

The Morganeer

JAN
FEB
2015

Vol 38
Issue 1

A CLASSIC MORGAN PORTRAIT



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

NEW/RETURNING CLUB MEMBERS

Bill & Sheila Alexander Cape Elizabeth, ME
'52 Plus 4 DHC, '57 Plus 4 4 str, '60 4/4,
'65 Plus 4 DHC, '67 Plus 4, '84 Plus 8

Gary & Judith Heck Kingston, GA

John Ignozza Toms River, NJ

Daniel & Shelley Klein Nagog Woods, MA
'34 3 wheeler

Jeffrey Rose & Robin Tekely-Rose Spring City, PA
'61 4/4

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FROM THE PRESIDENT

Dear Fellow Morganeers:

I hope you all enjoyed the holidays, whether you celebrate Christmas, Hanukkah or Kwanza. In each event, December is a special month in the calendar, with family gatherings, time to catch up with old friends and generally enjoy life - before it is followed by January, February and more which usually offer very little joy and lots of bad weather, at least for those of us in the northeast. I hope that most of you managed to attend your local holiday party and enjoy a festive time with your Morgan friends.

Unfortunately, we were unable to attend our area's Chrismakah gathering, but for the best of reasons: we were on our way to Florida for the duration of the bad weather. However, we did attend last year as it was earlier and we were still in Connecticut. We had a great time then and are sure that this year's event was just as good, if not better with Janie serving Paella Valencia, a traditional Spanish recipe which includes shellfish, chicken and a type of chorizo sausage. We were sorry to miss such a culinary delight.

I had hoped to be able to take Maggie out for a spin before we left. Although the weather was unseasonably warm, the amount of sand and salt on the roads was a big deterrent. Oh well - I shall just have to be patient and wait for springtime.

The turn of the year is not only time for parties but also for renewing your 3/4 Morgan Group membership. If you have not yet done so, I urge you to go to our website (www.morgan34.org) and sign up as soon as possible. Renewing (or joining) is simple; just follow the easy steps set out for you. That way you will not miss out on any copies of The Morganeer, which will not be sent to folks in arrears.

And if you know of anyone who is considering not renewing, please remind them of the benefits of membership. Yes, the dues have gone up a little this year, but I think that we still get



great value for our money even if your only club participation is reading the magazine, which is well recognized as one of the best motoring club publications around. Thanks, Frank, you do a great job.

To make that job easier, why don't you try submitting an article or some photos? Everyone has at least one Morgan story to tell, how you were introduced to the marque, how you found your car, how you restored it and what adventures you have had in it. Don't worry if you think your prose is not of the best caliber; Frank will be happy to edit. The story is the main thing, not the grammar!

At this point I would like to note that my presidency will be up come Autumn MOG. It is never too soon to start thinking of a suitable candidate or of volunteering yourself. Remember, the club will only keep going as long as there are members willing to take on a little responsibility and give a small portion of their time to the cause. The club is too good to let it die for the want of a few good men (or women). Please give it some thought. If you have enjoyed membership for a number of years, maybe it is time for you to do your part to keep it alive and kicking. The pay is good, the benefits are rewarding, even if the health insurance is lacking!

But enough from me; you will want to get further into The Morganeer to see what delights await this month, so I will simply wish you all a happy, healthy and safe 2015 with lots of Morgan time.

And, as always, happy motoring.

Dave

FROM THE EDITOR

Simple Gifts

As I write this during the holiday season I am reminded of one of the favorite expressions of one of our fellow club members **Bennett Shuldman** – ‘the cars are great, the people are better!’ I think it is appropriate to spend a few moments this time of year considering all the wonderful friendships we have all had the privilege of acquiring as a result of our association with this ‘car club’. For as we all know it is so much more than simply a car club, a fact that even a Neanderthal, hard-core car guy like me figured out eventually. Yes, Bennett you are SO right. The people ARE better. A gift we have been given despite the quirkiness, personalities, strongly held opinions, etc of our eclectic membership.

And why do I mention this at the beginning of this column, you may be wondering. Well, if you read our President’s column on the opposite page you came across David’s announcement that this will be the last year of his term. As you may remember, we went through an almost 2 year vacancy in both the President and VP club officer positions before David volunteered. The club cannot afford to go through that again. It is time for someone else to step up and give the gift of leadership to this club which we will need at the end of this year.

Now moving on *The Morganeer*, you may have noticed (after perusing this issue) that we have now gone two issues without an Interview or Member Profile, two of the features that I believe make our newsletter unique and interesting. To continue these features I need YOUR help. If there is a club member you know that you could provide a skeletal profile on or you think would provide a good interview, please send it along. Spider and I would be MOST grateful.

This issue’s cover is one of the most uniquely artistic Morgan representations I have had the pleasure to have received. **Dan Barbiero**, who sent it to me many months ago is probably wondering by now if he would ever see it in print in *The Morganeer*. All I can say is that all good things are worth waiting for Dan. And you may have established a new record for the longest continuous ownership of a Morgan. Please consider driving it to an event in your area next season. We’d all like to see you driving it.

Editor-At-Large **Spider** thankfully continues to fill out the pages of *The Morganeer*, in this issue with his interesting archives photos and article about the first Autumn MOG, and also several chapters of his ‘Tech Tips’. You will note that the first Autumn MOG had 60 Morgans, and I’m sure over 100 Morganeers, in attendance. We have not attained



that figure since I have been attending AMs. I would love to see at least 50 Morgans at this years’ event. The challenge is on!

