

MAR/APR 2021

Vol 44 Issue 2

The Morganeer



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

Hang on in there ...



WARMER WEATHER IS COMING!

NEW CLUB MEMBERS

Robert R La Mar Half Moon Bay, CA
tan 1953 Plus 4,
green 1955 Plus 4 four-seater,
tan/brown 1962 Plus 4,
black 1971 Plus 8

Gilles Lachance Quebec, Canada
nut brown/caramel 1978 4/4

Bill Hahn Warwick, RI

Welcome to the club guys—we hope there
will be events to see you at soon!

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COVER PHOTO

A 1953 Morgan Plus Four four-seater at the 2012 Greenwich Concours d'Elegance. (Mr Choppers)

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FROM THE PRESIDENT

Maura Hall

Ah—Art. It enriches us. It lets us express ourselves. It moves us.

Hmmm. Wait. Doesn't my car do that? So—unmm—does that mean my car is ... ART?

Great point! In 1951, New York's Museum of Modern Art acknowledged that vehicles should be credited as being something more than the sum of their parts when they staged a groundbreaking show called simply 'Eight Automobiles'. Every summer, car shows draw large crowds of happy viewers. A beautiful car can cause a visceral reaction, a deep feeling of satisfaction. One can easily make the point that a car is in fact a sculpture, and as such can be as rewarding to view, if not as expensive to own, as a Rodin.

Art in this sense needs an audience, a context to be appreciated in. George Sand wrote that the artist has a "duty to find an adequate expression to convey it to as many souls as possible." More succinctly, art needs an audience. And I will always be a willing audience for a vintage car.

But art is expression, too. People express themselves through art. You don't always just LOOK at it.

So, the improvements you make on your car surely constitute self-expression. What made you choose the felt bonnet strap over the sheepskin? Spoke wheels? What color interior? What about the gear shift knob? Custom valve cover? These options, these personalizations, can easily be considered artistic, especially when tastefully done. The car is your canvas! The mechanic making those improvements and modifications is at heart an artist. The owner choosing these design aspects is expressing their artistic thoughts.

The very shape of the car is a form of stylized sculpting. Modifications to add style and flair, to 'express', may have no other function than designer's preference. Take the "double bubble" seen on some Aston Martins. Another example that can only be considered artistically



is how Lamborghini incorporated their logo, the bull, into the shape of their Muira car. With the doors open, the head of a bull is clearly seen! (Figure 1)

And of course, no car aficionado can leave out the hood ornaments of some of the early luxury cars, often incorporating chrome, beautiful shapes, and other artistic touches that make these cars magnificent.

Of course, there is also a history of literally using the car as the canvas. The BMW Art Car was introduced in 1975. One of the most famous of these is the Warhol car. (Figure 2)

Some credit for this should go to John Lennon who paved the way with his psychedelic Rolls-Royce Phantom V 1967 painted in the style of the Sgt Pepper's album. And don't forget the fundamental flame jobs and customized pinstriping.

My car moves me through the world every chance I get. Driving our car can thus be best described as Performance Art. They are meant to be driven. While we enjoy looking at them, working on them, the high point of our Morgans is to drive them. Ralph Lauren commented, "I've always seen cars as art. Moving art. I felt that the real beauty of owning a rare and magnificently designed car was the fact that you can use it. You can look at it, enjoy its visual qualities, as with a painting, but you can also get inside and drive it—which means both enjoying the drive itself and going somewhere with it."

Part of performance art is about venturing into the unknown—the unexpected. Every drive is different. Every



(Figure 1)

drive is a new creation. A new expression. Artist Laurie Anderson sums it up: "Performance art is about joy". I don't know any Morgan driver who wouldn't describe an afternoon in the car as joyful.

So, as you start to look at options for spring, pondering projects, and planning road trips, think about turning that key, driving up the road and appreciate that you are not just in possession of a piece of art, you're making your own unique and original bit of Performance Art.



