

The Morganeer

JULY
AUG
2015

Vol 38
Issue 4

Saratoga All Club Dustoff



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

NEW CLUB MEMBERS

Robert Frye	Lakeville, MA '60 Plus 4
Phil Steel	Philadelphia, PA '63 Plus 4
Anthony and Ann Williams	Old Greenwich, CT '66 Plus 4 4 seater

Welcome to the club and we hope to see you at an event soon.

FROM THE PRESIDENT

Dear Fellow Morganeers,

It is a sad time for the Morgan 3/ 4 Group this month as we lost one of our very active members. Unbeknownst to many of us, Herb Loeffler had been ill for some time and passed away on June 22nd. Herb was currently the Area Co-captain of the Northern region, along with his wife, Shayna. Herb had a number of Morgans over time, but the last one is the most memorable. Fifteen years ago I had a 1953 flat rad in pieces, more precisely in shoeboxes, that I could not put together or afford to pay someone else, that is Larry Eckler, to reassemble. Along came Herb who was looking for "a project" and declared that a pile of auto parts claiming to be a Morgan was just the thing to keep him busy for a while. Sometime later, with help from Shayna with the upholstery and dash gauges, we were dazzled by an immaculate powder blue flat rad that was admired by all.

We should not have been so surprised. Herb was an industrial designer/engineer par excellence, with over 70 patents to his credit, including one on a dialysis machine that helped him during his illness. A measure of his stature is the fact that, despite having a very small family, there were 168 people at his memorial service, many of whom had traveled a good distance to attend. He will be missed.

Shayna had asked any 3 /4 members to come in their Morgans, but the rainy weather prohibited the driving of our leak-prone vehicles. There was a lone Morgan, along with a Bugatti, parked right outside the entrance to the museum where the memorial was being held. In fact, that one may have been more symbolic than a whole line of them.

Rainy weather seems to be the theme of this past month; the Wundermans held a pool party, but the only time anyone got wet was running between their car and the barn! However, those in attendance had a good time and a great feast as well as being able to explore the ongoing restoration of the barn. Marc and Lynn will be hosting the Southern



New England Chrismacha party in December so if you have not yet visited their home in Redding, CT you will be envious of this "garage/workshop." May all of us have such space!

Again dodging the rain spots, Margaret and I made a trip to Morgan Motors to collect my son's orange 1970 narrow body Plus 8 which had been in for some repairs. While we were there, Linda Eckler told us about participating in the rally at the recent DC Club's meet at Gettysburg. According to her, it was 90 miles and 2 plus hours of torture to the rear end (human, not auto) as the family were driving in a four seater with unpadded seats. I was reminded of her words as I drove home in the Orangeman. A powerful and nimble car but sadly lacking comfort in the seating department. As I said when we reached home, a Morgan has to be an addiction for us to endure some of its idiosyncrasies when we could be riding in comfort in another vehicle which probably cost a lot less and requires far less pampering; sorry, I mean servicing.

On another personal note I would like to correct a misprint in the last issue of the Morganeer (which was not Frank's fault). Our English Afternoon Tea will be held on Sunday, August 2nd, not the 9th as previously reported. Also we have changed the venue back to our house in Woodbury, CT. Susan Rho had graciously offered her and Dean's house in Ridgefield as we were hoping to have sold ours by now, but the offer fell through (and that's a story for another day). So we can host Tea for one more time. We think this will be Tea number 14, but who's counting?

Happy motoring!

David

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FROM THE EDITOR

HURRAY! Summer is here and the Morgan driving season in full swing. And this issue is chock full of event reports and photos. Thanks to all who contributed and my apologies to anyone to whom I did not give credit. I was particularly taken by **Maura Hall's** cover photo from the All Club Dustoff at the Saratoga Auto Museum show. With bonnets up, her Morgan seems to be poised to flap its wings and take flight over the handsome entrance to the museum.

And plenty of other Morganeers took flight to numerous other dustoffs, car shows and club events over the last two months. The season traditionally began once again with **Burt and Mary Hunter's** Toad Hall Dustoff in New Jersey. The Hunters always schedule this event at the end of April (as Mary is fond of saying, 'Morganeers are not wimps after all') and they also invite members of our sister PA club to participate. Sadly, this will be the LAST Toad Hall Dustoff, since the Hunters are pulling up stakes and relocating permanently to Washington State.

Several weekends later, **Larry and Sue Sheehan** hosted an excellent all club dustoff as part of the first sports car event of the season at the Saratoga Auto Museum. Thanks to Larry's untiring efforts, our Morgan marque has become one of the favorites of the museum and its staff. It's always nice to get such star treatment.

Not long after, Editor-at-Large **Spider** reports on a good turnout of Morgans at the impressive Brits By The Sea car show in Waterford, CT. Taking their place among the many British marques represented in the show, the Morgans, as always, generated a great deal of interest. And who should Spider run into there, of all people, but long time club members **Art and Geri Colby**, up from Arizona and still radiating all their amazing Morgan energy.

Another of our traditional southern tier events, **Bob and Jeri Cohn's** New Jersey Clambake, featuring as always Maine lobsters, also drew a BIG crowd. Attired in his now famous Lobsterman superhero outfit, Bob once again treated his guests to a great lobster dinner. And it seemed that, if you did not drive a green Morgan to this event, you were definitely in the minority.

Our Parisian friend, Morgan historian and frequent contributor, **Douglas Hal-**



lawell, has once again come up with an interesting story about a countryman who did a major reconstruction/rebuild of an early 4/4 which had met with an unfortunate and serious accident. And in the process of the rebuild Douglas also discovered that the car had a very interesting and famous past. Once again, we must marvel at what a high percentage of the Morgans which have been hand built by this little manufacturer are still on the road, many after painstaking rebuilds by determined and persistent owners.

And from another of the Morgan clubs of Australia, Victorian Morgan Owners Group, known as Vic MOG, comes the story of a VERY serious Morgan badge collector, who also happens to be their club's regalia officer. And a very impressive collection it is. If Ron has an even close competitor I certainly don't know of one, with the possible exception of Hermen Pol.

Finally, I could not be more pleased with your response to my request to make early reservations for Autumn MOG. With over 50 rooms reserved and over 100 attendees this far in advance of the event, it promises to indeed be one BIG Autumn MOG. I am SO looking forward to seeing all of you and sharing some of the beauty of Mid Coast Maine on the first weekend of fall. See you then.

For now, its time to get out in your Morgans, in groups or individually, at planned or impromptu get-togethers, on the highways and byways of New England, New York and New Jersey, the West Coast, and everywhere between where our members reside; and enjoy some sunny summer top down motoring. For as we know,

The road goes on forever,

Frank

TO THE EDITORS

Spider,

Thanks for sending *The Morganeer* and for your accuracy in reporting. Those were good years.

Bill Fink

Dear Friends,

Here I am in my office and hear a "ding" and look to the screen for an order. Lo and behold, it was something interesting. Seeing Spider's and Gil's names I pressed "print" and 32 pages came out while customer orders waited their turn.

I was so pleased over the article about my Morgan history and being able to meet Gil. The article, so well put together with photos, is a real keeper. Great title, too. Amazing how much can be written about little cars, but we are the ones who know how special they are.

How can I get on your mailing list? Really enjoy your publication, so let me know cost, etc. Getting good mileage on your article re Gil and me, so well done.

Regards,
Phil Steel

Phil is now one of our newest members. ed

Frank,

You wouldn't believe how pleased I was when I checked the Morgan 3/4 web site today and discovered my drawing on the cover of the latest *Morganeer*. Thank you very much. Then I discovered that you had included the article on my mother-in-law's Uncle Fred.

