get to press that Start button, but I can't help feeling that we have passed a milestone of some sort and that there really is light at the end of the tunnel beckoning.

The signs of spring are springing up everywhere. Daffodils and tulips are poking up, winter gear clearance sales are increasing, and car-related events are at last being finalized and publicized. It is time to start preparing for the coming season and planning for the events you will participate in and some that you will hopefully organize. I am still trying to get Drive Your Morgan Day off the ground as a recognized activity for the marque, weather permitting of course, on April 4 (4/4—get it?). A few brave souls hit the road last year on 4/4 in weather that was unseasonably supportive, and I hope that more of you will do the same this year. The event shamelessly copies Drive Your Triumph Day on February 10 when Triumph clubs mark the birthday of Sir John Black, Triumph's savior. The goals of Drive Your Morgan Day are the same—take a scenic drive on a country road or out to lunch, to the market, to work, wherever. Go for a drive alone or in a group with local Morganeers. Take your spouse, buddy, child, grandchild, and/or your dog—then take photos. The photos are important proof that you rose to the challenge and will, of course, find a welcome home in *The Morganeer* when the time comes. If Triumph owners can drive their cars mid-winter then we, who famously shun heaters and soft tops, should surely be able to follow them in early spring. I challenge you to break out that flying jacket and drive your Morgan,



however fleetingly, on April 4. Who knows, you may even enjoy it and repeat the experience next year!

The Calendar of Events in this issue is of course a work in progress as details of many events have yet to be announced, but it should help you begin to plan your Morgan-related activities for the year. Highlights for the 3/4 Group include the Greenwich Concours d'Elegance (June 1-2) in which several members will be showing their vehicles on Saturday, and the Gathering of the Marques at the Lime Rock Historic Festival (September 2). Car shows that are particularly popular with members include British by the Sea on June 2 and the British Invasion in Stowe, VT (September 20-22). In addition, there will likely be a Tapas Day at Lime Rock Park in July. Watch the Calendar of Events in future issues for further details.

Be sure also set aside the last weekend of September to come to Autumn MOG on Cape Cod. There are club activities scattered throughout the season, but MOG is the climax of the program and an opportunity for all 3/4 Group members to get together for all the familiar shenanigans. The program is still being developed of course, but as usual we can count on autocross, concours, an awards banquet, and lots of great company. I for one plan to be there, and I hope to see you there too. More details will follow nearer the date.

The March/April issue of *The Morganeer* is always the most challenging of the year for the editorial team, as there are no recent events for us to report on and nothing yet on the near horizon to spotlight. Nevertheless, we do have some great stuff for you. In addition to the usual suspects there's a piece on Harry Carter's Esprit du Vent inspired by an email from **Jim Nichol**, a report on Another Reliability Run from your humble editor, and an interview with **Geoff Parkins**, our new Technical Advisor Plus 4 Cars, from Editor-at-Large **Steve Schefbauer**. Thanks to the paucity of other material and my bout of COVID I have raided the archives for additional material. There's a wonderful article from 2014 about the Morgan 4-4 that Prudence Fawcett famously drove at Le Mans in 1938 with an update from its current owner, **Leigh Sebba**, a fun 1997 piece from screenwriter Rick Rosenthal (Tea with the Termites), and an article by Chris Bright from the *Collector Part Exchange* blog asking "Is the SU 'carburettor' better?" And marking a rare off-season club event **Paul Fredricks'** "On the road to Sheehanville" recounts his journey to the New England North's holiday party chez Larry and Sue Sheehan in Falmouth, MA—an event that enables us to fill the centerfold with pix of Morganeers having fun from ace photographer **Tom Austin**.

Mailbag

Dear Morgan international colleagues:

This year our Club (MSCC España) celebrates its 40th anniversary and we are organizing, to commemorate this very special occasion, a gathering in La Rioja, a region in the northern part of Spain well known for its excellent wines and general beauty. This event will take place from Thursday October 17th through Sunday 20th with the possibility to extend the trip till Wednesday 24th. Please find in the enclosed link (<https://sites.google.com/view/2024morganinternationalmeeting/english>) details of the gathering and I trust that it will trigger your interest to join us for this unique event and if so, you will also find there the contacts and the registration process.

Please feel free to forward this email to other Morgan enthusiasts or to include it in your Morgan publications, starting with Miscellany. Looking forward to enjoying the company of many of you in October.

Kind regards,
Eduardo Sanchiz
President, MSCC España

Ron Garner: I met Eduardo on our last trip. Really nice fellow and I am certain this will be a special event.

Photo Caption Contest

The photo in the previous contest came from an article about Downeast Autumn MOG in the November/December 2015 issue. It shows Frank Wnek arriving at the Owls Head Transportation Museum (where he volunteered regularly) and was captioned "I believe Eddie Rickenbacker just departed in the checkerboard SPAD." I considered entering the contest myself with the caption "Onward and Upward" but our non-prize winning winner—once again—has to be Shayna Loeffler, who is clearly on a roll! Thank you Shayna.

Caption Contest 6 Winner:
Shayna Loeffler

The redcoats are coming!



Photo Caption Contest 7



Send your best caption to Jonathan at jkinghorn4@gmail.com

IN CASE YOU MISSED IT ...

MORGAN EXPLORES

You're invited to join the inaugural Morgan Explores driving event, 'Pyrenees Pursuit', which takes place between Tuesday 24 and Friday 27 September.

Morgan Explores is a new group driving tour format from the Morgan Motor Company in partnership with HERO-ERA. Putting driving adventure and unforgettable experiences at the heart of your driving adventure, Morgan Explores will take place each year in a different location.

The first event, 'Pyrenees Pursuit' pieces together great driving roads and beautiful locations throughout Northern Spain and the French Dordogne. Join between 35 and 40 other like-minded explorers for one of the largest dedicated Morgan driving events of the year. <https://morgan-motor.com/morgan-explores/e> Time the Morgan Motor Company designed a modern coupe, the Aeromax" online on February 19.

SUPER 3 REVIEW

On January 25 Autoweek published a review of the new Morgan Super 3, describing it as "lovely and terrifying at the same time." The reviewer has a few niggling complaints. Getting in, for ex-

ample: "You flip your right leg over the sidewall, don't put it on the seat, put it on the crossmember forward of the seat, place your buttocks on the top of the seat back, flip your left leg into the footwell, slide down. Kerfloop, you're in. Believe it or not this is easier than it was in the previous Morgan 3-Wheeler." The bottom line, however, is that he Super 3 was enjoyed. "People have paid a lot more to get less attention. And it is fun, about as much fun as you have on a motorcycle, but not a sport bike—more like a classic British bike, captivating and exemplary." <https://www.autoweek.com/news/a46497629/2024-morgan-super-3-drive-review/>

DEREK DAY

In January the Morgan Motor Company posted on Facebook to mark the death of Derek Day, former Morgan Sales Director, who had passed away in December at the age of 91. Derek started his career at Morgan in 1947, working first for HFS and then for Peter Morgan. During his 50 years at Pickersleigh Road, he forged relationships with customers and dealers around the world, many of whom became lifelong friends. Regardless of fame or fortune, every customer received a steadfastly consistent level of friendly and personable service. Many of those friends remained so even after Derek's retirement from the company in 1997. Residing in Malvern during his retirement, Derek remained a familiar face at the factory.



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BOOKSHELF

Morgan: The March of Progress

Reviewed by Jim Nichol

As Morgan aficionados of over 60 years and owners for more than 50, our bookshelves grimace when they learn of a new work delving into the marque. *Morgan: The March of Progress* by Charles Neal (Editor of MSCC's Miscellany) is the latest of these and judging only by its heft it is bound to be a font of information on the marque. Having had the archives of the UK's MSCC and the MMC open to him, Mr. Neal has completed what may well be the most complete look at one of the world's oldest surviving automakers.

Beginning with a combination of the company's new three and four wheeled models, Mr. Neal then returns to Edwardian ideas on motoring and launches into MMC's history, initially the vee-twin, then F-Types. The history includes nods to trivia such as the origin of the "Aero" as a Morgan Model. The moniker was chosen to honor Captain Albert Ball, WW I Ace who had purchased a Grand-Prix model Morgan and who likened being behind the wheel

of the Morgan as "being the closest thing to flying without leaving the ground".

Logically he continues with the prewar 4-4s. Competition successes of all models are touched on throughout as are the various tribulations the company faced through the years as a small volume manufacturer. As we see, these trials continue to the present day.

The improved Plus 4 is next covered with its variations as well as its competition successes with particular emphasis on the storied Le Mans class victory in 1962 and the many other successes of the '60s in both Europe and of course Mr. George Waltman's solo Plus 4 accomplishment at Daytona.

With Triumph ending its two-liter four-cylinder production in the late sixties, Morgan, with the Ford four cylinder 4/4, needed a star and the new Plus 8 won that accolade after the Plus 4 Plus sadly failed to excite the public. We are now led through the Plus 8's changes along with the trials and tribulations



as the MMC worked to satisfy the 21st century's demands for crashworthiness and cleaner running petrol powerplants with the onset of the Aero chassis, use of BMW power, all leading to today's CX chassied Plus 4 and Plus 6 models as well as the progress from the X Wedge powered M3W to the present Super 3.