Elsewhere in this issue find several interesting articles reprinted from on-line sources and other Morgan club newsletters. Our long time Parisian friend **Douglas Hallawell** starts thing off with a period piece about his French Morgan club’s participation at a D-Day celebration air show. Canadian **Dave Doroghy** offers his insightful treatise on the unique and antiquated bit of essential Morgan standard equipment – the horn.

Several other members sent in interesting vignettes on their latest travels and automotive acquisitions. **Anne Follweiler** recounts the visit she and Brent made to the Morgan family church at Stoke Lacey. And **Ty Phillips** sent a short report and photos on the latest edition to his automotive stable (actually there is another since that we should be hearing about soon – this time a Morgan DHC.)

As you can readily see from our 2015 Schedule of Events, next season’s schedule of area and other club sponsored and other club events needs to be filled out a little. If you are thinking about or planning a club event, please let me know so we can get it on the schedule and get the word out.

Although our president has mentioned it also, I would just like to put in another plug for membership renewals. If you have not done so already, please visit our website and take care of that onerous task. It should only take a few minutes of your time. Since our Registrar, Jack Flynn, is wintering over in Arizona, sending a renewal check to him at his Maine address will take a long time to be forwarded to AZ, the check cashed and your membership updated. It will be SO much easier to do it on-line. Then you can look forward to each an every copy of *The Morganeer* arriving in your mailbox, along with the updated Membership Directory that is in work. Please honor us with the ‘simple gift’ of your membership renewal. And may you find peace, prosperity and new Morgan friendships in the new year.

The road goes on forever,

Frank

TO THE EDITOR

Hello Frank:

Do I miss my guess or is that a Lucas part number on Brad King’s starter button? If so, I hope he ‘acquired’ a spare. Best.

Larry Thompson

You have a keen eye Larry. Could the RAF have possibly prevailed in the Battle of Britain if some of the Spitfire and Hurricane parts were made by Lucas? An interesting conjecture. I have passed this on to aviation historian Brad King for his comment. Ed

Brad’s response: As we WON the Battle of Britain the likelihood of Lucas being involved is very remote. The release of recent documents from the official archives has now proven that an underground group of classic car enthusiasts in the RAF reached out to pre-war anti-Nazi friends in Germany and now in the Luftwaffe who managed to procure parts from sympathizers at Bosch. They then smuggled them into Sweden.

From there they were flown via BOAC (formerly Imperial Airways) personnel in Whitleys, later Mosquitoes, back to Blighty in mixed cargoes including ball bearings.

Of course this has not filtered into mainstream history.

COVER STORY

Dear Editor,

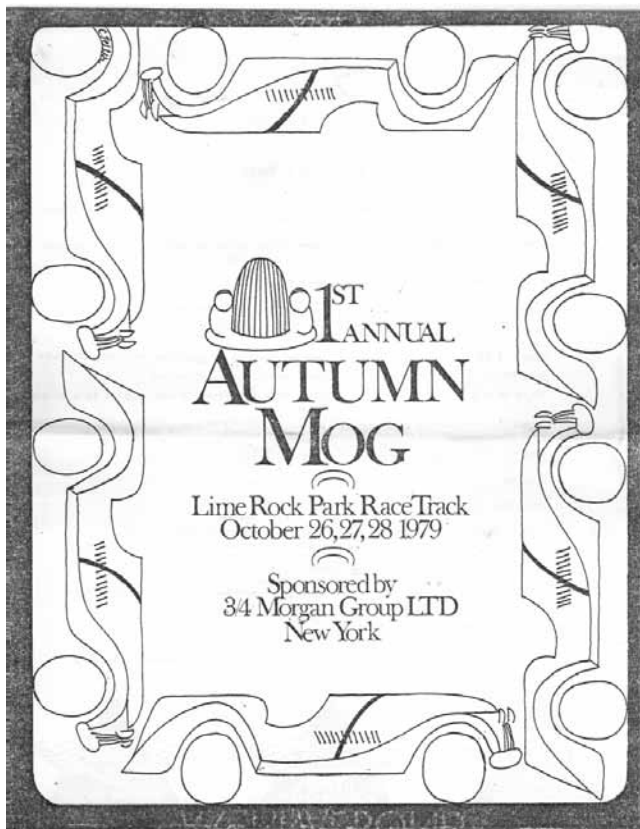
Attached is a photographic portrait of my 1952 Plus 4. This was my first car – purchased by my father for me in 1965 when I was a junior at Yale. I had the car restored at Limerock Motors about 25 years ago. The portrait was a present from my brother to me for my recent 70th birthday. It is now framed and hangs proudly in my office. I still drive the car, but it only knows how to get to my church or yacht club. Thanks for all your good work on the *Morganeer*.

Dan Barbiero Mellville, NY

photo by
Bill Bravo, Automotive Portraits.
See further info. on page 20

THE FIRST AUTUMN MOG

Spider Bulyk



The invitation

All this early stuff was done on by hand or on (OK, electronic) typewriters, Xerox machines, draw-cut-and-paste layups. All communication and coordination was by USPS or calling house or work phones - no email, no cellular phones, no Dropbox, no Photoshop, no commonly available WP or graphics programs, no GPS. It all happened in 115 days.

It was a really, really, long time ago: 35 years (...yes, yes, yes....I know this is AM-36 but it's still 35 years....do the math). Things have changed - other than conceiving of it, writing a recipe, and daring to do it, I think it's become significantly more complex and difficult to do today than it was then. There are more complex dynamics, more competing events, and fewer places that will rent a room near a race track for \$40. This is in spite of all the advances in technology. I warmly salute every AM coordinator who put the next 35 events together and made them fun - from Wes (#2) to Lenny (#35/6) and everyone between - it sure wasn't easy. This stuff doesn't happen by itself.

Good Luck with 37, Frank! Run cool.