She (my mother-in-law) fell two weeks ago and broke her hip. She's doing very well but Wendy is scrambling to find a place for her when she is released from hospital. At 96 (97 in June) the nurses are really happy with her progress. She'll be delighted to see Uncle Fred in print.

The *Morganeer* is a great newsletter. Keep up the good work.

Rick (Swain)

Frank,

We just received the latest *Morganeer* today. It was great, as usual. Whatever it is you do, you have the best Club magazine going.

All of the best,
Gerry Willburn

PS: I think there was an earlier 4-wheeler, circa 1914.

Thanks Gerry. This is high praise coming from you. And if you say there was a Morgan 4 wheeler in 1914 I'll take that to the bank. ed



IN MEMORIAM

Herbert H. Loeffler

May 17, 1934 - June 22, 2015

The club was saddened to hear of the recent death of Herb Loeffler, a long time active and beloved club member. A remembrance service was held Sunday June 28th at the Larz Anderson Auto Museum in Brookline, MA. Over 150 of Herb's friends and relatives attended, including many from the 3/4 Morgan Group.

Many of us over the years were helped or given advice by Herb on our Morgan restoration projects or other maintenance issues. An engineer, inventor and all round mechanical genius, Herb was always thinking of new ideas to create or improve things. The most famous, of course, was the high-rise escape device he invented, marketed, and also personally and fearlessly demonstrated while suspended some 50' in the air by a crane! That was Herb.

As a child of the 60's, the best way I could describe Herb is that he was Mr. Peabody - and the rest of the world, all of us included of course, were Shermans. It wouldn't surprise me at all if a WAYBAC Machine was discovered somewhere in the depths of his basement workshop.

Herb was an obsessed tinkerer. He LOVED to take things apart - sometimes to fix them, sometimes just to see what was inside, and sometimes just to take something apart. He was not intimidated by ANYTHING - from Moss gearboxes, to differentials, to steering boxes - any component of our precious Morgans. I remember at one Lobster MOG, when Herb had just restored his Flat Rad and had it on its first road trip, seeing him fussing under his bonnet. I approached and asked what he was doing, and he showed me, in his cupped hands, the entire inner workings

of his distributor - nuts, bolts, screws, washers, springs, gears, brackets, points, condenser, etc. I had NO idea there were so many pieces to a distributor. And I also thought 'there's NO way he was going to put all those pieces back together!' But about an hour later I saw him jump in the drivers seat, and the engine immediately came back to life.

MOST of the time Herb could usually put the things that he took apart back together. And invariably, in the process of putting them back together, he had also managed to improve them! Just a tweak here, an extra piece of metal there, an extra screw - whatever. That was Herb.

We will miss Herb for his Morgan expertise and enthusiasm, and his zest for life. But most of all we will miss him for just being Herb. Wherever you're off to now, thank you Mr. Peabody.



To the Editor:

"The cars are cool, the people are better." I have said and felt this about our club since I joined.

Indeed Herb Loeffler was one of those "better" people. I read the club's message about Herb (I was unaware of his illness) and I cried. There are some things which get to me. Herb was one of the "good guys". He was perfectly understated and he made you feel good because he was good. Herb was smart, really smart. But he never let you know that. He had ideas and thoughts which I never really understood until time passed and I then I knew how right he was and what was on his mind...and that he was really smart.

I fondly recall (as all my memories of Herb are) when Shayna and Herb stayed at our home, and after driving for hours upon his arrival Herb asked me for a can of soda. Of course, my thought was the obvious - he had traveled for a long time and was thirsty. Nope. Wrong. Very wrong. Herb took the can of soda, emptied it and said he needed to cut a small piece of alu-

minum to fix the windshield wiper mechanism which had malfunctioned. I smiled. This was classic Herb. A man ahead of his time with thoughts and ideas. He could fix things. He could make things better. Herb had ideas which worked and made sense.

But away from the Morgan club and cars, Herb taught me more - he taught all of us more. He taught us about marriage and being with someone you love for decades and how it works. I marveled at the relationship which Shayna and Herb had and I took serious note when Herb's Morgan ended up inside a building to celebrate a special occasion for Herb and Shayna. This was a couple for the ages. This was a relationship which few of us have equal tenure.

Of course, the great memories of Herb will live on. I am reminded when Herb ran out of gas because he put the suction cup of his GPS over the gas gauge. We all laughed when we heard the story be-



cause it was true and because it was real. Herb Loeffler was real.

I wrote to Shayna within 30 minutes of reading the news about Herb and mailed my card to her. I closed that letter by saying....

We loved Herb. We will miss him.

Thanks Herb for being whom you were and doing what you did to ensure I felt both.

Fondly;
Bennett Shuldman

2015 Schedule of events

DATE	EVENT	HOSTS
July 25	British Show of Dreams Alvirne Hills House Field Hudson, New Hampshire	<i>British Cars of NH</i> http://bcnh.org/blog/show-of-dreams/
Aug 2	English Tea Woodbury, CT	<i>David & Margaret Jacobsen</i> 203-263-0769
Aug 22	Poolside Barbeque Ridgefield, CT	<i>Bennett & Mary Shuldman</i> 203-438-1668 (h), 203-685-9866 (c)
Aug 23	Car Show Perth, Ontario Jaguar & Porsche Clubs Canada http://perthribfest.com/	<i>Leo Lee</i> leomankinglee@gmail.com
Sep 13	Caffeine and Carburetors Car Show New Canaan, CT	<i>Tom Smith</i> 203-331-7254
Sep 13	Woodstock British Car Show Woodstock Playhouse Woodstock, NY Register at WoodstockBritishCarShow.com	<i>Pegasus Footwear</i> len@pegasushoes.com
Sep 18-20	British Invasion Stowe, VT	<i>Mike Gaetano</i> 508-395-6663
Oct 1-3	Downeast Autumn MOG Samoset Resort, Rockport, ME Details p.21-22	<i>Frank Wnek</i> 207-729-6300
Dec 12	Chrismacha Redding, CT	<i>Marc & Lynn Wunderman</i> 914-649-7985 (c), 203-664-1531 (h)

THE LAST DUSTOFF AT TOAD HALL

Fred Cohen

April 25th marked the fifteenth anniversary of the Hunter's Spring Dust Off at Toad Hall. Unfortunately for the 3/4 Morgan Group it will be the last. Mary and Burt are in the final stages of selling their New Jersey home and relocating to join family in Seattle.

It was a beautiful sunny day, with fourteen Morgans, two Jaguars, two Rolls and a Cadillac Sedan de Ville filling the Toad Hall courtyard. We were greeted with coffee and pastry before driving Warren Hanson's tour of the brilliant Morris County countryside. Lunch was its usual fun afternoon fare, featuring wine, beer, hot dogs and the Hunter's famous chili. There was much talk about coming events and preparing for the summer driving season.

A head count before lunch indicated that based on a percentage of membership Morgans of Philadelphia had again won the mythical Turnout Trophy. In addition to Mary and Burt the group of car people included Janet and Frank Allocca, Louise and Bob Nunnink, Corrine and Jim Vollmuth, Warren Hanson, Lenny Mandel, Leslie and Hugh Heller, Bob and Jeri Cohn, Shelly and Bruce Menkowitz, John Griffith, Bill Willoughby, Scott Willoughby, Iris Knight, Penny Bates, Dawn Heflin and Jim Nolan, Bob Koetzner, Joanne and Eric Singer,



photo:

TOP: The host and hostess, Burt and Mary-
MIDDLE: "You see, badges must be symmetrical, artistic, not overstated, color coordinated, and free of bug smashes - OOPS!"
LEFT: In the Toad Hall courtyard

Lita and Fred Cohen, Ken Saviet and Kim Gallagher, Doug and Lynn Soroka, John Wagner, Lois and Dan Kobal, Jamie and Betsy Morris, and Jim Zawick.