A coffee table sized tome, its nearly three hundred pages are not to be consumed in a single sit-down, but rather savored a bit at a time. Here in the States, it is available from Morgan Motors of New England for under sixty dollars.



EVENT CALENDAR 2024

The 3/4 Morgan Group Ltd.

As far as 2024 events are concerned it is early days yet and few dates and details have been published. This calendar is therefore just the first appearance of a work in progress, and we'll post updates from time to time to keep you informed. These events have already been confirmed, so mark your calendars now!

There are some important 3/4 Group activities to note. A highlight of the year will be the Greenwich Concours d'Elegance (June 1-2). This year the Morgan class will be particularly well represented. Vehicles due to be shown include Marc Wunderman's 1934 Morgan SS JAP V-Twin Trike, Murray Smith's 1938 Morgan 4/4 Le Mans four-seater and 1962 Morgan Plus 4 Le Mans Race Car, Marc Evans' 1952 Morgan F Super Trike and 1953 Morgan 4/4 Flat-Rad Race Car, Spider's 1957 Morgan Plus 4 four Seater, Bruce Menkowitz's 1964 Morgan Plus 4 Plus and 1965 Morgan Plus 4 Drophead, Bob Britton's 1971 Morgan Plus 8, Bob Mitchell's 2005 V-6 Roadster two-seater, Scott Spiro's 2010 Morgan Aero Super Sports, and a 2023 Morgan Super 3 Trike from Larry and Linda Eckler.

Car shows popular with members include British by the Sea on June 2 (which always has a strong 3/4 Group presence), the Gathering of the Marques at the Lime Rock Historic Festival (September 3), and the British Invasion in Stowe, VT (September 20-22). In addition, there will likely be a Tapas Day at Lime Rock Park in July. Watch this space for further details in due course. And of course, there will be Autumn MOG in Falmouth, MA (September 27-29).

March 12	DRIVE IN CLASSIC CAR SHOW Southington Drive-In 995 Meriden-Waterbury Turnpike Southington, CT, 5-8 p.m.	https://stungbykia.com/event/southington-drive-in-classic-car-show-ct/2024-03-12/
March 28	MAD MOG Lunch gathering at Madison Beach Hotel Madison, CT, 12 p.m.	Club contact David Darby dbdarby@aol.com 917.886.4450
April 4	DRIVE YOUR MORGAN DAY	Dust off your Morgan and go for a spin, weather permitting.
April 6	TWS MOTORS SHOP VISIT 144 W Britannia St, Building 25 Taunton, MA, 9 a.m.-12 noon	BMCNE members and friends are invited to this full service restoration shop focusing on Rover V8 powered vehicles. https://www.thewedgshop.com/
May 3-5	HUDSON RIVER VALLEY AUTO SHOW Dutchess County Fairgrounds, Rinebeck, NY	http://rhinebeckcarshow.com/index.html Club contact Jim Nichol, 845-229-5088
May 4	ESSEX CAR SHOW Our Lady of Sorrows Church 14 Prospect St., Essex, CT, 11 a.m.-3 p.m.	Call 203-464-4581 to register. (Rain date, May 11)
May 18	<u>SPRING CAR SHOW</u> Our Lady of Mount Carmel Society 93 Park Ave., Enfield, CT. 9 a.m.-2 p.m.	The Car Club New England (Rain date June 1)
May 19	ANTIQU & CLASSIC CAR SHOW Boothe Memorial Park, 5800 Main St, Stratford, CT, 9 a.m. - 3 p.m.	https://www.eventbrite.com/e/annual-boothe-memorial-park-antique-classic-car-show-tickets-774821250217
May 26	ROYALS' GARAGE CAR SHOW Lime Rock Park, Lakeville, CT, 10 a.m.-3 p.m.	https://limerock.com/events/memorial-day-classic/
May 26	HAGERTY CARS & CAFFEINE CAR SHOW , Lime Rock Park Lakeville, CT	https://speedtour.net/st/?lib=product&pid=910&cat=11
June 1	CHATHAM CAR & PLANE SHOW 240 George Ryder Road, Chatham, MA 9:30 a.m.-2 p.m.	https://bcccc.org/events/chatham-car-plane-show-june-1/

June 2	BRITISH BY THE SEA CAR SHOW Harkness Memorial State Park Waterford, CT, 10 a.m.–4 p.m.	Marque of the Year will be the Triumph TR-7 & TR- 8. Connecticut MG Club
June 1-2	GREENWICH CONCOURS D'ELEGANCE Roger Sherman Baldwin Park Greenwich, CT, 10 a.m.–4 p.m.	https://www.greenwichconcours.com/ Club contact, Steve Schefbauer sschefbauer@aol.com
June 7-8	BRITISH MOTORCARS IN BRISTOL Bristol, RI, 9 a.m.–5 p.m.	BMCNE, https://bmcne.org/
June 9	ANTIQUÉ & CLASSIC CAR SHOW Roger Ludlowe High School 785 Unquowa Road, Fairfield, CT 9 a.m.–3 p.m.	Connecticut Seaport Car Club (Rain date June 16) https://www.ctseaportcarclub.com/2024carshow.html
June 16	FATHERS DAY CAR SHOW Hyannis, MA, 8:30 a.m.–2 p.m.	https://www.hyannismainstreet.com/events/fathers-day-car-show/
June 22	BRITISH CAR SHOW & MEETING Lemon Tree Shops, 1069 Rt. 6A, Brewster, MA 11 a.m.–2 p.m.	Cape Cod British Car Club
July 13	RALLYE CAPE COD 2 Enterprise Road, South Dennis, MA 11 a.m.–5 p.m.	Cape Cod British Car Club
July 27	SHOW OF DREAMS Alvirne Hills House Field Hudson, NH, 10 a.m.–3 p.m.	BCNH. Featured marque, Austin Healey. https://www.bcnh.org/event/bcnh-show-of-dreams-2/
August 3	SUMMER AUTO SHOW , Saratoga Automobile Museum, 110 Avenue of the Pines, Saratoga Springs, NY, 9 a.m.–1 p.m.	All makes and models welcome! https://www.saratogaautomuseum.org/events/2024/8/3/summer-auto-show
August 10	BELCHERTOWN LIONS CLUB CRUISIN' THE COMMON CAR SHOW , Belchertown, MA, 10 a.m.–3 p.m.	www.belchertownlionsclub.com/car-show.htm
August 25	DENNIS ANTIQUE CAR PARADE , Patriot Square, Dennis, MA, 10:30 a.m.– 2 p.m.	Register your car with Dennis Chamber of Commerce for the parade and get a Beach Pass. https://dennischamber.com/
September 1	SUNDAY IN THE PARK CONCOURS AND GATHERING OF THE MARQUES Lime Rock Park, Lakeville, CT	Enjoy the 41st Historic Festival. https://limerock.com/events/historic-festival-42/ Club contact, Steve Schefbauer sschefbauer@aol.com
Sept 14	NEW YORK CITY CONCOURS Pier 17, Manhattan	https://www.thenyconconcours.com/
SEPT 20-22	BRITISH INVASION STOWE, VT	https://www.britishinvasion.com/
Sept 27-29	AUTUMN MOG , Falmouth, MA	Details TBD
October 6	AUDRAIN NEWPORT CONCOURS D'ELEGANCE , The Breakers Mansion, Newport, RI	https://www.audrainconcours.com/
October 9-10	BRITISH CAR WEEKEND Old Rhinebeck Aerodrome, Rhinebeck, NY	

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Harry Carter's Esprit du Vent

Hi Jonathan,

As we move closer to spring, I was delighted to have received a message from Claire Carter Grant, one of Harry's three children. This past September at the Autumn MOG awards banquet we were asked to say a few words regarding Harry Carter for whom our Esprit du Vent award is named and dedicated as there are many 3/4 members who never knew Harry. My brief look back truly did not do Harry justice but this is in hopes of righting this partial omission.

Following the weekend, we sent a brief message to Harry's three children and his widow. The three, Natalie, Claire, and Will are now long since grown with families. We were more than pleasantly surprised last week to receive a message from Claire, outlined next.

In August 1997 the New York Times published "British Eccentricity on Four Wheels," describing a writer's initial Morgan exposure. Its appearance coincided with a Carter family reunion some seventeen years after Harry's passing. Flying home afterward, daughter Claire jotted a response for the Times' letters column which was published following an editor's phone call to Claire to verify the facts of the letter which was then published, coincidentally right under 3/4's member Burt Fendleman's letter regarding the upcoming Autumn MOG.

In three brief paragraphs Claire summed up her dad's Morganaticism as no one else ever has.

Jim Nichol

To the Editor:

My father, Harry Carter, was the proud owner of a 1966 British Racing Green Morgan Plus 4. He was also president emeritus of the 3/4 Morgan Group Ltd. He edited The Morganeer. He knew (and made up) Morgan lore like a genuine fanatic.

Dad commissioned the creation of a stained-glass Morgan. He transformed a Morgan dashboard into an objet d'art. He became an expert doodler of Morgans, and taught my brother Will to Morgan-doodle. He helped my sister Natalie to become a refined navigator by age 12, having had her copilot many a Morgan road rally. When my father died at age 38, a caravan of Morgan comrades motored to the funeral.