CALENDAR OF EVENTS:

7/4/79 - Spider conceives of Autumn MOG concept while drinking heavily at MOG 9 in Luray VA (125 Morgans present, ~30 each from 3/4 Group and Canadian Club)

7/10/79 - Club President Harry Carter says, "Don't let the door hit you in the ass on the way out to getting it done!"

8/29/79 - The attached fabrication-by-Spider document arrives in the mailboxes of our ~120 members, and the Club leaders of all North American clubs.

9/1/79 - Club General Counsel Allen Kone climbs down Spider's throat because none of the promised activities/venues actually existed when the document was mailed.

9/3/79 - Spider arranges the "hawalah" financing for the event by handshake with 8 club members

9/4/1979 - Club Treasurer Stephie orders all the regalia, badges, shirts, etc.

9/30/79 - Ann and Allen Kone have written a rally ready to be proofed.

10/1/79 - The First Annual Autumn MOG Poster arrives in the mailboxes of our ~120 members and Club leaders of all North American clubs.

10/15/79 - Spider has made offers-they-can't-refuse to most venues, sponsors, etc. and most have agreed to host wine tastings, hold rooms/rates, send gifts, etc.

10/16/79 - In a complete panic, VSCCA & LRP leadership agree to a Morgan Parade Lap around the track

10/25/79 - Rain of Biblical Proportions begins

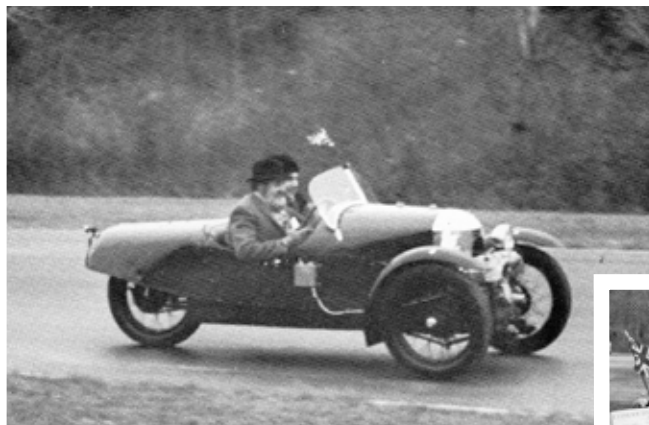
10/26/79 - 55 Morgans show up; most pay the \$5 entrance fee; one refuses

10/29/79 - It's still raining - Jim Nichol dubs it "Autumn SOG"

11/15/79 - Most (but not all) club members have sobered up (and maybe dried off)

9/19/14 - Autumn MOG 36 begins (the weather is clear and dry)

TO THE EDITOR – AUTUMN MOG 1 Cont.



photos:

Left: Gus Spahr in bowler

Below: Three wheeler corner

Bottom: Ron Garner's Morganeer writeup



Lime Rock Races
October 26

Ron Garner

Excellent organization by the 3/4 Morgan Group resulted in a turnout of over 50 Morgans at Lime Rock Park Race Track, October 26th. Prominent among the multitude of four-wheelers were John Jacobson's 1934 JAP Sports Two Seater, Gus Spahr's 1932 JAP Aero and Alec Knight's '33 SS JAP.

The event, billed as the "First Annual Autumn MOG", ran concurrently with a race schedule sponsored by the Vintage Sports Car Club of America. Of all the Morgans present, this observer sighted only one four-wheeler participating in the race events. That may have been due to my attention being focused on John Jacobson's son, Bill, and pit crew preparing, practicing and finally racing his '60 JAP trike against a field which was dominated by Bugatti. John was last at the start and was only able to complete a few laps before blowing both head gaskets and cracking an exhaust manifold elbow (if anyone has a spare I'm sure it would be appreciated).

Following a spectator judged concourse the Morgan Group made two courtesy laps of the track. Comic relief, on this bitterly cold day, was provided at the expense of Gus Spahr (appropriately accounted in Bowler & Tweed) and his passenger (myself). After a long idle, waiting for the courtesy lap, the Aero suffered an attack of fuel starvation which became acute 3/4 of the way around the track. The car didn't have the poop to make it over a rather steep portion of the track. While the endless parade of four-wheelers whisked by, Gus made three running tries at the summit (yours truly pushing and panting behind) before finally hopping out and with the additional help of a corner worker pushed the green machine over the top.

The warmth - liquid and social - of the near by Inns was eagerly sought by all. A banquet was scheduled for the evening and a S.O.P. rally for the following day.

Other U.S.A. trike types in attendance but with out proper machinery were Alex Nagy, Bob Martin, Dave Keyes, Roger Dashow and Jim Cohen. Many thanks and congratulations to the officers of the 3/4 Morgan Group with particular recognition to John and Stephanie Bulky.

NEW **2014 MORGAN 3 WHEELER** Brooklands Racing Green - the last one!
 New for **2014**, The **MORGAN ROADSTER '65** Porsche Medium Ivory, Yarwood Kensington Vanilla Leather
 NEW **2014 MORGAN 3 WHEELER** Black/Black leather/Black painted nose cowl, Black exhaust and black heat shields
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2010 MORGAN AERO SUPERSPORTS: ZURALIC BLUE METALLIC + BERYLIUM METALLIC
1983 MORGAN PLUS 4 Aluminum bodied.
1967 MORGAN 4/4 SERIES V British Racing Green
1964 MORGAN PLUS 4 Four Seater, Ivory
1962 MORGAN SKIMPY SAN BRG/Tan Leather
1962 MORGAN PLUS 4 SUPERSPORT ROADSTER Soft Yellow body/Black
1961 MORGAN PLUS 4 DHC, Red/Black Leather, chrome wire wheels // DRASTIC PRICE REDUCTION
1959 MORGAN PLUS 4 DROPHEAD COUPE Kingfisher Blue, stunning restoration
1959 MORGAN PLUS 4 FACTORY LIGHTWEIGHT Regency Red/Tan
1952 MORGAN PLUS 4 FAMOUS RACECAR "Butterscotch"
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D-DAY ANNIVERSARY CELEBRATION IN MORGANS