Mary and Burt, good friends and long-time stalwarts of the 3/4 Group, will be sorely missed. We wish them health and happiness on their move to the West Coast.



photo:
ABOVE: The former Cohn Plus 4 4 seater
LEFT: Scott and Bob talked autocross

photos by Warren Hansen



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ALL CLUB DUSTOFF IN SARATOGA

Larry Sheehan

Just thinking about the Saratoga area always brings memories of great times walking the main street, visiting the wonderful shops, having coffee in any one of the many coffee bars, driving the back roads and especially visiting the Saratoga Auto Museum. For some it includes the world famous horse track and the sub-culture that comes with it - elegant food, perhaps too much champagne. But from anyone to whom you mention Saratoga, they always respond with envy that you will be immersing yourself (if only for a long weekend) in all that that wonderful oasis of respite has to offer.

And so it was that on the heels of a record breaking Morgan showing last summer we were invited to the Saratoga Auto Museum Spring Invitational to be one of the featured British marques. In accepting and working with the staff of the Museum we had no idea how incredible the experience would be.

One month prior to the event your humble scribe received a call from the Vice Chairman of the Museum asking if there was any possible way that Sue and I might arrive one day early (Thursday), as the benefactors and Board members of the Peterson Museum (Beverly Hills) would be flying in for a Thursday night showing of a private

collection in Albany, to be followed by cocktails and dinner. We were, to my surprise, invited to join them. Considering the possibility of all that was being suggested for all of one nano-second, I responded in the affirmative.

What an incredible start to a party weekend it was! We saw a 150 car collection that I'll be happy to discuss offline. We met Bruce Meyers, who heads up the Peterson and is Jay Leno's partner in his garage, as well as Donnie Gould of RM Auction fame and a host of other notable folks in the auto museum world. I guess we made a good first impression because we were again invited to a follow-on Friday private collection

viewing, party and dinner? Alas, we had to respectfully decline, as we needed to prepare for the arrival of all of the Morgan folks who were staying at The Desmond Hotel.

As we all know, arrival at an event is a mix of work and play. If you trailer your Morgan (example... Marc Wunderman) there are the requisite tasks of checking to make sure that all is well in that trailer and that no harm has come to the 3-wheeler during the trip. And if you drove, well in that case we go directly to having a pint in the Morgan Only parking area as you unload the car and check in. The BIG surprise in this category this year was Jeri and Bob Cohn. All anxiously awaited their arrival to have an early peak at the new (for them) unique four-seater Plus 8. But wait! Here comes the tried and true white Plus 4 of fame and fable. Jeri and Bob mentioned something about more work to be completed on the Plus 8, but one couldn't help but notice the "For Sale" sign on the Plus 4 at the car show. We can only speculate that driving the Plus 4 to Saratoga was recommended by their marketing consultant (smile). And we all applaud that brilliant strategy as there were multitudes lined up to talk to them at the car show!

Dr Joel Spiro and his wife Kira once again came to all of the events of the weekend, albeit they live right in the Saratoga area. Their blue 1998 Plus 8 is always a crowd pleaser. And speaking of local Saratoga Morgan owners, Maura Hall and Pat Hennessy were there with their beautiful red 4/4. The twin to that vehicle was also there ... last year's First Place winner in the Morgan Class; Linda and Brad King's 1977 red 4/4.

Everyone was delighted to see Fred Cohen, who came up from N.J. with John Ignozza. Although their Morgans were in the shop, both were there for the usual (and notorious) Morgan festivities.

In addition to the arrival pint, the official Hospitality Suite was opened at 5:30 PM and was hosted by the 3/4 Morgan Group. All of the folks who attended on

photo **ABOVE:**
Morgans front and center at the museum



photos:
**CLOCKWISE
FROM TOP LEFT:**

Marc Wunderman
accepts the Best In
Morgan Class Award

Color coordinated brollie -
of course!

Larry Sheehan - Mr. Saratoga

Bonnets up boys and girls -
lineup, PERFECT!

Bonnet on, bonnets up

What's up? The troubleshooters
convene

"It's a sweet little car. Never
driven in the rain!"



Friday and again on Saturday wish to send along a heart-felt "Thank You" and "Hoo-rah" to the club for its generosity.

At dinner on Friday night, we all decided that it would be fun to caravan up the slower yet safer Route 9 on Saturday morning and to arrive as a "proper squadron" (Brad King's words) at the museum. And with our grand entrance, we were directed to the "Featured Marque Area" right beside the museum. I must say that the Saratoga Museum knows how to put on an event and make everyone feel good. They had Donnie Gould as their announcer, who did a mock session of his television program "What's My Ride Worth" (featured on the Discovery channel).

Ted and Andrea Lucas, Dick and Beth Williams, Tom and Elaine Austin, Scott Willoughby, Larry and Sue Sheehan ... these were some of the other Morgan owners who had a raucous and fun filled week-end. And the prize for the longest distance traveled goes to Glenn Bryant and Helen Kain, who (if you

can picture this) flew from their home in Toronto to their home on Cape Cod, picked up their stunningly gorgeous blue Plus 8, and hightailed it back north to Albany (and, with all due respect to highway law enforcement, broke the land-speed record for the elapsed time and distance). The "Really Wanted to Be There Award" would hands down go to Tom Austin, who flew the next day on an around the world business trip to give a speech in China. That's a guy who really wants to party.

But the commitment was there on that hot Saturday. Nearly every Morgan owner stuck around for the award ceremony. By the time the judges began putting ribbons on the winner in each class, it was obvious from all of the attention to the Wunderman's 1934 red and black 3-wheeler that their First In Class was well deserved. Drooling was unbecoming yet healthy envy was not, as the entire Morgan crew cheered Marc enthusiastically as he received a very tasteful cut glass trophy. Congrat-

ulations and celebratory toasts commenced at the 5:30 cocktail party, still again at the 6:30 hotel cocktail party and continued through the Banquet Dinner. I cannot comment as to whether it continued at early breakfast on Sunday, as a modicum of recuperative sleep was required.

Many thanks have been expressed to the Morgan community from the Saratoga Auto Museum for our continuing participation in their varied programs. If you are in Saratoga anytime this summer you can see Ron and Kathi Garner's blue 1930 3-wheeler on display.

The Garner's beer wagon that disappeared mysteriously while on its trip out west is parked in my living room. That most recent batch of amber is splendid and once I finish it I will return the 3-wheeler to Hull and its rightful owner ... and for a refill. (smile!)

As always - Party On!

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LOBSTERMAN RETURNETH – *A New Jersey Clam Bake*

Fred Cohen

Steamers, lobsters and Morgans surely make a delicious combination!

Each Spring before leaving for their summer place in Maine, Bob and Jeri Cohn hold an authentic Maine clambake in New Jersey. For eleven years they have graciously hosted the cookout in their backyard. Lobsters, clams, corn, and baked potatoes all made for a wonderful meal.