That was in August 1980. This August, as the Carter family convened for a summer visit, the spirit of his life and the sadness of his death hung in the North Carolina air. And then we stumbled upon Kirk Kraeutler's essay "British Eccentricity on Four Wheels" (Aug. 10) about the mysterious mad love for Morgans. We understand about Morgans.

Claire Carter Grant
San Francisco



Ed: You can read Kirk Kraeutler's 1997 New York Times letter on joys of driving rented Morgan sports car around England for free without a subscription.

<https://www.nytimes.com/1997/08/10/travel/british-eccentricity-on-four-wheels.html>

Who was Harry?

The facts show that Harry was born in Greensboro, NC on March 20, 1942, to Harry Clifton Carter and Mary Alice Coyle Carter, where he later attended Irving Park Elementary School. He moved on to Choate Rosemary Hall in Wallingford, CT. Choate has lots of famous alums but Harry reputedly hated the place. Seeking peace of mind, Harry went on to NC State University where Carter Stadium is named for his father and uncle. Harry married Jane Mickey Singletary in Summit, NJ; their dynamics at club meets suggest that he adored her. All three of their children, Claire, Natalie, and Will, loved being in the navigator's seat of the green Plus 4 for various meets.

Harry was a big-time VP at Chase Manhattan Bank in the Wall St. area of New York, and was part of Spider's "Mad Men" Monthly Noggin Contingent during the 1970's. As Technical Director for the Bank's Textile and Apparel Division—he always claimed the job was lucrative and just barely tolerable—he loved the international travel. We'd all get postcards from China, India, Africa, and the Middle East; you could count on Harry to dig out Morgan folks on these trips and spend an extra day or so hanging out. The classic Harry move was to hustle his new overseas Morgan acquaintances to write an article for The Morganeer, which he would always graciously offer to edit.

The truth of the matter is that we don't really know where Harry came from; perhaps he was an interstellar hitchhiker on a layover here with us on earth. Harry was a dream-maker and excitement generator. He could burn up five times anyone's energy in one afternoon. Generous is the other descriptor; if you were in the middle of project you might see Harry drive the Plus 4 down your driveway at 10 a.m. on a Saturday, dressed for dirty



Memories from Claire Carter Grant



work and packing a tool box. From Peter Morgan to the guy who pumped gas into the Plus 4, everybody loved Harry. Look as you might, it was impossible to find somebody who didn't.

Harry was a universal Clubman. While his connection was to The 3/4 Morgan Group, Ltd., he was active in many clubs—MCC-DC and MSCC to name a few—and threw his incredible enthusiasm at them all. After Harry left us, Mickey asked us to help sort out “club material” from Harry’s “room” in the house. When she took us there, we all paused. Mickey whispered, “... it’s like a little boy’s room ...” I hear that when they cleaned out Harry’s desk at the Bank, they couldn’t find one bit of bank business material, but they did find drawers full of Morgan and Morganeer material. Harry was indeed The Master Morganeer.

The award

The Harry J. Carter Memorial Esprit du Vent is awarded by The 3/4 Morgan Group, Ltd. each year to the Group Member deemed to have been its Most Valuable Player, deemed to have given the most to support the Group and the Morgan marque, and deemed to have shared the most vitality and enthusiasm with fellow Group members, and thus most embodied the spirit of The Master Morganeer, Harry J. Carter. The award is voted on by the Group’s officers and participating previous award recipients and presented each year at the Autumn MOG Banquet. This award is the single biggest honor bestowed by The Group on a member, a member spouse, or a member family.



The Harry J. Carter Memorial Esprit du Vent Award



Some of Harry's photos





Harry and Spider's Morgans at Lime Rock for the first Autumn MOG



VINTAGE CAR PORTRAITS + ACTION PHOTOGRAPHY

BY RICHARD L. CAMP

For bookings, contact: rcamp@campcreative.net | 415-309-5450





On the Road to Sheehanville

Paul Fredricks

Morgan events during the winter months are few and far between. So, the prospect of a holiday party and on Cape Cod peaked our interest. Sure, it's a 3+ hour. And who knows what the weather might hold in early January, but we were willing to give it a shot.

It's quite a drive for just a day trip, so we decided to make a weekend of it. On Saturday, January 6, we drove to Hyannis and checked into a hotel. We grabbed one of those cartoon style local maps to see what was in the area. We made a stop at a local deli for lunch sandwiches and then decided to head to the beach. It wasn't really a beach day, with temps somewhere around the freezing mark, and a light wind blowing, but we sat in the car and watched the boat traffic and the waves and enjoyed our lunch. We then bundled up and took a walk on the beach, collected some shells, and took

some pictures. It was really a beautiful day. We love beaches in the off season.

Then back to the car to warm up and check the map. Gift shops, restaurants, the usual. Most of them closed for the winter. Then I spotted The Simmons Homestead Inn, and attached to it is Toad Hall Sports Cars. A quick Google search showed it is a private collection of sports cars. All of them red. And most of them British. It was obvious that this was our next stop.

Toad Hall started as a few cars in a few sheds. As the collection grew so did the number sheds. Eventually the sheds were connected, currently housing 26 cars. Now you might think that sheds, even one big one, might not be the best way to store classic cars.

You'd be correct!

The wooden ceiling is low. The floor is gravel. And the smell of mold and mildew hangs in the air. There are MGs,



Fighting off the beach crowds



Toad Hall

Triumphs, a Lotus, even a Daimler SP 250. Of course, the cream of the crop for us was a '65 4/4. The paint on all the cars seems pretty good, but the interiors are less than stellar. And a peek under the bonnet of the 4/4 revealed an engine compartment desperately in need of restoration. Supposedly these cars are all registered, but I don't think many have been out for a run in years judging by the way they are sinking into the gravel.

I will say that it is worth the trip, since we were there. And the owner is somewhat interesting. But having feelings for a car is not unusual, and I felt sad for them. Kind of like they need rescuing. Or maybe an intervention is called for. I have no idea what the future holds for them, but I hope it's a good home with a restoration.

Dinner that night was at Bangkok Thai Cuisine in Hyannis. The service and the food were excellent. If you're in the area I do recommend it.

Back to the hotel and a dip in the indoor pool. We don't go anywhere without bathing suits. It was a nice end to a nice day. If only they had a hot tub!

After a nice breakfast on Sunday morning we headed to the Sheehan estate to meet up with some like-minded Morgan folk. There is a report on the event following in this issue, but I do want to say it was nice to catch up with the familiar faces and share some laughs.

That afternoon the rain that had been coming down since early Sunday morning turned into heavy snow. Luckily, we drive a GMC Yukon XL, affectionately referred to as The Tank. Heading home we plowed along the highway for an hour or so until we drove out of the precipitation.

By the time we hit the Connecticut line the roads were dry.

So now we look forward to some nice spring weather and the start of the 2024 driving season. Hope to see you out there!



A selection of British cars...



...and a couple of cars from Japan



The '65 4/4



Another glimpse of the 4/4



THREE WHEELERS

2023 Morgan SUPER3 LIMITED EDITION MALLE RALLY THREE WHEELER – Yellow/Black // *IN STOCK!*

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2023 Morgan SUPER3 THREE WHEELER – Matt Black/Black leather // *IN STOCK!*

2023 Morgan SUPER3 THREE WHEELER – Red Soul Crystal Pearl/Tan leather // *IN STOCK!*

2023 Morgan SUPER3 THREE WHEELER – Matt Black/Typhoon Black leather

2023 Morgan SUPER3 THREE WHEELER – Jet Green/Typhoon Green leather

2023 Morgan SUPER3 THREE WHEELER – Jet Green/Typhoon Green leather

2023 Morgan SUPER3 THREE WHEELER – Desert Glow Silver gloss/Tech Sand interior

2023 Morgan SUPER3 THREE WHEELER – Marina Blue/Typhoon Black leather

2020 Morgan THREE WHEELER – Green Metallic, Tan // *HERITAGE EDITION*

2020 Morgan THREE WHEELER – Alloro Racing Green Metallic, Honey Yarwood Leather // *HAWKER HURRICANE COMMEMORATIVE EDITION*

2012 Morgan THREE WHEELER – Silver, Tan Leather // *SUPERDRY EDITION*

1933 Morgan MX4 SUPER SPORT – Silver, Matchless water-cooled engine // *GROUND UP RESTORATION*

1930 Morgan AERO VAN – MX4 Vee twin engine, Pozzi Blue, Scarlet red leather // *FULLY RESTORED*



ROADSTERS

2024 Morgan PLUS FOUR ROADSTER – 8 speed Auto Trans/Paddle Shifter w/ Sport mode. Anticipate end of 2023 deliveries // *PLACE YOUR ORDER NOW AND AVOID A LONG WAIT LIST!*

2020 Morgan 3.7 V6 ROADSTER – Black, Red Leather // *2,100 MILES!!*

2019 Morgan PLUS FOUR SPECIAL WORKS EDITION – Silver White Metallic/ Satin Silver White Metallic bonnet Black leather // *1 OF 3 IN NORTH AMERICA*