(Figure 2)

*HMMM—food for thoughts?
My inner Monet, ...
my Scream?*



FROM THE EDITOR

Jonathan Kinghorn

A bunch of high school friends and I once rented a narrow boat (they are up to 70' long but only 6' wide) and took a vacation on England's Grand Union Canal. A highlight of the trip was the two-mile Blisworth Tunnel, a slender bore that opened in 1805. Passing through can be a surreal experience that seems to take forever at the obligatory walking pace. In the pitch dark your boat's headlights reflect the arched roof in the still water creating the illusion that you are suspended in mid-air and being wafted through a tube. And while you're aware of the walls passing by you don't seem to be making any progress. Long after the novelty has worn off you become aware of a tiny point of light in the far distance, but tantalizingly, it seems to get no closer. Eventually it begins to grow in size, imperceptibly at first, and then exponentially faster until suddenly you are out in the blinding sunlight once again.

I mention this only because it seems to me that many of us are having a similar experience with the seemingly endless COVID-19 pandemic, except that sadly we will not suddenly find ourselves back in normality. I, for one, feel that I've spent the last year trapped in some weird Groundhog Day-like time warp, stuck in my own little world, moving forward but going nowhere. Vaccine development long offered a glimmer of hope for the distant future, but now with its deployment and the increasing number of inoculations we are moving toward herd immunity at a gathering pace. Later this year we will hopefully, at long last, begin to emerge from this horror but almost normal life is probably much farther off than we think.

And what has any of this to do with cars in general and Morgans in particular? Well, as calendars of events are compiled and published we are seeing an encouraging number of shows and other events being scheduled. Time will



tell if these events actually take place. Many old favorites have been cancelled and others—such as Brits by the Sea—have been postponed to unfamiliar dates later in the year (August 29 for Brits by the Sea—put it in your calendars now). So, some form of socially distanced activity with our cars in late summer and fall seems likely. Personally, I am looking forward immensely to September's already-twice-postponed biennial New England British Reliability Run. In this issue our new member from Canada, **Gilles Lachance**, describes a small socially distanced club event that shows what can be done on a small scale.

This month we have an article by another new member, **Gregg Pollack**, chronicling his Plus 4 restoration. I must say that it is great to see new members contributing! Quality content is always welcome in *The Morganeer*. We could not compile this issue without including a tribute from **Larry Sheehan** to our late webmaster, **Bill Clarke**, a longtime member of our club. We also have **Ken Gross**' account of the early days of the 3/4 Morgan Group and as a special treat **Steve Scheffbauer**'s interview with **Dennis Glavis**, who should need no introduction. Lurking towards the back of the issue you'll see a short excerpt from a work of fiction comparing the Morgan 4/4 of the early 60s with the Austin Healey 3000, and a few other bits and bobs that I'll leave you to find for yourselves.

To encourage contributions from both new and established members I have launched a new feature, "My Mor-

gan", in which members can share a brief outline of what makes *their* vehicle so special. To initiate the feature, I've written about my steed, but you don't have to follow my format; please say what you want to say how you want to say it—and include lots of quality photos! Every Morgan is unique and has a story to tell. Has yours been rebuilt? What's unusual about it? Does it have any history? How do you use it? Future plans? Please share—I will come asking! Contributions, which don't have to be in perfect shape, can be sent to me anytime at jkinghorn4@gmail.com.

Come to think of it, articles from members, new and old, on pertinent Morgan-related topics will always find a home in *The Morganeer*. All we ask is that you send electronic documents in Word and high-resolution jpeg images. Now that I have made the customary (and essential) plea for member submissions I will leave you in peace to enjoy the March/April issue.

Jonathan

TO THE EDITOR

Maura,

I Loved your article in the Jan/Feb Morganeer, thanx for the plug—One mistake—Chai, the letters Chet and Yud in your article were reversed (Hebrew is written right to left), so what you wrote was YECH.

At least it's not impeachable nor seditious, AND it did put a big smile on my face.

Praying that all y'all stay safe and healthy.

TO LIFE, TO LIFE, L'CHAYIM!!!!
Lenny



HOOD ORNAMENT QUIZ

From the earliest days of motoring manufacturers provided hood ornaments to preempt owners fitting less tasteful mascots and to help with their brand recognition. Test your knowledge of some of the most famous examples.