This year thirty Morganeers attended. The car color of the day was green. Seven of the eleven Morgans there were that color. The hungry and thirsty group included Bob and Debbie Perry, Lenny and Shelly Mandel, Bob



photos:

TOP RIGHT: Lobsterman and the hostess

LEFT: Valet parking in the shade

and Louise Nunnick, Dawn Heflin and Jim Nolan, Leslie and Hugh Heller, Susan Rho and Dean Meyer, Art Greenberg, Rina and Jim Dickson, Les and Joann Neuman, Ruth Bonomo and Frank, Lois and Dan Kobal, Bennett Shuldman, Jane Mattson and Steve Shapiro, Lita and Fred Cohen, our hosts Jeri and Bob and Jeri's brother Jack and Genevieve.

Special thanks, of course, to Jeri and Bob for once again providing a brilliant Morgan afternoon.



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photos:

TOP: "And then he said"

MIDDLE: "What are those women
talking about over there?"

BOTTOM: Pretty green Morgans all in a row

photos by Jack Toolin





ONE IF BY LAND, TWO IF BY SEA!

*“The British are coming!
The British are coming!”*

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

Ping! It's my laptop telling me that some other poor soul has mistakenly tried to enlist my interest via email. I click away from browsing vintage guitars, Morgans, motorcycles, and Italian hand-made shoes, and watch my Mail client open. Hmmm. Mike Virr? What might that crustaceous grundoon want?

In his usual, often laconic style, it simply reads, “You goin’ t’ the meet? Rileys ‘re the featured marque.” What meet? Where? When? A Riley meet? Really? In frustration, I click DELETE and go back to Zegna suits.

Ping! Oh, man...whazzat? This time it's Andy Traggis down on the Connecticut River. “Spider, goin’ to the meet? Weather lookin’ mighty good. Car’s runnin’. See you there!” What meet? Where? When? This time I didn’t get a chance to click DELETE.

Ping! Now what? Now it's my Madison neighbor, Ted Lucas. “Will I see you at the meet?” What meet? Where? When?

Okay, okay, okay, so Andy, Ted and

Spider are the Morgan version of Athos, Porthos, and Aramis down here on the Connecticut Shoreline, but all of this action in under 120 seconds? Before I can think too long, the theme from “Hawaii 5-0” (Book ‘em Dano!) comes blasting out of my phone across the room. I launch out of my chair to answer, noting that I already had a previous unanswered message, but this time it's Art Colby. “Spider! Howya doin’? Got the Morgan all prepped and packed. We’re planning on seeing you tomorrow. Right?”

This is my chance! FINALLY I can get an explanation from a real live person! What meet? Where? When? Using the pace and tone-of-voice one usually reserves for explaining things to a small child, Art patiently explains that the British By The Sea meet is tomorrow. “Spider, wassamatter? You been living under a rock or something?” When I go to the message I missed, it's Steven Colsen, “Hello Spider, See you tomorrow!” “?” Okay, okay, okay (did I say

that already?)now I get it, I get it, I get it! (Am I repeating myself, myself, myself?)

I'd been building the front-end on The Hope, so I didn't have a British car but I did have a Triumph Bonneville – which I took and was one of 3 bikes. This doesn't sound bad until you think that there were over 450 British cars in the gorgeous sunshine and beautiful, scenic Harkness Memorial Park, Waterford, CT. Riley, HRG, Bentley, Jag, MG, Triumph, Healey, TVR, Land & Rangey Rover, Morgans, the full catastrophe! Some prewar, some post war, some modern, mostly nice shape, occasional works in progress. It seemed like anybody who was anybody was there: food trucks (my favorite from Madison, The HighTide Gourmet - best lobster roll on the shoreline), parts vendors, Brit-car services (including our advertiser, Cardone & Daughter), and car traders galore. It turned into a excitingly wonderful day.

So here's the thing: THAT was June, 2014! Now fast forward to June, 2015! A contrite Spider has learned his lesson. Weeks before the event, computers are Ping!-ing all over Connecticut, Massachussets and Rhode Island (say wherezzat again?) “Hi gals-n-guys, y'all ready for Brits-by-the-Sea? It's comin' up. Get that car runnin'! I'll see you there!”

The short of it is that we had another fabulous meet that couldn't be beat. Great weather, stunningly beautiful surroundings, again some 400+ cars, (this time) a dozen or so bikes and I'm once again on the Bonnie. The featured marque was pre-war MG saloons and touring cars. It's truly an awe inspiring sight: row upon row of cars, each more interesting than the next. There was even a Rolly from the Raj with a shooting platform for hunting Tigers!

In the Morgan coven, four of us came sans-Moggie. Gerri and Art Colby and Barbara Fuller had temperamental cars. Spider's was in pieces with Ron Garner. Ellen and Erwin Dressel's was in pieces in their garage. Ken Mull took Best in Class in the popular vote for his beautiful Red 63 Plus-4. Steven Colsen was 2nd Place in his Eggplant (his word,



not mine) 63 Plus-4 Rally-Custom-Fastback Four Seater, and Shelley and Evan Saffer took third for their hot-rodded Green 61 Plus-4 Four Seater. Neighbors Andrea and Ted Lucas were there in the beautiful green early Plus-8, and new member Carl Kaufman premiered his Green 67 Plus-4 with its raucous Webers. Gil Grimm – Paxton Supercharged MGBGT- came by to pat me on the back for making him famous in The Morgan-er article (As a writer, it's always rewarding to know that people you write about can read!) All of the 'usual suspects' from the Jag club showed up with cars that I almost buy every year. It's the first time I met the Saffers – came over on the Ferry from Port Jeff – and hope it won't be the last.

Another fellow showed up with a running flat rad converted to MG engine, looking like an extra from a Mad Max Movie. Blame it on all that whiskey but I can't place his name. The car had missing body panels, cut out bonnet halves, a molting interior, and I believe the paint was a German color called "Rostlich". It's rare to see a car possessing those aesthetics yet seeming to be mechanically sound. Although I did a pretty good job of lapel-wringing, he wasn't too interested in joining The Group. I gave him my card but he rolled out, on to the next burning village. Who knows?

If you want a broader context for this event, you can point your browser to <https://www.icloud.com/sharedalbum/>

- B045GH8MqslEUI. The event runs every year hosted by the CT MG club. You can find them at <http://www.ctmgclub.com/BBtS.html>. All in all, it's a great day



– a better day in a Morgan, but a great day even without.

The Lucas Plus-8 was recalcitrant when it was time to go (I didn't want to leave either!) but Ted found the broken connection in the ignition's low voltage circuit and it fired. I followed him home and all ended well, although I will tell you – for your future edification - that a Triumph Bonneville makes a terrible chase car.

Ironically, Andy Traggis – who is the meet coordinator for our Group – was a no-show. I emailed him later that day, "So...where were you?" He responded, "Wazzatt? So ... at the meet? What meet? Where? When?" (Ho hum – been there, done that!) Seems he got caught up in the French Open and the Canadian F1 Race and forgot all about it. Sigh....what goes around comes around.