2010 Morgan AERO SUPERSPORT – Zuralic Blue Metallic exterior, Tan leather, Silver Targa top // *ONE OWNER FROM NEW*

2005 Morgan 3.0 V6 ROADSTER – Royalty Purple Metallic, Gray Leather // *3,800 MILES!!*

2005 Morgan 3.0 V6 ROADSTER – BRG, Mulberry Leather // *28,700 MILES!!*

2003 Morgan Plus 8 – Spectacular black with tan leather // *35TH ANNIVERSARY EDITION*

2002 Morgan Plus 8 – BRG, LeMans '62, No. 1140. Only one in North America // *FOR SALE IN CANADA ONLY*

2002 Morgan Plus 8 – Rolls Royce Garnet Metallic, Gray Leather // *35K MILES!*

1972 Morgan Plus 8 – Black, Black Leather // *HUGE PRICE REDUCTION!!*

1967 Morgan PLUS 4 DROPHEAD COUPE – Ivory body/Irish Green wings, Ivory leather // *RECENT GROUND UP RESTORATION!*

1963 Morgan PLUS 4 DROPHEAD COUPE SUPERSPORT – Green Velvet // *CONCOURS WINNING STANDARDS!*

1963 Morgan PLUS 4 ROADSTER – BRG, Black leather, 2-seater, well maintained // *GROUND UP RESTORATION!*

1962 Morgan PLUS 4 SUPERSPORT – BRG, Black leather, one owner from new just out of complete restoration // *RIGHT-HAND DRIVE*

1960 Morgan PLUS 4 DROPHEAD COUPE, GRAND LUX – Ivory on Regency Red, matching Red leather interior // *CONCOURS QUALITY!*

1958 Morgan PLUS 4 DROPHEAD COUPE – Green, Gray Green interior // *FACTORY EXPERIMENTAL FOUR SEATER*

1955 Morgan PLUS 4 DROPHEAD COUPE – Black, Red Leather inter. // *1,991 CC INLINE-FOUR*

1954 Morgan PLUS 4 – Yellow, Black interior, interim-cowl example // *RIGHT-HAND DRIVE*

1939 Morgan 4-4 DROPHEAD COUPE – Bordeaux // *GEORGE GOODALL FACTORY DEVELOPMENT CAR*

1937 Morgan 4-4 – Ivory, new Red interior, cycle fenders // *HISTORIC FACTORY TEAM CAR*

1936 Morgan 4-4 – Green, Black interior, Car #28 // *GEORGE PROUDFOOT RESTORATION*

1929 Morgan/GN BLACKBURN AERO – Single seater, racing history // *ONE OF A KIND*

OTHER MARQUES

2024 Morgan Pash BICYCLE – Hand-built in Malvern with all options

2007 Panoz ESPERANTE GTLM COUPE – Hand-built American GT

2001 Audi TT ROADSTER – Convertible, Black Metallic

1960 Ferrari 250 GT PININFARINA CABRIOLET – Rosso Rubino

1965 Sunbeam TIGER MK I A – Race Rally Prepped!

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A Morgan Winter Extravaganza

3/4 Morgan Groupies from throughout the New England North and beyond gathered at Susan and Larry Sheehan's house in Falmouth, MA on Sunday, January 7 for a holiday party. The 3/4 Morgan Group has a proud tradition of bringing in the New Year by getting together, with each couple in attendance providing a culinary delight to share. This was the first such celebration in several years thanks to the pandemic, and the Sheehan's graciously extended their invitation to members beyond the New England North region. The weather forecast promised a snowstorm and, as you have probably read by now in Paul Fredrick's article "One the road to Sheehanville," it delivered. Those who made it to Falmouth enjoyed great food, great company, and the now traditional Yankee gift swap (Morgan-related gifts limited to \$25 in value only please). The forecast may have deterred some attendees (including your humble editor) but enough hardy souls showed up to ensure that a great time was had by all as these photos from ace Morganeer and Harry J. Carter Memorial Esprit du Vent awardee Tom Austin attest.





INTERVIEW

Geoff Parkins

Technical Advisor, Plus 4 Cars

Steve Schefbauer, Editor-at-Large

The 3/4 Morgan Group Ltd, or any other not for profit club, can only sustain and thrive from volunteers who enthusiastically give their time, not for monetary gain but for "The Good" of the club and, hey, maybe some fame and glory couldn't hurt either.

While, clearly, club member Geoff Parkins is not looking for fame and glory, his motivation is for "The Good". He is volunteering for the, too long empty, position of Technical Advisor, Plus 4 Cars, left open from the retirement of Plus 4 Cars Advisor Emeritus, "The Infamous," Spider Bullyk

So, who is this mystery man and how did he acquire the talent and courage to take on this important task you may ask?

Well even if you don't ask, I'm gonna tell you anyway.

I contacted Geoff, now living in semi tropical Palm Beach County, Florida, to congratulate him on joining our small but talented group of Technical Advisors and to ask if he would mind if I did an Interview/Profile for The Morganeer so the club members can get to know him to which he replied "Happy to do so. Fire away".

This tells me Geoff has a unique sense of humor, a prerequisite to owning a Morgan, and a military background.

So here goes Folks:

Geoff, where did you grow up and any early car stories from your youth?

When I was a kid we lived in Simi Valley, CA and Vienna, Virginia but, heh, I pretty much grew up sitting sideways in the boot of the '67 Plus 4 that now sits in my garage so I had my first ride in a Morgan when I was knee-high to a short sheep. (sounds like a country/western song title-E-a-L)



My first car was an MGA that threw a rod through the side of the block at about 2 a.m., on I-20, about three hours west of Fort Worth, TX. I was on my way from Virginia to my first duty station at White Sands Missile Range.

The guy that ran the all-night gas station was also a bounty hunter.

My 18-year-old eyes were as big as dinner plates when I walked into a room of six men cleaning an arsenal of firearms on a workbench in one of the service bays. The guy traded me straight up for a running '71 LTD with a sketchy alternator.

So, I guess you were in the Army?

I graduated from The University of Fort Jackson, SC in 1982 with a major in U.S. Army Basic Training. 'Murican (American-E-a-L) but I did spend several years in the Far East, courtesy of my alma mater.

Geoff, what is your profession now?

I am a project manager/business process guy. I currently work with my wife's bookkeeping practice. My wife and I have been married for 23 years and have a son, Garrett, now 22 years old.

Do you share your Morgan hobby/passion with the family?

Sadly, no. Neither my wife nor my son

has the passion. Garrett can't even drive a car with a stick shift despite my attempts to help him defeat the Dark Lord of the Clutch. The "anti-theft device" "memes" have a factual basis.

What is the story of how you acquired your '67 Plus 4 and did it involve your father?

From the time that my father was driving his MGA up the Pacific Coast Highway, on his way to a date with my mother who was attending UCSB at the time, he got passed by a Plus 4 like he was standing still. That would have been around '59-'61, I think. He bought the MGA with poker winnings while he was stationed overseas with the Air Force.

In '67 he bought the Morgan, new, from the dealer, Sutton & Pflug. In July of 2022, I bought the car from my mother, shortly after his passing, for \$1.00. The ratification of the sale was done while standing up in front of the Awards Banquet crowd at MOG 50 (MCCDC). She and I recently uncovered a file folder in his desk and have the original sales receipt.

I cannot remember not wanting that car and I'm hoping to pick up an early Plus 8 to keep it company in the garage.

If there were no such thing as Morgan, what car (s) would pique your interest?

I enjoy autocrossing, so any of the little slot cars like a (Lotus) Super 7 or a Mini (Cooper). An Elan might fill the bill.

Morgans aside Geoff, what are your other interests and hobbies?

I have been known to dabble in brewing and woodworking and I have a five-acre hobby farm, so I suppose farm chores are also a hobby.

And finally, when did you first start picking up the Morgan technical stuff, repairs and proper maintenance and why did you agree to take the position of Technical Advisor for Plus 4?

I'd have to say it was during a breakdown of one kind or another, over the years. Preventive maintenance or not, it just seemed to happen. Volunteering for the position is a combination of my enjoyment of solving problems, improving things, and Spider Bulyk's mind control ray.

I know that Bulyk mind control ray—that's how I became the Editor-at-Large of The Morganeer.

Geoff, thanks for volunteering and putting up with the Interview process and I hope the club members now have a better understanding of our NEW Technical Advisor, Plus 4 Cars, Geoff Parkins.



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From the Archives

A Very Special Le Mans Car

Ed: This article was originally reprinted from www.techniques.uk.com in our March/April 2014 issue and is reproduced again with an update from the current owner. The Morgan Motor Company is rightly proud of its heritage, but is there a car that stands head and shoulders above all others? A Series 1 Morgan 4-4 carrying the chassis number '259' could be a contender. This is her story.

1937

Chassis 259 was registered by the Morgan factory on 28th April 1937, just over a year since the first Morgan 4-4 had been introduced to a car hungry market. It was fitted with a perfectly standard 2 seater body, Coventry Climax 1122cc engine and 16 inch wheels. It was painted red, registered to the factory as a works car and given the registration plate BNP 370.

Two weeks later, the car began its long and competitive career. HFS Morgan drove '259' in the Edinburgh trial forming part of a three car Morgan team. The weather was kind and two of the three Morgan team members 'cleaned' all the hills to take premier awards. HFS made an uncharacteristic mistake stopping astride the wrong line on Tan Hill robbing the Morgan team of a clean sweep.