Douglas Hallawell

In honor of the 70th Anniversary of the Allied landings at Normandy in World War II, our Parisian correspondent Douglas Hallawell has reprised this article and wonderful photos of 30 years ago. Somehow Morgans and vintage WW II aircraft seem to go together. ed



Who would have imagined a dozen Morgans taking part in D-Day celebrations in Normandy? No, not this year, but 30 years ago! For the 40th anniversary of D-Day on June 6th 1984, France put on a spectacular air show including Allied Forces' warplanes - altogether close to 50 aircraft. The RAF dispatched its Hurricane and a couple of Spitfires & British Aerospace sent over their Mosquito whilst 2 Mustang P-51s and a Grumman Wildcat came all the way from USA. A B-17 'Flying Fortress' based in La Ferté-Alais put the icing on the cake for this major event, the 1st of its kind on European shores.

Bernard Chabbert, who in 1991 created his own TV programme 'Pegase', was designated as official commentator for the weekend air show on account of his reputation as France's number one aviation expert and historian plus his talents as a dedicated aviation journalist. A few weeks before

photo above: Morgan and a T-6 'Texan'



the weekend event, Bernard was looking for an original solution to convey the pilots to and from their war birds on Caen Carpiquet's airfield.

Late one evening at CDG airport in 1982, one of my fellow AF crewmembers on Concorde, Evelyne Chabbert, introduced me to Bernard, her husband. They had recently placed an order at the Savoye dealership for a Plus 8 at a time when the waiting list was about 30 months. So, whenever Evelyne and I flew together, the subject invariably came round to Morgans and what was going on in the French club where, as centre secretary for the Loire Valley, I was busy organizing Mog Touraine 1983.

Then along came the inspiration for Bernard in May 1984 to have Morgans as a means of transport for the pilots at the air show. With only four weeks



to go, Evelyne contacted me asking if I'd be interested in organising an expedition of a dozen Mogs to Caen. A few days later a regiment of 12 enthusiastic Morgan owners, all members of the Morgan Club de France, had committed themselves to this noble cause.

Meanwhile, Bernard took care of all the work behind the scenes, obtaining the official passes as well as arranging

photos:
Top LEFT: Morgans and Hurricane
Middle: Morgan and the rare wooden framed and skinned Mosquito

hotel accommodation for 2 nights for the 12 crews. Thanks to his efforts, the city of Caen paid for all our expenses during the weekend. On our way to Caen from the Loire Valley on the Friday, we stopped for the inevitable late-morning aperitif when suddenly we heard someone shout: "une Morgan prend feu!". Seeing smoke coming out of the bonnet louvres of his 1968 Plus 4 tourer, Bertrand Jolit grabbed a pitcher of water on the bar and promptly put an end to the short circuit. But it also put an end to the car's participation at the air show. Luckily for him, I was on my own so Bertrand and his Labrador were able to pursue their trip in my 1965 Plus 4 roadster. And so it was that the contingent of Mogs, down to 11, proceeded to Caen Carpi-

quet to make contact with Bernard and his co-organizers.

On Saturday morning we were all amazed by the impressive turnout of planes and spectators alike. The 105,000 spectators, however, were kept behind barricades all around the grass airfields while our Mogs, surrounded by WWII planes, shared the limelight. With pilots and the occasional cameraman or journalist hitching rides on our Mogs, we had to take extra caution not to obstruct moving aircraft whilst darting around the airfield. Easier said than done when you look at Patrick Pellaux's red Plus 8 ahead of a Mosquito and a Spitfire, both taxiing to take off! After the Mosquito landed, I had the opportunity to chat with the 2 crewmembers and get a whiff of the

odour inside the cockpit, very reminiscent of the hot oil and leather smell inside an ageing Plus 4 like mine. Years later, I was saddened to learn that this very Mosquito, the only one certified to fly, had crashed during an air show in UK in July 1996, killing both pilot & navigator and writing off the plane.

On Sunday, at the end of the air show, we parked our Mogs around the Hurricane for one last souvenir shot of what was not only a fabulous air show, but also a very memorable 40th anniversary celebration of D-Day driving our Morgans. As for the Chabberts, they took delivery of their Plus 8 shortly afterwards.

photo **Below:**

Boys and their toys - the famous Spitfire



TOP MOG:

THE IMPROBABLE TRIUMPH OF THE MORGAN THREE WHEELER

This article is reprinted with permission from BBC Cars.com website. Note comments from our very own international Morgan superstar Jim Nichol in the last paragraphs. ed



What explains the resurgence of a car as quirky as the Morgan 3 Wheeler? Out of production for decades, it returned wholly remade in 2011 and became the fastest-selling model in the Morgan Motor Company's 105-year history.

For 2014, the 3 Wheeler is known to stand 39.3 inches tall and stretch 126 inches in length, yet the specification sheet divulges no detail about a boomerang. And available technical drawings cleverly disguise where and how this essential component of recoil would be located inside the

chassis. Nevertheless, the most important thing to a small but discerning clique of driving enthusiasts is that this exemplar of British eccentricity is readily available from the European Union to Australia.