What meet? Where? When?

photos:

OPPOSITE TOP:
OLD club mates –
Spider and Art Colby

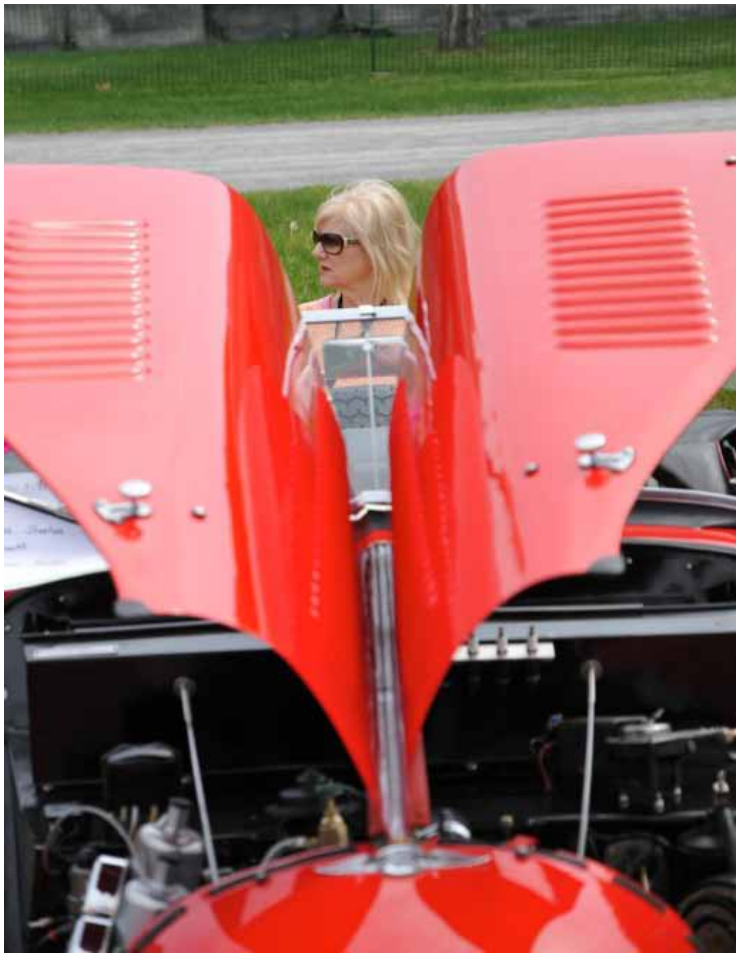
THIS PAGE, TOP:
Ted Lucas' Plus 8

MIDDLE LEFT:
Steven Colsen's
eggplant Plus 4,
4 seater fastback

BOTTOM:
Steven's Custom
Fastback

TO DUSTOFFS..... AND BEYOND

Photos by Maura Hall, Tom Austin,
Jack Toolin, Larry and Sue Sheehan
and Brandon Sall (Saratoga Auto
Museum Art Director)







THE TUMULTUOUS LIFE OF THE 1967 PARIS MOTOR SHOW MORGAN

Douglas Hallawell

I'm sure many of you have undertaken a partial restoration of a MOG at some stage, but how many have started from scratch? In the early 80s Frenchman Patrick Rousseau proved it can be done and in doing so brought back to life a 1967 Competition 4/4 roadster which, as he was later to discover, had made a rather glamorous debut after its arrival in Paris...

Shortly after MOG Touraine in September 1983, Patrick, who as a mechanic ran his own garage business near Tours, came across an ad in a car magazine for the remains of a Morgan roadster that had been salvaged in a Provence scrapyard by two young lads. After making contact, Patrick was told that they had purchased the MOG's French title along with the wreckage. It turned out that the red 4/4 had been involved in a head-on collision and such was the damage that even the solid Salisbury axle was twisted out of shape! A later assessment revealed that there were only 6 main salvageable items. A sorry sight and it was indeed dramatic as the outcome was later to reveal. Luckily, Patrick intervened before the two 'owners'

had been able to dispose of the parts, as they had absolutely no intention of rebuilding the 4/4.

The next step was to make an inventory of what needed replacing, in other words, everything minus the two rear wings, Wooler gear change, dashboard, its wiring loom, bench seat and rear panel for the number plate. By this stage I had met Patrick and discovered his recent acquisition. Incidentally, the MOG would have been 17 yrs old then and little did we know that the adventure lying ahead of us would result in a long-term friendship to this day. My daily transport was a small Renault 5 and it was later to play a major role in transporting new body parts from Malvern Link. On behalf of Patrick, I took

care of ordering them plus a complete wooden frame and plenty of other parts including the whole front assembly from MMC.

Patrick and I then set about stripping the R5 of all its seating, minus the driver's seat. With the spare wheel conveniently located above the engine, we were able to take precise measurements of the R5's interior as well as the front wings on my 1965 Plus 4. We came to the conclusion that my R5 could theoretically hold not only the front wings, but also the bulkhead, inner wings, cowl and crossframe - with room to spare! With two roof bars in place, we reasoned that the wooden frame could easily be transported on top.

When it was all ready for collection, I turned up at the factory in my Renault monoplace. First thing was to greet Peter Morgan in his office facing the spares dept before heading for the wood-shop. After checking his records, Graham Hall, the woodshop foreman, informed



me that he personally had also assembled the original frame on Patrick's 4/4 back in 1967! I then proceeded to take delivery of the body parts and mechanical bits and pieces like kingpins. By the time the ash frame was secured to the roof, the operation had attracted some attention including visiting Moggers from Germany who even took photos. All who witnessed the sight of a pint-sized R5 loaded to the brim with virtually 40% of a MOG were gobsmacked, to say the least.

I had to dash off to catch the night crossing to Dieppe, and on arrival an intrigued customs officer held me up for 30 minutes. Shortly afterwards, disaster struck the R5... well, more precisely, a stone completely shattered the windscreen, considerably reducing forward visibility. Somehow, the Renault monoplace made it to Patrick's garage approximately 5 hrs and 300 kms later - in 1 piece. And fortunately, Patrick had his camera at hand to immortalize the scene. For the next few months Patrick continued his search for a second hand replacement Ford GT engine, gearbox, axle, wheels and other ancillaries. Those of you who have visited the factory know that you need a running chassis before starting any major rebuild of a MOG. Luckily, he was able to unearth a 60's chassis from Savoye's bin of spare parts in Paris. In those days, even in France, you could still source a Salisbury axle and a solid steering column unit relatively easily. I would regularly pay visits to Patrick's garage during the following 16 months it took him to bring his 4/4 back to life. Meanwhile, he had managed to establish contact with the previous lady owner of his car. When he

told her he was rebuilding the MOG, she replied that she understandably didn't wish to talk about the crash in which her companion had lost his life.

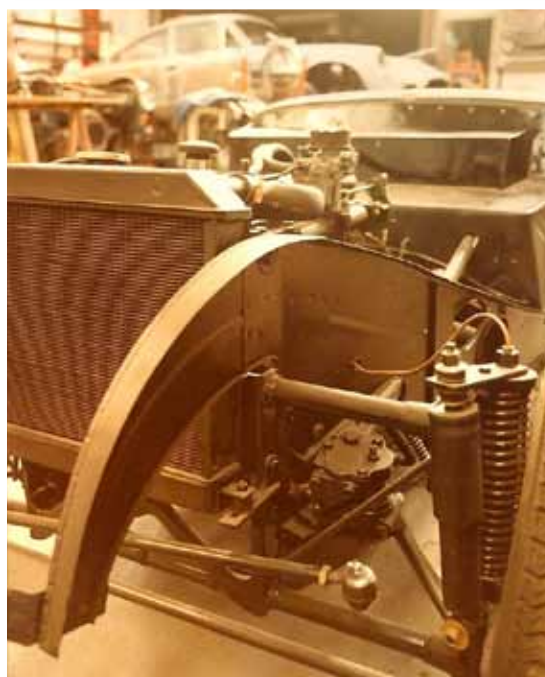
Not one to be deterred, Patrick pursued the rebuild, and by the time it came to re-upholstering the 4/4, I

had purchased a lovely reproduction Brooklands steering wheel and chromed boss from Melvyn Rutter. It was later to provide the finishing touch to Patrick's resuscitated 1967 MOG. A very unusual and interesting item, still on the car today, is the period after-market gear lever/housing made by Wooler, which did away with the flimsy gear stick that was standard equipment on a series V 4/4. This remote-control gear change was specially ordered for his 4/4 with a personalized 'Morgan' script cast in the Wooler housing.