In August 1937, '259' swapped mud for the glamour of the front cover of *The Light Car* magazine. The car was shown posing outside the Gatehouse of Madresfield Court—the scene for many an exciting speed trial in the 1920s. Meanwhile, a certain young solicitor's daughter, Prudence Fawcett, was fueling a passion for fast cars and motor racing by attending the 1937 Le Mans 24 hour race. There she witnessed Wimille and Benoist triumph in their Bugatti 'Tank' 57G whilst also taking note of compatriot Kaye Petre driving one of the Austin Seven 'Grasshoppers'. There were no less than six women entered that year with the best result being achieved by Madame Largeot sharing a Simca Fiat to a class win.

1938

By the Christmas of 1937, Prudence's mind was made up. By January 1938 she had applied for and received her RAC Competitor License and with advice from her friend and Morgan agent, Lancelot Prideaux Brune, decided to enter a Morgan in the 1938 Le Mans race.

HFS agreed to lend her a Morgan and the car was fitted with a large capacity fuel tank, twin fuel fillers protruding through the rear tonneau cover and cycle wings. The Morgan was sent to Prideaux Brune's Winter Garden garage in Holborn, Rivers Fletcher recalling the car arriving with its lightweight bodywork. The Morgan was entrusted to ace mechanic Dick Anthony. The engine capacity was 1098cc to fit into the under 1100cc class. The Morgan carried the license plate BNP 370.

The Le Mans 24 Hour race took place on June 18 with Pru-



In the paddock at Le Mans 1939



Dick Anthony and Geoffery White at Le Mans in 1939

dence sharing the drive with the Winter Garden garage's Sales Manager, Geoffery White. Given the race number 40, the entry caused quite a stir in the national press—Prudence being described as "fair and slender" and "good to look at". Dressed in white overalls with a matching white leather racing helmet, Prudence added a touch of glamour to the macho atmosphere of the paddock.

The race, as so often is the case, was one of attrition. Of the 42 starters only 15 made it to the finish, but there in 13th place and 2nd in class was the little Morgan (behind a French entered Singer). The Morgan had completed 1,372 miles at an average speed of 57.20mph. Being only one of two British crews to finish, the Morgan received extensive coverage in the motoring press whilst Prudence, was pictured everywhere. "English Girls Race Lasted 24 Hours" (*Daily Sketch*), "Girl Novice Cheered" (*Daily Express*), "Sheffield Girl Amazed French Car Aces" (*Sheffield Telegraph*), "British Girl Beat Car Aces" (*Daily Express* again) and "I'm Glad its Over—her Mother" (*Sheffield Daily Telegraph*!!)

The result was soon used in Morgan adverts and the car was immortalized by *The Autocar's* in house artist, Nevin with the Le Mans Morgan taking centerpiece in a Le Mans 24 hour race montage.

The TT that year was at Donington Park over a gruelling 100



lap format. The 1938 race attracted an international entry and the pre-race favorites were the French Talbot Lagos and Delages. With the success of Le Mans still fresh in his mind; HFS entered the same car with Henry Laird. The car retained its 1098cc engine from Le Mans and was entered into the under 1100cc class facing stiff opposition from three Singers, two MGs, two Simca Fiats, a Fiat 1100 and lone Riley Ulster.

Carrying the number 29, the Morgan was visibly unaltered from Le Mans and must have been confident of a successful race. With the skies clear and the track dry, Henry Laird set off on what was to become anything but a simple race. First, the weather deteriorated and by half distance, the track was flooded. Next, the Morgan had also sprung a leak requiring frequent visits to the pit to replenish the radiator. Nevertheless, after 4 hours 43 minutes, the car had completed 93 laps and was placed 24th out of 31 starters. In Class, the opposition had benefited from the wet conditions with only two cars retiring. A Simca Fiat took the class win with the Delage taking overall honors—a French clean sweep.

The Morgan's excellent 1938 racing season was rounded off a week later with a Premier Award in the High Speed Trial held at Brooklands. The Morgan, driven by Jim Goodall, lapped at 79.43mph.

1939

In February of this year the Morgan Motor Company introduced a new model, the Le Mans Replica, and used the Le Mans and TT car, BNP 370 in their advertisements. Fitted with a tuned Coventry

Climax 1098cc engine, the new model was guaranteed to exceed 80 mph "in full trim".

With unrest in Europe, the prospects for international motor racing looked bleak. However, with Morgan's unqualified success at Le Mans in 1938, HFS could not ignore the chance to compete for the prestigious Rudge Whitworth Biennial Cup. The Morgan en route to Le Mans now registered FXD 280.

On April 1, Prudence married her aviator boyfriend and in a pact agreed to give up motor racing in return for his grounding. The Le Mans Morgan needed a new driver.

To comply with the Le Mans regulations, Geoffrey White was the official entrant to Le Mans but Prudence's place

behind the wheel was to be taken by Dick Anthony, again partnering Geoffrey White. The car was assigned number 37.

The car was prepared by Dick Anthony at the Winter Garden garage and was extensively reworked. The body was replaced with a unique doorless shell, the rear was modified so that the twin fuel fillers now protruded from the rear metal panel and the leaky radiator was replaced and topped off with a mesh covered grill. The engine was extensively reworked boring it out to 1104cc and fitted with three SU carburetors. The dynamo was moved to a special cradle away from the water manifold. The car was to be entered into the under 1500cc class where it was felt it stood a better chance of a class win. Two years to the day of its initial birth, the Le Mans Morgan was re-registered FXD 280 but still carrying the chassis number '259'.

Dick Anthony took the Le Mans car to Bagshot Heath where he entered and won the Almond Cup in the NW London Motor Clubs speed trial. The car was passed fit for Le Mans.

The 1939 race was to be held under the threat of war and turned out to be one of the last international races held. The race was run under ideal weather conditions and after a relatively uneventful 24 hours, Dick Anthony was given the honor of driving the Morgan past the checkered flag. The Morgan had completed its second Le Mans 24 hour race



#259 on the MSCC stand at the NEC Classic Car Show, 2023

covering 1546 miles at an average speed of 64.55mph. The Morgan had finished 15th overall and 2nd in class, narrowly missing out on the Rudge Whitworth Cup. The class had been won by the British HRG while Wimille and Veyron were triumphant overall in their Bugatti 57 'tank'.

By the end of the summer, Britain had entered the war and the Le Mans Morgan's racing career was cut short. Again, Henry Laird and the Le Mans Morgan had received an entry for the Donington TT race that September but at short notice, the race was cancelled.

The 1940s and 50s

During the war, the Le Mans Morgan was kept hidden under a sheet in the back of the factory. All motor racing ceased whilst severe petrol rationing was in place. But in 1947 motor racing finally returned to mainland Britain with the new airfield circuit at Goodwood announcing a September meeting. Peter Morgan considered entering the Le Mans Morgan but the complicated triple carburetor set up devised by Dick Anthony was proving difficult to keep in tune and instead, Peter entered the Morgan TT Replica "CAB 652".

Meanwhile the racing prowess of Jeff Sparrowe in a white Morgan Le Mans Replica "JUO 177" came to the attention of the factory. Jeff was hugely successful in JUO in early post war racing taking on

the likes of Mike Hawthorn and Colin Chapman. So much so that on a visit to the factory in November 1950, Jeff was offered the chance to buy the Le Mans Morgan.

Jeff must have been very frustrated with the doorless body, which severely restricted a quick entry and exit. So much so that two crude doors were cut into the body—a short driver's door and a longer, more contemporary passenger door.

The Le Mans car's first recorded post war motor sport event was on 29th July 1951 where Jeff entered the Morgan into the Brunton Hill Climb. Sporting the number 18, Jeff took the under 1200cc class with a time of 36.75 secs.

The Holly Birkett six hour relay race at Silverstone on August 25 was the cars next outing where together with Bill Allarton, Bill Parkes and John Atkins they formed an all Morgan team. Credited with 34 laps over the scratch team of Jaguars the Morgan team climbed up the order with Jeff lapping the Le Mans Morgan at over 65mph. The Morgan team sat in second place overall running second best to the Aston Martin team and then the Bentleys. During the race, all four cars suffered mechanical maladies but Bill Parkes managed to get his car out for one more lap to secure 2nd place at the flag.

In 1952, Jeff was still racing JUO 177, relegating the Le Mans Morgan to his second race car—it being rather heavy in comparison with JUO. Nevertheless, the Le Mans Morgan was entered for the poorly supported BARC Goodwood race on May 17 coming third out of five cars. Jeff took the car back to Goodwood the following month for another BARC meeting fairing little better with The Motor reporting that "Sparrowe's slow Morgan ran doggedly on 3 cylinders" finishing a distant fourth.

The 1960s to the Present Day

The Le Mans Morgan's glorious racing career seemed to have petered out and the car was sold. During the sixties, '259' was sold to a succession of private individuals in the Southeast of England before being spirited off to the USA. For 30 years, the car was largely forgotten and would have remained so but for the painstaking research of Jake Alderson and Chris Chapman for their definitive book 'Morgan Sports Cars the Early Years'. Not long after publishing their book, '259's owner sadly died and the future of the car became uncertain.