"Thank God there's still Morgan building zany products like this," Dennis Glavis says. As managing director of Morgan West, a small store in Santa Monica, California, Glavis operates one of 13 dealerships in the United States. He describes the driving experience, saying, "You feel like you're a kid again, like riding your first bicycle. You're on top of the world."

The 3 Wheeler's resurgence may be more readily attributed to the original concept's fundamental merit. Devel-

oped as a prototype in 1909 by Harry Morgan, the Runabout, as it was known, enduringly – and endearingly – established the "cyclecar" category in the automotive realm.

Even in those dawning days of motoring, the Runabout had its predecessors. Leading the way, the 1885 Benz Patent Motorwagen, regarded as the first automobile, had one wheel in front and two in the rear. But the Runabout followed a two-plus-one layout and easily outperformed other eventual tri-car challengers such as the Scott Sociable, a curiosity that had a four-point layout but lacked the left-front wheel. (At the time, Britain's road fund license did not apply to three-wheelers.)

photo **ABOVE:**
1934 Morgan Super Sport. (David M Jones)



With simplicity and low cost as its hallmarks, the Runabout and its successors were produced by Morgan until 1953. In the next few years, various vehicles of the Reliant Motor Company, including the notoriously tippy Robin, as well as German microcars such as the BMW Isetta and Messerschmitt KR200, pushed the concept ahead. Motorised rickshaws in Asia and various one-plus-two Cushman utility vehicles in the US have continued in service.

But the “MOGs” were always the performance thoroughbreds among cyclecars. British pilot Albert Ball called his Runabout “the nearest thing to flying without leaving the ground.” After Morgan’s centennial in 2009, the car slinging a powerful motorcycle engine over its sternum and carrying a chip on its shoulder began to make sense again. Indeed, it still held many hillclimb and endurance records.

Returning in this decade of hipsters and hypercars, it took inspiration from the Liberty Ace, an independent interpretation of the 3 Wheeler created by Pete Larsen, whose Liberty Motors dealership is in Seattle, Washington. “It’s been a remarkable

experience for me,” Larsen says, explaining how a review of the Ace in London’s Daily Telegraph brought his project to Morgan’s attention. “It was a once-in-a-lifetime chance to sell Morgan a three-wheeler,” he recalls. “The money meant little to me. The



opportunity meant everything.”

Mark Ledington, Morgan’s marketing director, calls the Ace “a sort of benchmark vehicle”. As the company pursued its investigations, it perceived that a market in fact existed. The result, Ledington says, is “absolutely a 21st Century version of an old cyclecar. We completely reinvented it.”

The powertrain matches a mighty yet efficient V-twin motorcycle engine, produced on S&S Cycle’s six-person assembly line in Viola, Wisconsin, with a five-speed manual transmission supplied by Mazda. The driving force from 82 horsepower and 103 pound-feet of torque is relayed by a quietly operating belt, and the fat, sticky rear tire puts it down on the road. The 3 Wheeler scoots from zero to 62mph in a manufacturer-estimated six seconds. Disc brakes quickly bring things to a halt.

Larsen had used a Harley-Davidson engine for his Ace, but Morgan chose the S&S X Wedge 2-litre twin, which had been developed for the custom motorcycle market just before the 2008 financial crisis. “Here’s this wonderful engine, all dressed up for a party and nowhere to go,” Larsen

says. “By the time Morgan knocked on the door, they got the goods.”

Even though the car’s open cockpit offers no protection in nasty climes, more than 1,100 units have been produced so far at the Pickersleigh Road

photos:

TOP LEFT:

Harry Morgan and wife Ruth. (Morgan Motor)

CENTER:

The modern Morgan 3 Wheeler. (Morgan Motor)

factory in Malvern, England.

Jason Hill, designer of the lamentably stillborn Aptera Typ-1, the new millennium's sleekest three-wheeler, credits the Maker Movement among the factors at play in the Morgan's comeback. The movement combines technological processes with a do-it-yourself, or DIY, ethic. "There's an appreciation for things that are handmade," says Hill, who presides over his own studio, Eleven, in Long Beach, California, and teaches at Art Center College of



Design, in nearby Pasadena. "There's a swing to the analogue side."

As Glavis contends, Morgan is the last company of its kind, owned by the family for 105 years. "People appreciate that," he says, "the craftsmanship, the individuality a vehicle like this provides. It's not just another rubber-stamp car, another red Ferrari, another silver Porsche. After years, it becomes identified with the owner. Your history passes along with the car."

And this time around, the US market has proven significant in the 3 Wheeler's success. Never sold there as a new vehicle before 2011, the crab-like conveyance, which registers with

state vehicle departments as a motorcycle, appeals to some people who once rode motorcycles until unenthusiastic spouses or bad hips unsaddled them, according to Glavis.

Call the 3 Wheeler the arthropod car for orthopedic drivers.

And the tri-car idea is catching on more broadly, both as a low-price transportation alternative and a sporty choice. US-based Elio Motors claims more than 20,000 reservations for its hardtop, with production starting next year. And riding another vehicle with the two-plus-one layout, the Can-Am Spyder – which resembles a snowmobile with wheels and has

been sold since 2007 – produces a byproduct well-known to drivers of Morgan 3 Wheelers: attention.

"I get waves and thumbs-up and 'Cool car!' from elementary-age kids to people my age and older," says Jim Nichol, 67, who lives in Hyde Park, New York. He owned a 1928 Morgan for about 15 years until selling it in 2013 and buying a new 3 Wheeler for "around \$50,000". He has exceeded 70 mph in

it, but even though top speed is listed at 115mph, he says, "I don't foresee going any faster."