Answers on page 28



1



2



3



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7



8



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11



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13



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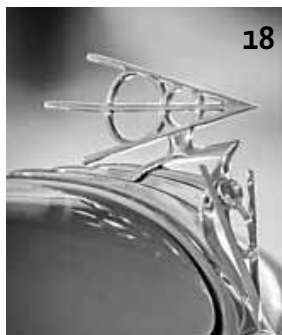
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19



20

What can I say about Ken Gross? Ken is one of the preeminent automotive historians of our time. As a writer, his work has appeared in over 40 automotive and lifestyle publications, Hemmings, Sports Car Market, Popular Mechanics, Playboy, to name a few. He was Executive Director of The Peterson Automotive Museum in L.A. and was, for 30 years, the Chief Class Judge at the Pebble Beach Concours d'Elegance as well as at Amelia Island and The Greenwich Concours, here in Connecticut.

What is interesting to us Morganeers is—Ken Gross was one of the “Founding Fathers” of what would become The 3/4 Morgan Group Ltd. I contacted Ken and asked if he would give a brief history of the thoughts and actions that started it all and this is what he wrote.

Steve Scheffbauer, Editor-at-Large

3/4 MORGAN GROUP

The Origin of a Species

Ken Gross



Having heard that Bob Schmidt had passed, I thought about him, and I recalled the beginnings of the Morgan 3/4 Group.

I was very sorry to hear about Bob and *not* surprised that he lived to be nearly 100. He was always the oldest person in the 3/4 Group—and he was one of the most enthusiastic and energetic.

The club began in my living room when I lived in Rye, NY—I was one of very few members who had a 3-Wheeler. Some of the early enthusiasts were John Erickson, who had a pristine mid-night blue '53 flatrad that he repainted himself every few years, because he could—and because as an art director in an ad agency, someone was always critiquing his efforts—with his car, he could do what he wanted. (More about John in a moment).

Forgive me if I can't remember everyone who attended, but I'm thinking the original group had to include John Erickson of course, Butch Strunk, Jim Nichol, Art Lang (who wore a deer-stalker cap and smoked a meerschaum pipe) and Chet Faleski ... and probably Alan Kone, Lee Gaskins, and maybe Dave Bondon—at least I'm certain

most of those folk circulated in and out in the early years.

Bob Schmidt was a fixture in the early days, I believe. The premise was pretty basic. In the simplistic thinking, (and I say that affectionately) that was a hallmark of the sideburned 70's, we all shared a common affection for Malvern Link's wacky products.

We believed that while Morgan cars were certainly interesting, Morgan people were even more so. We didn't want to be bogged down with formal meetings



PHOTOS:

TOP: One of Ken's 3-Wheelers

BOTTOM: Another of Ken's 3-Wheelers

OPPOSITE PAGE:

An ad for Champion spark plugs featuring Ken, misidentified as Ted Gross

and parliamentary procedures; we just wanted to get together, share experiences, drive our cars, help one another and have fun.

The only rule was that there were no rules.

The Washington, D.C., Morgan Club was too far away from the NY/NJ area—although we admired their organization, and I seem to remember we corresponded with Morgan Clubs in the Midwest and in California. We thought it was cool that Morgans were so unique that there was no national Club ... so we decided to have our own regional effort.

Another thing I recall, we wanted to include spouses and girlfriends (we didn't say 'significant others' in those days). There was a tendency to minimize car and especially technical discussions, so as not to bore the ladies. We had more drives than actual meetings.

Thinking back, my closest friend in the 3/4 Group Club was John Erickson. To me, he became synonymous with Morgans.

We were lucky to have met. And it was completely by chance.

I had just parked my 1960 Morgan drophead coupe outside my apartment in Riverdale, NY, when a guy flew past in a dark blue '53 Morgan flatrad.

The year was 1970. We both waved, and a few days later, John tracked me down.

Turns out, we lived near one another; we had a certain British car in common, and we became fast friends.