By the Autumn of 2003, the Le Mans Morgan was hidden away in a barn in Connecticut, USA. She was disassembled but with all the major parts easily identifiable and with the logbook still intact. Of course, the car had to be saved and was safely consigned back to the UK.



Tasmin on the grid at the Le Mans Classic

The Le Mans Morgan has since been purchased by a Morgan enthusiast and its restoration has been entrusted to Morgan specialists, Techniques of Stotfold, England. The car is to be restored back to its 1939 Le Mans specification after which, it is hoped '259's racing career can continue.

The discovery of '259' would not have happened without the help of the Morgan community across the world, special thanks are due to Chris Towner (USA), Jake Alderson and Chris Chapman (GB), Knut Hallan (Nor) and Roger Tatton (MSCC Archive).

Addendum from the current owner, Leigh Sebba

The car was discovered in and brought back from USA by John Clarke who has written the definitive book on the car's history—Morgan International Adventure. I had known John for many years through the Morgan Club Racing scene. He raced a (genuine) 1960s Super Sports and I raced a 1970s Plus 8. John then heard of the first Le Mans Classic (historic race meeting) in 2002 and asked Techniques to build up a 1930s Series 1 Morgan for the event and competed successfully. In subsequent years John invited me to share the car both at Le Mans and at other historic race meetings.

As he already had this pre-war race car John decided to sell '259' and I bought it and arranged for its restoration by Techniques. We maintained as much of the original as possible and the car was ready in time for the Le Mans Classic in 2010. It has successfully competed in every Le Mans Classic since. In 2014 my daughter Tamsin had her race license and she raced the car at Le Mans Classic—being the first lady to race a Morgan at Le Mans since Prudence Fawcett, and in the same car!

Prudence Fawcett had a son, Charles Trevelyan. Besides being Chair of the Bugatti Owners Club in UK, Charles has given talks about his mother and her exploits at Le Mans, and I have brought the car along to some of these. At one Tamsin spoke a few words about her experience driving the car at Le Mans.

Hopefully the car will continue to be used for racing, shows, and other events and if any reader of this wishes to make contact please do so by email via the editor of *The Morganeer*.

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Another Reliability Run

Jonathan Kinghorn

To quote Robert Burns in his native Scots, “The best laid schemes o’ mice an’ men / Gang aft a-gley.” Another Robert—Bob Dougherty of British Cars of New Hampshire—had great routes and lunch stops for the 2023 New England British Reliability Run (NEBRR) carefully worked out and tested when Mother Nature threw an almighty wrench in the works. In early June torrential rain had led to catastrophic flash and river flooding across much of southern Vermont and the Berkshires—the area planned for the run. Numerous roads and bridges were washed out, cutting some communities off for days. Accommodation at the Stratton Mountain Resort was still available but all Bob’s routes were impacted and he had to find new ones suitable for several hundred miles of classic car motoring—and do so quickly. Nevertheless, Bob came through despite the limited options.

There are several reliability runs in the U.S., each challenging British cars at least 20 years old to drive several hundred miles over three days. The goals are to raise money for a children’s charity, to demonstrate how reliable these cars can be, and to have fun. They run on public roads at posted speeds (allegedly) and, being a lot of work to organize, are usually biennial. Drivers have a fundraising goal and, as well as the registration fee, they pay for their accommodation, fuel, and most meals.

I participated in the second NEBRR up the coasts of New Hampshire and Maine and the third in the lakes and mountains of northern New Hampshire and northwestern Maine. Those runs were

so much fun that I couldn’t wait for the fourth set for September 8-10, 2023. Because the available accommodation and lunch venues can only take so many people this run was limited to 20 cars. Participants enjoy these events so much that they generally pounce when registration opens and spaces fill lightning fast. This makes it difficult for new faces to join in the fun but means that most entrants have done the run before so they know the ropes and each other even if they are not members of the host club.

This year’s cars were seven MGs, six Triumphs, four Jaguars, a Lotus, and two Morgans—Bob Mitchell’s 2005 Roadster and my 1960 Plus 4—almost inevitably referred to as “Morgan and Morgan.” The oldest vehicle was a late ‘40s MG and the youngest was a Jaguar F type substituted last-minute for a recently sold Frogeye Sprite. Teams came from as far afield as Maine and Rhode Island and while most consisted of a husband and wife there were also a couple of father and son outfits and a brace of solo efforts.

On arrival each team got a goody bag, a superb route book, and their assignment to one of four flights of five cars. I was in Flight C, led by Bob and Diana Stanley in their 1980 Triumph TR8, along with Bob Mitchell and Joyce Heck’s Morgan, Russell and Marguerite Dennis’s 1958 Jaguar XK150 roadster, and Howard and Joanne Kalet’s 2004 Jaguar XJR.

The format was familiar but without the breakdown support enjoyed in prior years. If a car could not be fixed roadside AAA would have to tow it to the base re-

sort from where displaced drivers could carry on in the “car of shame” (Kim Dougherty’s shiny new Mini). Fortunately, bar one or two minor issues, our cars behaved themselves and it wasn’t needed. Each morning breakfast was followed by a short driver’s meeting at which Bob highlighted any tricky parts of the day’s routes. Flights then set off a couple of minutes apart for a drive to a destination or two, lunch together at a pre-planned stop, and a scenic ride back. We were on our own in the evenings, but invariably dined in small groups in the resort’s various restaurants.

Friday’s run took us 22.9 miles to the Mount Equinox Skyline Drive in Arlington, VT, the longest privately owned paved toll road in the country. It ascends 3,248 feet over 5.2 miles to the highest peak in the Taconic range. From there you can see the Adirondacks in New York, the Taconic and Berkshire Mountains in Massachusetts, the Green Mountains, The Valley of Vermont, the White Mountains of New Hampshire, and sometimes even Montreal’s Mount Royal. At least, you can on a clear day. When we were there—we couldn’t see a blessed thing because the summit was in the clouds! From there we motored 42.3 miles via the Bennington Battlefield State Historic Site in Walloomsac, NY, to the Mount Anthony Country Club in Bennington, VT for lunch. From there we drove 78.8 miles back to the resort on hilly and twisty roads perfect for Morgan-eering. Day total, 154.4 miles.

Saturday saw us drive 57.8 miles to the



The morning driver’s meeting



The moose sculpture at the Mount Anthony Country Club



Getting our cars ready for the day

Bennington Museum where we enjoyed the largest public collection of Grandma Moses paintings, the huge locally-built 1924 Martin Wasp touring car, and much else. We planned 40 minutes for the museum, but stayed longer and still couldn't see everything. We left to drive 60.9 miles to an al fresco lunch at the Trail House Kitchen in North Adams, MA. After a leisurely meal we enjoyed 60.4 glorious miles driving back to Stratton. Day total, 179.1 miles.

A longer Sunday drive on roads we hadn't already used having proved impossible to find, our final ride was a short 19.4-mile jaunt down to Hildene, the Manchester, VT, summer home of Abraham's son Robert Todd Lincoln. We enjoyed touring the house and gardens, petting the goats (and their 38 kids) at the dairy, and wondering at the opulent luxury of the 1903 Pullman car "Sunbeam" (among other roles Robert was president of the Pullman Company). There was no time to explore all 415 acres, but we could take in the wonderful views before a catered farewell lunch in the visitor's center brought the run to a close.

To put it mildly, the weekend's forecast was not good; as well as a heatwave and unseasonal humidity we were promised daily rain and major thunderstorms. We got the heat and humidity, but the rain and storms held off each day until night and all driving was in bright sunshine. The forecast for Sunday was particularly poor, however, and some folk left early in the hope of staying dry. I was not so lucky. There as a light shower soon after I left but around 50 miles from home the heavens opened. Approaching Leominster, MA, I was caught in a



C Flight forming up for departure



In the clouds at the summit of Mt. Equinox



In the parking lot at the Bennington Museum

tropical downpour such as I have never driven through before and never want to experience again—and encountered another close to home in Lexington!

Including the trips to and from Stratton Mountain my Morgan logged just over 640 miles in four days. The coolant got hot going up Mount Equinox and the brakes got hot coming down, but otherwise the car coped well with the run. Having struggled to get the soft top onto the car beforehand it stayed on throughout the weekend and I came a little closer to mastering the black art of entering and exiting with it on. Sidescreens were fitted overnight only and for the ride home; given the pathetic performance of my windshield wipers I had applied Rainex liberally, and it saved the day! Despite the soaking it was a successful run—we had a great time and raised another \$32,000 for the Boston Children's Hospital. If you get an opportunity to do a Reliability Run, grab it! You'll have loads of fun.



Lunch in North Adams, MA



Tucked in for the night



Hildene and its garden

Tea with the Termites

Rick Rosenthal

Ed: This article was first published in Smoke Magazine on January 1, 1996.

Its shape is perfect: the elegant fly yellow curves flow into one another with such smooth synchronicity that sometimes I just sit there and look at it—a piece of modern sculpture. From the 72-spoke wire wheels to the leather strap across the bonnet, this is a car you wear when you drive it. This is a Morgan.