Having driven Morgans for 40 years, Nichol is accustomed to on-lookers balking at the vehicle's lack of amenities. He has cultivated a ready rejoinder: "Some of us are a little bit warped and don't mind driving anachronisms."

photos:

TOP RIGHT:

1935 Morgan Super Sport. (Carnundrum / Alamy)

CENTER:

The new Morgan 3 Wheeler in its natural element

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2015 Schedule of events

DATE	EVENT	HOSTS
Jun 14	New Jersey Clambake Ridgewood, NJ	Bob & Jeri Cohn 201-447-6982
Jun12-13	British Motorcar Festival Bristol, RI	Mike Gaetano 508-395-6663
Sep 18-20	British Invasion Stowe, VT	Mike Gaetano 508-395-6663
Oct 1-3	Downeast Autumn MOG Samoset Resort, Rockland, ME Details coming SOON, for room reservations call 800-341-1650 and mention Autumn MOG 2015	Frank Wnek 207-729-6300

A VISIT TO ST. PETER AND ST. PAUL'S *Stoke Lacey, UK*

Anne Follweiler

Has the late Peter Morgan achieved sainthood? For those of you unfamiliar with this bit of Morgan family history, now you know the 'rest of the story'. Thank you Anne.
ed

I am attaching six photos I took when we were in England this past Summer. You might want to use them for the Morganeer. We heard from several people that the Morgan family had a burial plot at a church near where we were stay-





ing when we went to visit the Morgan factory. We found the church, St. Peter and St. Paul's, in Stoke Lacy, a town in Herefordshire. The Morgan family plot is in front of the church. Henry Morgan's grandfather was rector of the church from 1871-1887 and his father was rector from 1887-1937- a total of 66 years. I found out on-line that the first three-wheeler Morgan was assembled in the rectory garage.

In 2005 Peter Morgan, a patron of the church, died and a memorial window in his memory is now in the Church Porch. Currently, Charles Morgan and his sister Jill Price are patrons of the church. The first picture is of the church, the second is the family plot, the third is a close-up of Henry's gravestone, the fourth is of the window dedicated to the memory of Peter Morgan, the fifth is a close-up of the Morgan in that window, and the last picture is of the window opposite the one of Peter Morgan and is dedicated 'to the memory of John and Bridget Leavens, California, USA 1997', and includes two Morgans.



photos:

Oposite page, TOP RIGHT:
St. Peter & St. Paul's church

Oposite page, BOTTOM:
HFS Morgan's gravestone

This page, **TOP LEFT:**
the Morgan family plot

This page, **TOP RIGHT:**

Peter Morgan memorial stained glass window

This page, **CENTER:**

John & Bridget Leavens memorial stained glass window

This page, **BOTTOM:**

Morgan detail

A MAGNIFICENT 1956 HRG

Our club's vintage sports car entrepreneur presents his latest 'find'. ed

Ty Phillips



The HRG was produced for about 30 years (300 cars) by three engineers who started with Aston Martin - named Halford, Robbins and Godfrey. They improved on the then Aston in both reliability and performance. Eventually they discontinued the car business profitably and turned to armament manufacture, which they also did successfully.

The early lineage of HRG to Aston both in appearance and rallying/racing/hill climb success is unmistakable.

My car was one of the last 12 imported to the U.S. in 1956 and was, in fact, the last produced by the Works in Surrey. It has a 5 bearing BMC engine and synchronized 5 speed box, producing about 100 hp. Handling is firm, light, precise. Acceleration is exhilarating.

I was advised of its original U.S. owner's wish to consider selling in Milwaukee, following the sale of his electrical distribution firm and premature passing of his wife. I flew out, settled on a buying consideration and shipped it to Mirror Lake, where I had my mechanic

strip it down, mechanically re-build and re-wire it, and a talented local guy paint it obsidian black with a red bonnet spear and red brake cylinders. The folks at Brooklands then made up correct aluminum Aeroscreen castings and glass for driver and passenger side and turned out correct-imprinted knock-offs. Simpson seat belts correct to the period were located and installed. Another local guy turned out the Wilton carpeting, leather seats, paneling and boot cover. All the work on this car was done locally (Wolfeboro, NH) by three

folks I've used in the past.

The car was entered at the last minute in the Wolfeboro car and Boat Rendezvous, a New England classic wooden boat and car show held the last weekend of September. To my surprise it placed Second in that show, just behind First Place entry by my friend Richie Clyne's Amelia Island show-winning 1936 Dusenbergs, and best-in-period restored Al-lards, Porsches, Hea-leys, Mercedes and Jags that were also entered.



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HORNY

By Dave Doroghy



Reprinted with permission from the NW Morgan club newsletter, the Mogazine, and from Dave's totally entertaining website/blog 'Dorg's Morg.' ed

I have been a bit horny lately. I was even caught last week pressing and playing around with that little wooden knob on the middle of my dash, in what can only be described as an inordinate and unhealthy amount of times.

I just like the loud noise it makes

when I press it. I like the singular purpose of my hand's movement, as it trips that electronic relay transforming my arms motion into a loud honking sound. The small round wooden knobs position in the middle of the dash of my 1966 Plus Four makes it perfect for pushing. But I suppose most of all, just like a little

kid at home alone all day longing for his Mum to finally return, I just like all the attention I get when I honk it.

The knob's central position on the dashboard means that while I am driving I have to release my right

photo **TOP:** Centering the Plus 4 dash – the ubiquitous horn button.

hand from the steering wheel and purposely reach over for the cute little round oak wood knob. It's more of an intentional movement than when I honk the horn of a modern car, where the plastic or rubber covered push mechanism is no more than a finger-movement away from the steering wheel's outer rim. Honking the horn in a Morgan is a more stately, thought-out, focused and deliberate action. And the sound it makes, well that could be the topic of an entire Dorg's Morg article; which this just happens to be.