As for the colour scheme, Patrick opted for a dark shade of blue that contrasts well with the cream leather interior. By 1986 the MOG was up and running. I was keen to test drive it but as Patrick and his family were about to

move south to St Raphael, I suggested we meet up at a later date on the Côte d'Azur. In 1988 the Morgan Club de France was organizing MOG Avignon-Ventoux, so we signed up together and I acted as his co-pilot. Needless to say, during the ensuing years the 4/4 rewarded Patrick with lots of fun. As far as I was concerned, I thought that was the happy ending to the MOG's rebuild. But as I would later discover, there was more to the story of this Morgan yet to come...

Along came 2007 and through the grapevine I heard that brothers Xavier and Enric Romeu intended to sell the family's 1967 Plus 4 Super Sports. On visiting Barcelona's car show in May 1967, their dad Pedro came across the MOG which the Spanish dealer, Alton, had ordered from MMC for displaying on his stand. Alton specifically ordered every possible option for the show car except Selectaride rear dampers, and requested a colour scheme to pay tribute to Spain's national flag which explains the deep red upholstery and "vivid yellow" paintwork. For Pedro, it was love at first sight so he returned the next day with his wife and purchased the Plus 4 SS there and then. When I arrived to view the MOG 40 years later, Xavier & I discovered that the battery hadn't held the overnight charge. He borrowed the one on his wife's Plus 8,



photos:

OPPOSITE PAGE:

The accident aftermath

THIS PAGE, top:

Patrick at arrival of new tub and parts (note shattered windscreen on Renault)

THIS PAGE, bottom:

The rebuilt front suspension



allowing us to fire up the MOG, which apparently hadn't run in ages. In fact, by the time we succeeded in freeing the clutch, I realized I wasn't going to make the last flight back to Paris. Thankfully though, Xavier managed to fit in a short test drive for us. The speedo displayed a mere 27343 kms, peanuts for a 40 year-old MOG! Xavier then took me to his dad's stable of classic cars where some 20 cars were stocked... No wonder the Plus 4 SS had clocked up so few kms.

When I returned to pick up the MOG a month later, I had decided to drive it all the way home. Near Orange, and after stopping for a pause beside a motorway toll, I was approached by a lady who apparently was the manager on duty at the toll. What followed was the customary chit-chat like "what year is your Morgan?" etc. Surprised, she nonchalantly mentioned having once owned a red 1967 Morgan but unfortunately had written it off in the early 80s. Then it suddenly dawned on me that I was most probably chatting with the same lady who had previously owned Patrick's 1967 Competition 4/4... Next thing I knew, I had decided to detour to-

wards St Raphael and - you guessed it - look up Patrick. Taken aback by what I told him regarding my fluke encounter on the autoroute, he confirmed that she lived in a town in the region of the said toll! What a pity he hadn't been there instead of me... Before setting off from his home the next day, we aligned both of our 1967 MOGs in his driveway for a souvenir photo. On my way back to Paris, I decided to pay Maurice Louche a quick visit to show him my Plus 4 SS. To this day, we own the only two lowline Plus 4 SS MOGs in France, so it was a rare opportunity for a photo of our cars

This inevitably led me to phone Patrick and spill the beans on this interesting episode of his car's history. My advice of course was that he request a factory chassis record of the MOG's specs, which he did. It also confirmed that his 4/4 had been specifically ordered for the Parisian Motor Show, in likewise manner to the Plus 4 SS displayed by Alton in Barcelona.

The end line to this story is that my very first Morgan was also a 1967 series V 4/4 (B1403), which explains the soft spot I have for Patrick's 4/4. In 2010



together which I didn't want to miss.

Three years later, exchanging emails with Gerry Willburn in California, I casually mentioned B1445, Patrick's 4/4. Referring to his database, he informed me that Patrick's car was the red 4/4 displayed by Savoye at the Paris Motor Show in 1967. Talk about coincidences!

Lorne Goldman contacted me about a request for info on a 1967 4/4 that a certain Enric Pineyro in Barcelona had purchased from a French dealer at a classic car show there. Well, believe it or not, on exchanging emails with Enric, I discovered he was the current owner of B1403, my first Morgan!



photo:

TOP LEFT:

The 'Morgan' inscribed Wooler shifter

MIDDLE:

Douglas and Patrick and their Morgans

BOTTOM:

The rebuilt Morgan interior

OPPOSITE PAGE, top:

Owner's Chassis Record from MMC

OPPOSITE PAGE, bottom:

A perfectly rebuilt Morgan 4/4

Chassis Record



Morgan Owner: Mr. Patrick Rousseau

Morgan Motor Company Ltd hereby certify that your Morgan had the following specification on leaving the factory:

Chassis Number: B1445

Engine Number: GT K3642-B203

Model: 4/4 S5

Control: Left hand drive.

Colour: Red with red leather interior.

Remarks:

Axle # F67-97, Wire wheels & disc brakes, laminated screen, heater, luggage carrier, bonnet strap, wood rimmed steering wheel, louvres, tonneau, trimmed rear compartment, LHD controls, KPH speedo, European lamps, remote control gear lever change. This car was built specifically for the Paris Motor show

Despatched: 28th September 1967

Supplied to: Jacques Savoye, Paris, France.

Signature

Steve Morris

Date: 07/01/2015

Morgan Motor Company Ltd., Pickersleigh Road, Malvern Link, Worcs.



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1989 MORGAN PLUS 8 BRG Tan

1983 MORGAN PLUS 4 Aluminum bodied

1967 MORGAN PLUS 4 FOUR SEATER SUPERSPORT, Pozzi Blue

1964 MORGAN PLUS 4 FOUR SEATER, Ivory

1955 MORGAN PLUS 4 FOUR PASSENGER DROPHEAD COUPE 2 Tone Blue

1952 MORGAN PLUS 4 FAMOUS RACECAR "Butterscotch"

1951 MORGAN PLUS 4 DHC Dark Blue

1934 MORGAN 3 WHEELER //Big Price Reduction



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MORGAN REBUILD PROJECT IN ST MAARTINS

As soon as the last Morganeer hit the streets I received this email from John McNulty.

‘Frank, gee, the letter to Spider about the Mog on the islands looks a lot alike the one in the article I sent you. John McNulty’

It seems HE had discovered the pile of Morgan parts on the trailer in St Maartins before Brad Sellew, who wrote to Spider about it. Not the first time I have gotten a few details muddled up in a story (once again repeating my motto of not letting the facts get in the way of a good story). With apologies to John, here is HIS original email with ‘The Rest of The Story’. Ed



Frank,

I thought you might like to use a story about a Morgan I found in St Maartins.

While traveling around the hills on St Maartins's French side in 2004, we came across this well used Morgan in a shed. HMN's Sport and Exotic, and Classic Motorsports both published it's picture.