Clad in his trademark WWI flying cap and goggles, white silk scarf whirling, top down unless there was a gale blowing, John drove his Morgan in all kinds of weather, setting an example for us all.

I can close my eyes and hear that sewer-pipe sized exhaust and its basso profundo bellow.

John was "Mr. Morgan." No fuss, no frills, just a guy who loved these cars. Sadly, he died decades ago. But I'll never forget him.



You name it.

Somewhere out there, maybe there is a crazy car for which we don't make spark plugs. But if we don't, it probably doesn't have spark plugs.

Whether you drive a Chevy or a Rolls-Royce, a Ford, Ferrari, or Mazda

Rotary... or even a 1934 Morgan MX4 Super Sports roadster, we make the right spark plug for your car. 22 million people have switched to Champion... including Ted Gross, Rye, New York, president of the Morgan 3-wheeler

Club of America. Ted says that the Morgan just wouldn't run right until he put in Champions.



Better Plugs for Everyone

Over the years, I have owned several Morgans, beginning with a 1960 Plus 4 Drophead in the late sixties (bought in Sausalito, CA from a genuine hippie), an MX-4-powered three-wheeler (bought sight unseen from England via the *Road & Track* Classifieds—I was the North American Section Organizer for the Morgan Three-Wheeler Club), a Plus 4 four-seater (which threw a rod on the way to one of the Luray meets ... I think in 1981) and a right-hand-drive 4/4 four-seater that I owned when I lived in Australia from 1976-1980. I sold the Plus 4 to buy a Ferrari 275 GTB and that was the end of my active Morgan driving.

But you never really get over Morgans. I still remember my DHC's chassis number was 4615, and I found it years ago in Connecticut, but I couldn't afford to buy it back.

Morgans were, and still are, a unique part of the sports car scene; and their owners were (and still are) just a bit iconoclastic and irreverent. Decades

ago, sports car owners waved to one another, in a rather rigid pecking order that meant an MG would wave to a Jaguar, and so forth—seldom the opposite. But drivers of much more expensive, elite makes, with few exceptions, all waved to Morgan pilots. There was a died-in-the-wool, this-is-what-it's-all-about cachet about a Morgan—and I'd like to think there still is.

It took Charles (generation three) in the Morgan family, to elect to actually preserve the wood a bit and expand production just a tad—Peter, his father, had built a novel V-8-powered model ... and HFS Morgan, the original founder, went from motorcycle-engine, rather perverse, chain-driven, three-wheeled contrivances to enclosed-engined four-wheelers. The marque's sliding pillar suspension stayed bloody well the same, give or take a few thousandths king pin thickness for years. If that's a lack of progress, that's just too bad. It was a certainly a good idea from the beginning.



I'd like to think, that in some cosmic existence, Bob and John Erickson are sharing a pint, reminiscing and looking back on a life well led.

Kind regards, Ken

Ken,

I can't thank you enough for allowing *The Morganeer* to publish your work. It's an honor to receive it.

Steve Scheffbauer

Steve,

The honor is mine—I will always have a soft spot in my heart for Morgans.

Many thanks—it was fun to do.

Ken

PHOTOS:

Left: Ken as Chief Class Judge in class
Below: Ken Gross going to work

I was sorry that Charles was booted in 2013—the thought of Morgan *without* a Morgan family member is odd, to me.

That said, in recent years, especially at the Geneva Show, I enjoyed seeing that the Morgan Motorcar Company was still viable—and I loved the concept of the modern 3-Wheeler—though I have heard they may be discontinued.

If you asked Bob Schmidt, he'd probably say that the Morgans brought people and cars together, and that he stayed for the people, the camaraderie, and the constant challenge of maintaining an anachronistic British automobile whose main enemy is a termite.