But before I get into it, I have a complaint about car horns in general. One thing that has always bugged me (and seriously I have spent far too much time thinking about this), is that a car's horn can only make one singular sound. Or for that matter express one emotion. There are dozens of reasons to honk your horn. And each instance is usually backed by a completely different emotion that you are feeling and trying to express and convey as you press the horn. But as you honk the horn in any car, even a Morgan, you can only make one sound. Think about it? By way of example here are six random driving emotions that come up on a daily basis: you are mad at someone who cuts you off so your honk, you spot a friend on the street and want to honk a friendly "hi" to them, you gleefully want to signal your arrival at home in the driveway and honk, in a parking lot you gently want to get a motorists attention to prevent them backing into you so you politely honk, the person stopped at the light in the car in front of you is talking on their mobile phone and didn't notice the light turning green so angrily you honk, you just got married and while leaving the church you bliss-

fully honk. I could keep on going and going, but you get the point. Different driving events call for different sounds. Car manufacturers really dropped the ball on this one.

So it is agreed that while every other feature in the modern car has made amazing advancements in the past 100 years, such as – gps navigation systems, fuel injected engines, A.B.S. brakes, airbags and amazing retractable coffee-cup holders; the lowly horn has remained a stale and outdated feature. A small auto manufacturer like Morgan can be excused for not being able to finance a horn sound development department, but shame on General Motors for their lack of attention to detail. I suppose though that somewhere in the design process, some thought goes into that one car horn sound. But what makes the sound? Is it the density of the metal the horns cone is made out of that creates the tone? Is it its shape, or perhaps its placement under the hood? Is it the reed that the air is forced through? I have no idea what I am talking about.....

Sadly, like all other cars, the Morgan can only make one sound. Big American cars make big sounds, small Japanese cars kind of just beep. But what kind of a sound does a Morgan make? A low and bellowing elegant sound like the Queen Mary pulling out of her berth in Liverpool? Or a gritty, working-class sound, like the whistle at quitting-time at a steel mill in Birmingham? Perhaps a lazy sound like a cow mooing in the Lake District?

Sounds are hard to describe; they are like tastes and flavors and difficult to put into words. I am about to do my best to define the sound of a Morgan horn. Such an important au-

tomotive journalism task cannot be left to an untrained ear and requires careful preparation.

My unscientific qualitative research took place last May, after the All British Field at the lovely Sea Cadet facility, on the banks of the lazy Fraser River. After our BBQ dinner, I asked 7 or 8 of the guys with Morgans parked next to me on the lawn, to toot their horns. The cars were a wide variety of models and years ranging from the 1950's to the early 2000's. Each owner obliged me and sounded their horns individually for three or four seconds. At one point a few of the honks overlapped creating a cacophony of tones. As they harmoniously honked I closed my eyes and tried to soak it all in. Like sampling different fine wines, they all had their own unique qualities. The auditory impression I felt that crisp and cool Spring evening, as the sound waves traveled into my ears, was unforgettable.

As if I were sipping a fine wine, and knowing I would be asked to describe its bouquet, I focused my razor sharp hearing on each toot. This call was too important to rush. After taking in the horn symphony I went home and gave the sound I heard a great deal of thought. Over the past six months, as described at the beginning of this article, I have been tooting my own horn a lot too. I am finally ready to share my profound conclusion with you.

Asked to describe what a Morgan's horn sounds like I can only come up with two words – VERY BRITISH!

SPIDER'S TECH TIPS

Spider and Frank,

Sorry to bother either of you, but just a quick question.

I finally took the Morgan to a local auto fix-it place to check on why its horn (as mentioned in the Morgan story) doesn't work. Turns out it's not because corroded or loose wiring. It's the horn itself that is the problem, as it lets out the quietest of sounds- maybe a murmur or burp honk (at best, meep). Are these horns repairable/overhaulable? Or do I need to get a new one? And if the latter is true, can most any horn for comparable British cars fill the bill if I can't find one exactly like the original that's there now? Maybe I need to carry the two brass band horns depicted in the story.... I'll also be checking with Morgan Spares after I hear from either of you.

P.S. On the way home, the Morgan engine quit at a stop sign (my fault--choke was in too far too soon). When I tried to start it, it was the sound of silence. Turns out it was as simple as the shaft of the replacement starter that Penny of Olde World Restorations put in last year (the part where you tighten the cables that come to the starter) has play in it and needs to be kept pushed in all the way to ensure proper electrical connectivity. At least I know what to do next time it happens.

JW Hunt

John,

The horn(s) on most British cars of the era were made by Lucas, and marketed under the "Lucas Windtone" moniker. My mom's Jag had two: a high tone and a low tone. As I remember, our Plus 4 had one, mounted down on the right (looking forward in the car) rear section of the engine bay (roughly across from the starter). I removed it long ago and replaced it with FIAM 3-Trumpet air horns - for no good reason except that I like them. I've had them in (almost) every sports car I've owned, except for some more modern ones that were so packed that there was no room. You should be able to find a replacement horn just about anywhere. I don't think the horn is repairable (although maybe - if you have nothing to do on a cold winter's night) and would bet that an identical horn could be found for any British car.

All that having been said, I strongly recommend a LOUD horn to break through the collection of distractions currently standard equipment in modern automobiles.

Spider

MORE ABOUT THE COVER

Bill Bravo Automotive Portraits

Dan's brother Michael Barbiero commissioned me to create this portrait for Dan's 70th birthday. Mike is my oldest friend and he was aware that my graphic design business had morphed into Bill Bravo Automotive Portraits back in 2009. As a life-long car-guy and photography enthusiast I found a perfect niche displaying my automotive portrait work at high-end car shows like Amelia Island, The Elegance at Hershey, and the Hemmings Concours. The owners of fine classic cars commission me to create a portrait typically featuring a detail of the car as background.