In 2012 we stayed in the Petite Hotel on Le Grand Case beach. Brother Gene and I spent the afternoon driving all the rural roads looking for that Morgan. We did find there was a nightclub owner that had one, but not the same car. We returned to the Hotel and decided to take a walk on the empty beach. As

we passed a lone walker he said "nice T shirt". Whenever we travel I always wear MOG shirts. You meet the nicest people. I asked if he knew Morgans and he said is name was Nigel and he was from England and had a 4/4. His Aunt lived on the Island and he was a frequent visitor, I told him about the lost Morgan. He said "follow me". A few hundred feet down the beach was the car. It was covered with a sail and looked in even worse condition. After a few beers with Nigel, I went back to talk to the owner. I took a lot of French in HS and college, but it was not easy

talking with him. He was planning on restoring it.

Jump ahead to 2015. Nigel emailed recent pictures of the car. I was rather stunned. Never saw a MOG in pieces in a trailer like that. The owner said it was going on Ebay.

I read a article in R&T many years ago about how Morgans never die or fade away. Someone always brings them back to life. Hope we can follow the progress of this poor thing.

John McNulty

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SPIDER'S TECH TIPS – CARB GASKETS

Here we find another of Spider's intriguing stories (cleverly disguised as a 'Tech Tip') of a lady Morgan owner in distress, a white knight (Spider) galloping off to the rescue (and tearing a gasket in his enthusiasm), his persistent follow-up, and an ending yet to be determined. ed

Hi Spider,

I just got this month's issue of The Morganeer and can't wait to enjoy it tonight over a drink or two. I just love hearing adventure stories! And of course, this brought you to mind for some technical advice.

I had my Vixen out for a short spin last Friday, just to dust her off. She started just fine (which I should have guessed was going to lead to trouble...) And sure enough, just as I passed Cardone's she sputtered and stalled. Needless to say I had the phone to my ear to call them before she stopped rolling into the gas station across the street.

Ivan came trotting over with his mate, and after they were done laughing, they checked the gas level and looked under the bonnet, wiggled a few things, just turned the key and she roared to life.... She just wanted the attention I swear! She was as good as gold until I got home. Something told me that was too easy.

Well the next day I knew she was low on gas, and seeing as how the gas gauge is not reliable, I added some from a jerrycan, but just couldn't get her to start. She will turn over and almost start, but just sputter and die, no matter how much I swear at her and push the pedal! I took to having her on jumpers just so as to not wear down the battery, but nothing.

I had by that time rolled to the bottom of my driveway and was on the edge of my road. Luckily my nephew came over for another matter and we tried to get her back into the garage, but failed. How heavy is this thing anyway?! So I covered her for the night chocked in the driveway. Next day the same thing. Only this time, my neighbors were walking by and offered to push me in. They had noticed her out there the day before and knew something was up, "cause I never leave her outside at night".

At that point I got out the manual and I think it is a clogged fuel filter. She must have pulled up junk from the tank that settled out over the winter. It seems simple enough to clean the filter, if I had ever done one before. But looking at the glass receptacle kind of gives me the jitters. I don't want to break it getting it off. And do I need to cut off the fuel line from losing any fuel before I take it off?

Now I understand that the filter screen itself is in that assembly and will need to be cleaned in gas. Will I need to use any kind



of brush to help it along? Or will the soak be sufficient? Is there anything else I should be aware of?

And the 24 dollar question: if that ain't it, what next?

I suppose there isn't some kind of video I can watch? (I do so much better with visuals) Anyway, I would be most appreciative for any insight, advice or bad jokes you can offer. And if you know of anyone who would be willing to do this magical thing in exchange for drinks, give them my address!

Regards, Barb aka: the hapless widow

Okay, this 'story' starts innocently enough. One can almost see the gleam in his eye as Spider dons his armor (Morgan tool box and accessories), mounts his white charger (a black BMW Z4) and sets off to rescue the maiden in distress (hapless widow).

Spider arrives, trips on the threshold entering the garage, spills toolbox and then in his enthusiasm begins to perform a full tune up on Barbara's engine, and in a surgeon-like manner proceeds to tear one of the carburetor gaskets while attempting to affect repairs. We continue. ed

Barbara,

I feel guilty about tearing the bowl lid gasket yesterday. I called my pals at Morgan Spares in Copake, NY and there are two new gaskets coming to you via USPS. It's all taken care of. When they arrive, you certainly can call me and I'd be happy to do the install.

Run cool, Spider

At this point our damsel in distress is having some doubts about letting Spider anywhere near her precious Morgan again, so she politely replies:

Dear Spider,

That was totally unnecessary! I was going to order today. After all, you took your time and expertise to help me and do the work besides!! I appreciate your thoughtfulness so much. When they arrive, I will attempt to put it in. After your tutorial, I feel very confident that I can do it.

When you left, I was determined to find my metrics....boy did I ! I have sets of open and boxed wrenches and deep dish sockets. (No Whitworth's though) I even have a spark plug deep dish! I have my tablet here today to download the blow-out manual from Morgan Spares. Thanks for that most helpful contact.

Can't wait for Harkness and a chance to repay your kindness. Unless we meet before that.

Cheers, Barb

And several days later . . .

Spider,

The gaskets arrived yesterday. I am really touched by your kindness. I have two questions:

- 1) Should I replace both?
- 2) Do I seat them dry? (something in my memory shows some gaskets need to be coated)

Thanks again for your generous help.

Cheers, Barb

Barbara,

1. The rear carb fuel bowl is not leaking. Don't try to fix it. Save the extra seal (they only had two in inventory so I sent both) in a special place you create for small Morgan parts - you can start with a square/rectangle Tupperware-like container. Keep flat - once creased it would be difficult to seal.

2a. Most carburetor gaskets and seals are placed without coating or sealant. The old gasket sealed just fine and was not coated, so the new one should do likewise. Usually, only big heavy gaskets for oil and coolant usually use sealant on one side.

2b. In terms of coating gaskets, for instance, I seal the gasket to the bottom of my valve cover (long chrome bread pan on top of engine). When only sealed on one side, I can remove the valve cover and the gasket comes up with it instead of creating a gooey mess on the engine. The gasket is then not disturbed and the cover can be reseated without having to reseat the gasket. A typical coating for this is Magic Black available in most NAPA or AutoZone type places: comes in a tube twice the size of toothpaste. Not for carburetor.

3. Now to replacing the front carb fuel bowl gasket.

- a. Before unscrewing the cover, first unscrew one of the hose clamps and remove the hose. It will drip gas. Use the still in-place cover as a stable purchase against which to remove the hose.
- b. Once the hose is off, remove the three screws. These screws are hard to come by so don't drop one. Put some white paper,

paper towel, or sheet under the car so the screw would be easy to see if it does drop. As you remove screws, hold the cover carefully against its surface so it doesn't try to turn or twist as you remove screws - especially with the last of the 3 screws.

c. Slowly lift the cover straight up (no angles) and gently press the float (conical shaped on the bottom of the lid) up to hold the needle valve in place. Gently place the lid on some paper towel on a flat surface, so you can see in case anything falls out.

d. Remove the old gasket gently and test size against the new one. Are they (virtually) the same? No damage to the new one? Assuming okay, then proceed.

e. Position new gasket on bowl.

f. Pick up lid, gently holding the float up against the needle valve and place it so that the holes (lid-gasket-bowl) generally line up.

g. Choose an easy hole to access, and finger-feed the first screw in....give it a few turns but don't tighten.

h. Perform the same operation with the 2nd and 3rd screw. If there's a fitment issue, don't "finesse" it - take them out and try it again.

i. Once they're all in place, tighten them with a screwdriver. They should be firmly tight, but be careful to not strip them by over tightening (I know, you wish this less vague...sigh)

j. Replace the tube onto the lid and tighten the hose clamp. In theory, you are done.