Judith Kane

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1992 Morgan Plus 8 BRG/Tan leather // CONCOURS WINNER

1984 Morgan Plus 8 Isis **TURBO CONVERSION** Special Corsa Red/Cinnamon leather // PROPANE-POWERED



1964 Morgan 4/4 Green body Black wings, Black leather Wire wheels, 33k miles // READY FOR RALLY OR EVENT

1963 Morgan Plus 4 Two seater roadster, BRG, Black leather // RESTORATION BY CHARLES ACKERMAN

1963 Morgan Plus 4 Connaught Green, cost no object restoration of a standard Plus 4, true Pebble Beach quality restoration // INSTANT FUN OR CONCOURS WINNER

1962 Morgan Plus 4 Four passenger, Red body/Black Wings // RESTORATION BY PHIL EISENBERG & RICHARD TUTTLE

1961 Morgan Plus 4 Four seater, Regency Red with SuperSport bonnet scoop, Black leather, roll bar, wire wheels // WELL MAINTAINED

1958 Morgan Plus 4 Bustleback Roadster, Dove Grey/Burgandy wings, Cream leather // INSTANT CONCOURS WINNER AND A JOY TO DRIVE

1949 Morgan FOUR/FOUR SERIES 1 Tan body with chocolate wings, Chocolate leather // UNBELIEVABLE EXAMPLE

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IN MEMORIAM

Bill Clarke

Bill Clark, a longtime member of our club and our hardworking Webmaster for many years, passed away on January 20.



Bill was the son of the late Norman Waugh and Dorothy Evelyn (Evans) Clark and was born on April 24, 1942. He was recruited by IBM from Northeastern University and worked in the computer industry most of his adult life, foraying into the world of motorcycles as a partner in a motorcycle business for four years.

Bill had many interests, which he shared with his brothers and friends, including trains, planes, automobiles, motorcycles, and tractors. He was an active member of the Bristol S Gauge, the CGLR model train clubs, the Morgan and the Buick automobile clubs, he built and flew model airplanes, he managed websites for several of these clubs as well as his own Belmont High School graduating class of 1959 and soon took on his wife's BHS 1961 graduating class. He will be greatly missed by all of us who knew his wisdom, good humor and many, many contributions to our club.

Photos:

Left: Bill Clarke

Bottom: Bill and his Plus 4

Opposite page:

Top: Bill's Plus 4 receiving some TLC

Bottom: Two of Bill's motorbikes



A note from Larry Sheehan:

This morning I received a call from Ruth Clark and was saddened to learn of the passing of her husband and our friend Bill Clark.

I've known Bill Clark for 15 or so years. I can't say exactly where we met but I do know that it was at a car show where I was showing my Morgan.

Bill was an easy guy to like. He was understated, incredibly knowledgeable and hands-on in the extreme. He believed in diving in and getting things done rather than talking about getting things done. I recall that I found him fascinating when we met as he was equally at home with motorcycle as he was with any and all type of antique car that you can imagine. And he had quirky stories about many of the cross-country motorcycle trips that he and his wife Ruth had undertaken. The logic was that if you don't mind riding a motorcycle in all kinds of weather then you certainly don't mind driving about in an antique Morgan!

I remember the first time that I visited with Bill at his home and he opened what I thought would be the garden-variety garage. Standing back and looking into that garage I counted an incredible number of concurrent projects at various stages of completion. One of those projects just happened to be a Morgan and that had been Bill's initial reason to talk to me years prior at that car show. He was wrestling with pulling the burned-out bearings of the rear axle on that car and sorting out the axle itself. Not an easy task. But his innate curiosity and skill allowed him to stay at it and persist in solving the problem.



And that was not the only area of knowledge and expertise that Bill had. Over those early years of getting to know Bill I learned that he had an equal interest in Web technology. And knowing Bill's giving and kind personality, it came as no surprise to learn that he was quite willing to help the Morgan Club with the upgrade and maintenance of our emerging Club website. There was no hesitation; there was no talk of "oh, I have all these other things going on". And it also didn't surprise me, out over time, to learn of all those other things that Bill did have going on.

Bill Clark was all about service to others above self. He was always there

when you needed him and he never asked for anything in return. It was not a transaction. It was always "How can I help?"

Bill Clark was a wonderful guy. He always had a smile on his face and a kind word. He was the type of man who was honest, straightforward, principled and always was there for his fellow club members.