Here's a link to my website for more information about my work: <http://www.billbravostudio.com>.

I also post weekly updates about my projects on Facebook at this link: <https://www.facebook.com/BravoAutoPortraits>



COVER GIRL MSCC 2015 CALENDAR

Our very own Spider Bulyk has pulled off the ultimate coup. This photo of the Great White Hope's bonnet side scoop, submitted by Spider, was not only chosen among thousands of entrants for the iconic mother club's MSCC 2015 Calendar, it was selected for the cover. The Hope is currently undergoing a total rebuild under the guise of master restorer Ron Garner after an unfortunate accident at last year's Lobster MOG event. Ron is making great progress and Spider & Stephanie hope to campaign their Plus 4 4-seater for the 2015 competitive season. What will be the next coup for them and the 'new' Great White Hope? The Greenwich Concours?

COHN'S NEW RIDE

Those of you who know Bob Cohn also know that he has been wrestling with a difficult decision for a long time Morgan owner – do a complete frame off restoration of a beloved Morgan which has been part of the family for many years or buy a recently restored 'new' Morgan and avoid the pain and anguish of restoring your car yourself.

Bob's venerable Plus 4 4-seater, dubbed the 'Road Warrior' by club member Gerry Willburn at a Lobster MOG many years ago, has become a fixture at club events for many years. But apparently Bob could not face the possibility of being 'Morganless' for even a part of one driving season while the



car was being restored. So he went all out (or all in, you could say) and succumbed to 'Plus 8 fever'.

SO sad to see another of our stalwart Plus 4 owners go to the dark side. But in this case he will be forgiven. His 'new' Morgan, purchased from Melvyn Rutter after a long search and much advice from several of our members, is a unique 1981 Plus 8 'rebodyed' several years ago

as a 4-seater. As you can imagine, there are only a few 4 seater Plus 8s in existence, and now we will have one gracing our club events on this side of the pond.

Well, I guess you are forgiven Bob, although the garish red paint seems a bit out of character for you.

WHAT HAVE I DONE? Part 3

And here we witness Ron Garner's contribution to the corruption of America's youth.

Obviously this young lad's ID was not checked before he was drawn a pint from the famous beer wagon Morgan. And judging from the driving cap, shades, suspenders, shirt and slightly oversized shorts, this lad is obviously taking his fashion cues from Ron as well. The impish grin also a telltale characteristic. No doubt a future Morgan Man!



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WHERE THE RUBBER MEETS THE ROAD

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For those of you seeking new tires during the cold winter of your discontent, below find Spider's list of potential vendors in tough to get patterns and sizes. If I've missed one, please write and add to the list. Even if your tires look good, they are always aging. Each tire has a date of manufacture stamped into the sidewall. You'll find a 4-digit code: first 2 digits indicate the week of manufacture and the last 2 digits indicated the year. For example a code of 2409 indicates that the tire was manufactured in the 24th week of 2009. The magic retirement age for a tire is (roughly) 6 years. So if you were buying a tire on New Years Day 2015, the oldest code you might

accept is (perhaps) 4014. This code would give you 6 seasons of driving on safe tires.

If your pet Moggie gets 3,000 miles in a year, you would be changing tires at ~18,000 miles, which seems painful and even silly at the current prices for vintage/classic tires. However, it's not just miles - age is a key factor. Deterioration of tire integrity and materials is a result of extreme temperature changes, ultra-violet exposure, pressure changes, and road hazard effects.

If your wallet is telling you this risk is not serious enough, google "dangerous tires" and read any or all of the first 5 citations. People die every day riding on out of date tires. This risk is exacerbated if your pet Moggie has only one rear wheel; a 3-wheeler rear tire failure is an almost guaranteed rollover.

Remember, those four little contact patches, are (as Firestone ads used to proclaim) "where the rubber meets the road" are all that control acceleration, braking, and directional integrity. Your life is riding on four black air-bags: be sure to take good care of them.

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AUTUMN MOG AUTOCROSS STORIES

Some of us autocross for the friendly competition, and some just to let loose and let their wild and crazy side show – just for the fun of it. But if you haven't tried it, you're really missing something. Why let these guys have all the fun?



AUTUMN MOG AUTOCROSS RESULTS

*Below is the list of top drivers, reported
by autocross chair Scott Willoughby*

FTD	Barry Abrams	0:53:071
3 Wheeler	Kurt Conner	1:09:023
Early Plus 8	John McNaughton	1:06:730
Late Plus 8	1st Lenny Mandel	1:00:108
	2nd Steve Shapiro	1:06:764
(unofficial- official)	J. Scott Willoughby	0:57:204*
Roadster	Gary Eberhard	0:59:097
Plus 4 (Incl DHC)	1st Frank Wnek	1:03:170
	2nd Ruth Bonomo	1:09:363
4 seater	1st Bob Cohn	1:05:483
4/4	1st Bill Willoughby	1:00:675
Competition 4/4	Brian Hickson	1:04:510*
Flat Rad Series 1	Herb Loeffler	1:36:967*
Ladies Class	1st Marlene Rehele	1:03:130
	2nd Reny Willoughby	1:04:545
	3rd Maura Hall	1:05:203

* Non trophy times

OTHER AUTUMN MOG INDIVIDUAL AWARDS

Harry Carter 'Esprit du Vent' Award	Lenny Mandel
Perry Award	Fred & Connie Schuchard
Barbara Ross Award	Meredith Wnek
Rookie of the Year Award	Leo Lee

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