4. Since the two bowls may contain different amounts of gas, the first starting may be wonky, but only for a few seconds, before leveling out. Go check the bowl for leaks, using a clean paper towel as a "tell-tale". It might initially seep but then stop (minutes) as the new gasket becomes saturated in gas and swells up inside its metal space. After its been running for a while, it might be OK - depending on how tight they were to begin with - to tweak one of the screws to reduce seepage.

5. For the next few start and drives, periodically check the bowls to insure that gas stays on the inside. All should be well.

Be careful. Be slow & deliberate. Think first, look second, then do. Think what it's going to be like when you're done - work to have the outcome will make you proud of your craftsmanship.

You may or may not want to keep the old torn gasket as an intellectual souvenir. I did it for a long time - kept old broken or malfunctioning pieces - just to be able to think about how they worked and did not work. If so, keep them away from your "new parts" cache. Putting them all in the same place will cause you to hate yourself in the morning.

Good luck. I'm here if you get into trouble.

Run cool, Spider

Will our damsel in distress be totally befuddled after reading steps 1 - 5 above, or will she roll up her sleeves, dive under the bonnet and affect repairs? Assuming she has the good sense to enlist a qualified ER nurse to assist with this operation, I can just imagine her saying "could you read that again? Could you read that again? Could you read that ONE more time please?"

Will there be a happy ending to this story? Stay tuned dear readers . . . ed

DOWNEAST AUTUMN MOG 2015 UPDATE



Thanks to all of you who heeded the call and made your reservations at the Samoset Resort in Rockport, Maine for this fall's Downeast Autumn MOG. As of this week we have over 50 rooms reserved for the event. With some local participants and others staying at other accommodations, we already have well over 100 attendees for the event.

If you are intending to join us and have not yet made your room reservation, there may be a few more rooms available at the Samoset – but call now! 800-341-1650 and mention Autumn MOG 2015.

The next step is to send in your reg-

istration form. It was on page 23 of the last Morganeer (while you're there also review the feature article on the event on pages 21 & 22) and can also be accessed at the bottom of the home page of the club website – www.morgan34.org. Be sure to fill in all the blanks, including your arrival day, if you wish to participate in the Friday night lobster bake, your model and year Morgan and preference for participating in the Peoples' Choice or Judged concours, and your banquet menu choices. For the banquet, lobster bake, concours and hospitality suite planning we will need to know this information as soon as possible.

I will be sending an email out in early August to all attendees verifying the Morgan they will be bringing to the event and their preference for Judged or Peoples' Choice Concours entry, since we will need that information for concours and award preparation.

Also, for those arriving on Thursday I will need a confirmation on attendees for the Wine Tasting event scheduled that evening. Expected charge will be \$10-15/person.

Again, thanks to all of you for having made early reservations at the Samo-

set, and please send in your Registration form and fee as soon as possible. All event captains are already working to bring you a quality, traditional Autumn MOG experience here in Maine. The combination of the Samoset Resort, Owl's Head Transportation Museum and local area restaurants, museums and scenic attractions should provide a memorable Autumn MOG. See you there.

Your Autumn MOG Team

AUTUMN MOG AUCTION

Our Autumn MOG auction team, Janie Mattson and Mary Hunter, have reminded me that it is time to start looking through the garage and closets and finding items for our traditional fundraising auction at Autumn MOG. Items should be gently used but serviceable Morgan or auto related parts, accessories, artwork or other accoutrement.

Please let Janie or Mary know what you will be contributing for planning purposes.

jm@janemattsonassociates.com
or cazadors@aol.com.



AUTUMN MOG 37

NEEDED: MOG DOG PHOTOS

Several issues ago, the Morganeer centerfold was titled "MOG DOGS" and featured photos of dogs in Morgans.

I suggested a follow on "MOG DOGS OF THE 3/4 MORGAN GROUP", but to date I have not received enough entries to fill a centerfold.

So please have a serious talk with your pooch, let them know this might lead to fame and fortune, dress them up or just put on their doggles, pose them in or next to your Morgan, take some photos and send them to me.

Arf, arf! (that's thank you in canine).



FOR SALE:

Shayna would very much like to pass on Herb's beautifully restored light blue '53 Plus 4 Flat Rad Morgan to someone in the club who will drive, maintain and cherish it as she and Herb did. Here is Herb's description:

1953 Morgan Plus 4 Flat Radiator

Engine: Standard Vanguard-precursor of Triumph TR 2, 3 and 4 engines

4 cylinder wet sleeve 2088cc, overhead valves, 68 hp @ 4200 RPM 6.7:1 compression ratio single Solex downdraft carburetor. Weight: 1800 lbs.

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781-643-1649. Shayna.Loeffler@Verizon.net



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The 3/4 Morgan Group Ltd. Welcomes advertisers for the Morganeer, Which is published 6 times a year in both electronic and printed issues.

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Full Page \$300 per year
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Quarter Page \$100 per year
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All advertising is billed on an annual basis with full pre-payment due by March 15, 2014.

New ad materials must be sent to:

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Email: wnek_fm@comcast.net

Payments should be made to:

David Root

Treasurer, 3/4 Morgan Group
52 West Cedar Street
Boston, MA 02114

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RON'S COLLECTOR'S CORNER

Editor's Note: *Ron is not only the VICMOG Regalia Officer dedicated to selling Morgan stuff, he is also an avid collector. I asked him for a few words about his amazing array of Morgan Badges and he kindly agreed. Enjoy*

Well as they say "from little acorns, Oak trees grow"! It all started about 2008 with just a few Morgan car club badges, then after placing an advert in the MSCC Miscellany, I received a reply from an Alan Legg who had about 30+ badges spare & offered them at cost, so began the journey!

Since then Dick de Bruijin, who was the regalia officer for the Holland Morgan club, has been a great help and, more recently, Hermen Poll as well. Together they have helped with possibly obtaining over 50% of the badges for me.

To date the collection stands at 840, with 417 on one wall as shown in the photos, the next wall is a bit shorter, so a problem will be encountered soon as to what to do. What fun! I only hope the wall is strong enough for them all. There still may be nearly 200 badges to get, so there will be many years to get them all, if that is at all possible.

As for any favorite badges, that is a hard call. Maybe the early VICMOG badges with Queen Victoria.; then MOG 2004, #1, a special Issue, Gold Plated, with a Diamond in the eye of the depicted Centurion; then 2 badges issued at Mog 2008, both #001, framed & signed by Charles Morgan. This could go on as there are many special badges.

Also shown in the photos are display cases of a number of die cast Morgans of various scales, along with a display case for the Wrenn OO trains, just to show that I am not a complete Morgan nut! My wife has a different thought on that!





DON'T BE CAUGHT WITHOUT YOUR FLEECE AT AUTUMN MOG!

Yes, it might get a bit chilly in Maine doing the final detailing of your Morgan before the concours at Autumn MOG. (a different pair of driving shoes might also be in order, or at least socks!) SO, don't get caught without your fleece! Our regalia co-chairs, Doug and Karin Constant, can order your fleece vests or jackets in a variety of colors, with either the Morgan wings or 3/4 Morgan Group Logo (also denim shirts and ball caps) and have them for you when you arrive at Autumn MOG if you wish. Denim shirts \$45, fleece vests \$45, fleece jackets \$50, hats \$20. Order online on the club website or call or email Doug & Karin at 631-323-2646 info@douglasconstant.com. And be both warm and fashionable at Autumn MOG.





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