To the cognoscenti, the beautifully rounded chrome radiator grill immediately distinguishes it from its flat-grilled cousins, the MG TC, TD and TF that the uninitiated often confuse the Morgan with, but in terms of pure performance and “sportifness”, there is just no comparison.

Although there are only three models to choose from, the Plus 4 with a Triumph TR3 engine, the 4/4 with a Ford Cortina engine, and the Plus 8 with an aluminum Rover V8, with all three you’ll need a termite protection plan, because this is the only automobile still made with a wooden frame and plywood floorboards.

I had flirted with buying a Morgan once before, in 1971, just after my graduation from college. Pooling together some money from the three different jobs I held while finishing school and from the sale of a Rover 2000TC that had nearly disintegrated from the harsh New England winters, I visited the Elm Street Horseless Carriage Company in Charlestown, run by a former Harvard doctor who specialized in buying and selling classic sports cars.

There, a beautiful 1962 drophead coupe caught my eye, but a dark-haired California girl had previously captured my affections and she voted for a faded red 1965 Porsche 356 Cabriolet. Both relationships turned out to be remarkably short-lived—and both broke my heart.

However, in 1979, flush with cash from the sale of a B-movie script, I spotted a yellow Morgan sitting on a used car lot in Santa Monica. The car smiled at me and I did more than smile back. I stopped and made an offer and I’ve had the car ever since. I paid \$2,200 in cash for my Morgan. Seventeen years later, I’ve been

told my car would bring between \$13,000 and \$15,000 as is, and maybe as much as \$22,000—ten times my original investment—if I spruced it up a little.

But you don’t buy a Morgan for its capital appreciation. You buy it because it drives like no other car in the world—when it drives. Sure, there are faster sports cars; cars that don’t creak and rattle and groan over imperfections in the road. But there are few cars you can actually feel hunker down and come alive when they hit their stride.

I guess automobiles have been in my family’s blood for several generations—ever since Grandpa Mike—my father’s father—owned one of the first automobiles in Winnipeg, Canada—a Stanley Steamer. One day he decided to figure out how his car worked, so he took it apart. When he finished putting it back together, there were three parts left over. The car, however, ran like a top.

Later on, Grandpa Mike also owned two Stutz Bearcats, two Will St. Claires (both stolen) and a LaSalle.

My father, too, was a car aficionado. Growing up, the first family car I can remember was a black 1953 Buick Roadmaster convertible followed by a beautiful silver grey 1954 Olds convertible with red leather upholstery. Then in 1955, my father took delivery of the very first T-Bird on the East Coast, a stunning black 2-seater with wire wheels, a Continental mount and snazzy black and white genuine leather upholstery.

Unfortunately, my father’s enthusiasm for the car was short-lived. The roof leaked incessantly, despite the best efforts of the local Ford dealer to fix it and this, coupled with a series of other small annoyances, caused my father to write a series of searing letters to the head of the Ford Motor Co.—maybe even Henry himself—and in 1959 Ford capitulated, offering my father a brand new 1960 4-seater T-Bird free of charge—if he would just stop writing them and, of course, he needed to turn in his ‘55.

Even though I was only 10 at the time, I argued long and bitterly for the ‘55 to remain in the family. I said it was destined

to become a classic, that a little leak was a small inconvenience to pay for such beauty and - most of all—I had been counting on driving the car when I turned sixteen. “Wear a raincoat,” I suggested. But one morning in late 1959, a FoMoCo representative pulled up in front of our driveway in a boxy, metallic gold four-seater T-bird and drove away with “my” classic black 2-seater.

My father’s luck with cars changed irrevocably after that. He even ended up buying a Corvair in 1964, just before the Mustang was introduced to America and Ford had another classic hit on its hands while we had one of the all-time clunkers.

Owning and driving a Morgan takes you back to another era: motoring. Owning and driving a Morgan labels you: a bit of a rebel. And owning and driving a Morgan can take you on a journey to another dimension when it comes time for servicing.

My latest servicing saga has to do with the dreaded “Morgan death rattle”. This affliction occurs at a certain speed - in my case 45 mph—whereby the car begins to buck and shake severely, threatening to come apart at the joints.

After calling around to a number of sources, I found a restoration shop just north of San Diego that claimed to have the remedy. So down the Interstate 5 my car was trailered with explicit instructions to my newest mechanic to make the eradication of the “death rattle” his highest priority.

A month later, the mechanic called and assured me my car had been cured. I drove down to San Marcos with a friend who had volunteered to follow me back up to LA—just in case. No sooner had we pulled onto Route 78, than my beautiful yellow Morgan started shaking and bucking all over again.

As of this writing, the “death rattle” still lives and the cure is still unknown ...

Sometimes when I get fed up with the frustrations and inconveniences of servicing and parts and finding an honest mechanic, I begin to think seriously about selling my car—and then I hear the words of my seven year-old son—“Dad, take me for a ride in the Yellow Morgan”—and I think of a ten year old boy watching a black 1955 T-Bird disappear down the driveway and I am determined not to make the same mistake.

Is The SU ‘Carburettor’ Better?

Chris Bright

The Brits do things differently. They drive on the left-hand side, drink tea rather than coffee, and use variable-venturi carbs when everyone else uses fixed. On that last point, we’ll be focusing on SU carburetors, or as the English spell it “carburettors,” which are produced by the SU Carburettor Company. (I really do love you Britain, but your confounded spelling choices don’t make it easy.)

If you’ve looked under the hood of a vintage British sports car, the SU carbs really do make an impression. The distinctive dashpots look like a row of mini “pot stills.” You know, the ones in which whisky is made. More importantly, they use an alternative philosophy for regulating the air-fuel mixture. So we’ll dive into the company’s past and explore the variable-venturi approach that is the SU’s signature innovation.

Mr. Skinner’s Big Idea

Herbert Skinner was born in 1872 in central England. The son of a successful shoe manufacturer and retailer, Herbert followed in his father’s shoes *<groan>* and joined the management of Lilley & Skinner. Herbert was responsible for modernizing the manufacture of shoes with equipment he acquired in the U.S. He was inventive, a problem-solver, and mechanical. These qualities served him well in the footwear business, but his true passion was motor cars.

He bought his first car in 1898, and got hands-on with engine development along with his younger brother Carl who had taken a job at [Farman Automobile](#) in London. So much so that by 1900, they had filed three provisional patents for Herbert’s new carburetor design, with a full patent granted in 1906. One of the early designs even used a leather bellows sewn by Herbert’s wife to pump fuel. Meanwhile, Herbert had time in 1908 to win a bronze medal in shooting at the Summer Olympics!

During the first years, Skinner had outsourced the carburetor’s manufacture and branded it the Union Carburetor. In August 1910, the brothers formed their own outfit, the SU Carburettor Co., with the initials being an abbreviation



Quadruple SUs!

of Skinner-Union. Younger brother Carl ran this business, while Herbert oversaw the shoe business and continued to invent new ideas. Early customers were luxury car maker Wolseley Motors and the Rover Company.

Unfortunately, the business side of SU wasn’t as successful as the engineering side. The post-war depression took its toll. In 1926, Carl arranged to sell the company to William Morris, founder of Morris Motors, for £100,000. The operation was moved inside Morris Motors factory in Birmingham and was still managed by Carl Skinner. Herbert passed away suddenly in 1931 at age 59.

SU Carburettor prospered in this environment. New developments included the Petrolift in 1929, the Aero carburetor in 1932, and the SU Electric pump in 1934. When World War Two broke out, SU became a key supplier as their carburetors were used in many military aircraft.

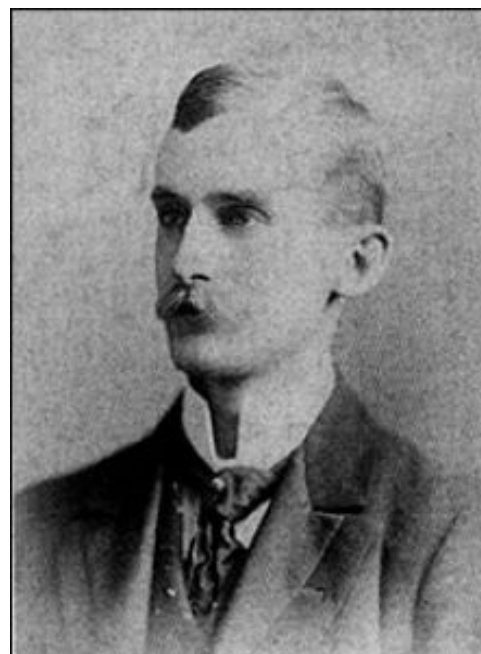
Following the war, it was back to automobiles. Carl was getting up in years and stepped down. Morris Motors merged with the Austin Motor Company in 1952 to form the British Motor Corporation. This concern grew even larger in 1965 when Jaguar and Coventry Climax were folded in as well.

By this time, SU production was at full tilt with more than 30,000 carburetors being produced per week. SU was used in Morris, MG, Jaguar, Rolls-Royce, Bentley, Rover, Austin,

Triumph, and Swedish automaker Volvo. Oh, they were also a popular upgrade to Harley-Davidson motorcycles.

Over time, the British automotive industry became less competitive, and competing vendors started chipping away at the carburetor business. Eventually, they began to be supplanted by fuel injection. The carburetors remained in production cars through 1994 but the company liquidated in 1994.

In 1996, British company Burlen Fuel Systems acquired the name and rights. They reconstituted it as The SU Carburettor Company Ltd. and continue to produce carburetors, pumps, and components aimed at the classic car market.



Herbert Skinner

How SUs Work

A carb's job is simple: deliver fuel at the correct amount and mix it evenly with air. In the early days engineers experimented with many different ideas, including using wicks and evaporation by passing air over the surface of gasoline. As engines gained power, however, the fuel needed to flow at higher rates and be delivered to the combustion chamber in a consistent way.

A carburetor, in its basic form, consists of two main components: 1) a jet or nozzle to atomize the fuel, and 2) a tube that air passes through. That tube tapers down in the middle to create suction, and the faster the air flows the more vacuum it creates. That's Bernoulli's principle ([YouTube video](#)) and the tube is called a venturi. In a carburetor, air can reach a velocity of 800 miles per hour which creates a lot of suction.

The most common type of carburetor is a fixed venturi, which includes [Webers](#). The tube is always the same size and taper, and airspeed is controlled by a butterfly valve that lets in more or less air depending on the throttle position. Fuel is delivered via multiple jets that deliver more and more fuel as the airflow increases to create more suction.

Herbert Skinner had a different idea—the **variable venturi or constant vacuum**—and it's an approach that makes the SU carburetor unique. In this design, there is only one fuel jet, but the tapering in the venturi tube varies. In the SU, the increased airflow (also controlled by a butterfly valve) causes a piston to open up the venturi tube.

In Skinner's design, there is one jet, and how open or closed the piston is determines the amount of fuel. You see, the piston has a tapered needle attached to it. When the piston is closed, i.e. not a lot of air is flowing, the needle plugs the jet so very little fuel enters the chamber. When the throttle opens, the piston withdraws, unplugs the jet, and fuel flows more and more freely.

For a quick visual aid, extend an index finger and then grip it with the opposite hand. Slowly withdraw your index finger. Imagine the fuel entering from the pinky end of the fist, this gives you an idea of how the needle works in opening up fuel flow.

An early SU diagram

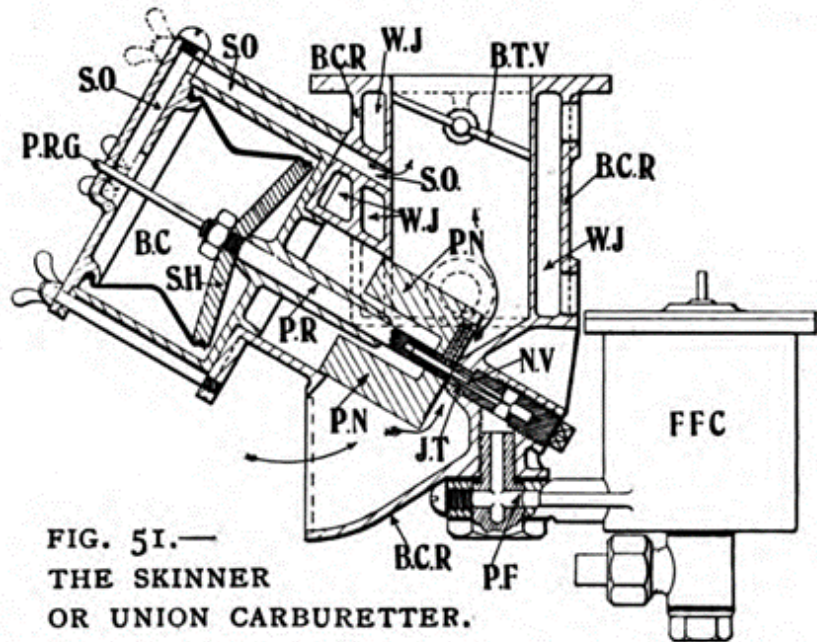
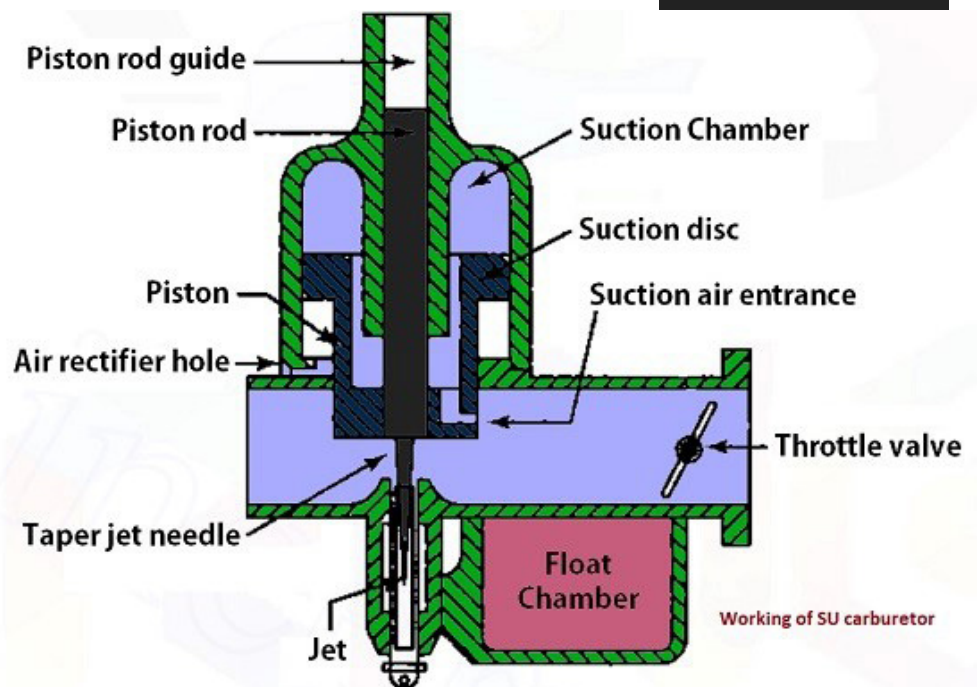


FIG. 51.—
THE SKINNER
OR UNION CARBURETTER.

(B.C) Bellows. (B.C.R) Body of carburetor. (B.T.V) Butterfly throttle valve. (F.F.C) Float feed chamber. (J.T) Nozzle. (N.V) Taper needle. (P.F) Petrol duct. (P.N) Plug. (P.R) Spindle. (P.R.G) Spindle guide. (S.H) Head of bellows. (S.O) Communication between mixing chamber and interior of bellows. (W.J) Hot jacket.

Diagram of SU Carburetor
(Source: [Auto Pro Tips](#))



Working of SU carburetor

The piston design that controls the needle's position is particularly clever. It withdraws based on the pressure differential between the atmosphere and the venturi tube. The piston has an oil dampener combined with a long piston spring to control the rate at which it opens and closes, much like a miniature suspension.

The result is the suction or air pressure is always the same, not fluctuating wildly like in a fixed venturi. The fuel will atomize the same no matter what the speed. It is an elegant design and its seeming simplicity takes advantage of some complex ideas.

Both systems have float bowls to control fuel delivery, idle circuits to continue minimally sufficient fuel delivery when the throttle valve is fully closed, and chokes that temporarily increase the fuel richness to help with cold starts.



The SU Carb Difference

The three main advantages of SU carburetors are as follows:

Simplicity. SU carburetors are beloved because they are so simple to maintain. They work great, require little maintenance, and can be set up easily since one only needs to tune a single jet. Rebuilds are a breeze.

Dependable. With few moving parts and only one jet to worry about means they tend to stay in tune for longer periods. Keep the oil a half-inch from the top and it is good. In older units, make sure the float hasn't perished as that can cause fuel to overflow.

Compactness. SU carburetors are comparatively small units so they can fit into tight spaces, most notably they are used on Harley-Davidson motorcycles.

SU vs. Webers?

This exact question was answered by Carl Heideman in *Classic Motorsports* (Sept. 2010, <https://classicmotorsports.com/articles/su-or-weber-carburetors/>). The answer is "either is good, but neither is perfect" and the ultimate answer is the dreaded, "It depends."

In repeated dyno tests using a mule MGB engine, the horsepower numbers came out almost exactly even, with Webers a single point higher. If properly tuned, both perform about the same. Generally, it seems that most think Webers are inherently superior, but the data doesn't back this up.

The differences come down to how you use it. The parameters to weigh include budget, skill set, throttle response,

choke, type of ignition system, tuning needs, emissions, expertise available, and looks. (Again, read the *Classic Motorsports* article for a detailed discussion, no need to repeat it here.)

In the end, it is the owner's choice of what to do. However, I think originality is paramount. There is something that is "just right" seeing a Jaguar E-Type's V-12 with a row of shiny SU's—it is the epitome of a British sports car motor.

Just as we saw with Lucas electronics, the British automotive industry prefers its own, and SU was the standard for Le Mans racers and luxury coaches. The brilliant simplicity of Skinner's piston controlling the needle and the jet allowed it to endure, and that is a testament to the inventor's ingenuity.

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Editor's Note:

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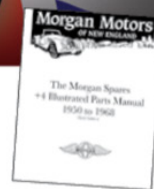
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