I am personally so very saddened to learn of Bill's passing. And I know that the entire membership of the 3/4 Morgan Group joins me in expressing our sincerest condolences to Ruth and the entire Clark family.

Larry



If you check the archival issues of The Morganeer, on the club website, going all the way back to 2006, you will see one of the constants—Dennis Glavis and his full-page ad for Morgan West. Dennis has been a great supporter of The Morganeer and The 3/4 Morgan Group Ltd. On a personal note, I bought my 1964 Plus 4 from Dennis almost 8 years ago and it was he who suggested I join the 3/4 Group saying the members were all characters, but in a good way, and he was right. So, I thought it was about time that we learn just what kind of a character Dennis is.

BROOKLYN BOY MAKES GOOD!

Dennis Glavis and Morgan West

Steve Schefbauer, Morganeer Editor-at-Large



Morganeer: Dennis, let's start from the beginning.

I was born at a very early age in Brooklyn, New York, raised in Flatbush until 16. During that time, I worked every day after school and all vacations from the age of 12 ... bicycle delivery of dry cleaning, rain or snow; worked as a busboy then waiter at the Park Hotel in the Catskills, worked for Stanley Kaplan, Kaplan Education Systems as a Gestetener operator, every day, after school ... he was my girlfriend's neighbor on Bedford Avenue, Gil Hodges and Sandy Koufax, not to far from them. Then off to college.

That was my next question Dennis, but don't let me interrupt, you're on a roll.

... SUNY at Albany, B of A in Sociology, went to University of North Carolina on a National Science Foundation Fellowship in a Ph.D. program in Sociology. Then we all lost our I-S status in the draft, grad schools went empty as everyone got shipped to Vietnam or didn't pass their physicals ... like me, lifelong heart issue prevented me from going to Annapolis (My uncle was a Rear Admiral), or active duty. Worked for a year in Albany helping to build the State Capital, then off to the University of Hawaii in their Sociology Ph.D.

program. Following completion of master's degree, severe, ongoing, violence, where I lived, North shore of Oahu, drove me away to Europe for 8 months.

When did you become a car guy, specifically a Morgan Guy?

Neither of my parents drove nor ever owned a car. Had my license at 16 but no car to drive until going off to college when I got my dream car—HARDLY. I had been a subscriber to *Road & Track* and *Sports Car Illustrated* since 1959 when I was 11, read up on international racing and European sportscars, as I yearned for a Morgan all through high school ... My first car—a '60 Plymouth Belvedere four door with a crushed left rear door ... \$230 ... ran great. My dad offered to give me \$1,500 toward a new car as a graduation present, myself providing the other \$1,500 ... grabbed my girlfriend and said "We are NYC bound, Fergus Motors next stop and getting that new Morgan Super Sport they have advertised!" Got there, walked up to a mustard yellow SS, cash in pocket and read the note on it—"Our last ever new Morgan Super Sport MSRP ... \$3,200 ... our price, \$4,700". Oh well ... walked across the street to Martin Motors and bought a new, leftover 1967 Saab Sonnet, 850cc, two stroke, 3 carb, 3 cylinder engine, drove it off the showroom, back

to Albany, all the while, never having driven a stick shift before.

Dennis, that sounds like the soundtrack of many of our lives and its fascinating stuff but before we run out of space, lets move ahead into your automotive life. I think your first success, before Morgan West, was your career at Ferrari of Los Gatos in California ... what can you tell us about that?

FLG was founded in 1974 and I began work there as a Salesman, January 2, 1976. I worked as a Salesperson then Sales Manager, then General Manager thru 1981 then repeated that same process through a series of different owners thru early 2000 ... (but) selling lots of Morgans since I had purchased my first personal Morgan, ****FINALLY****, in 1972, a '63 Plus 4. By 1980 I'd added a Drophead Coupe and a '63 Super Sport to my collection and convinced everyone at Ferrari of Los Gatos to buy their own Morgans.

Photos:

Above: Dennis Glavis

Opposite page:

Top: Inside Morgan West

Middle: Our first Los Angeles Auto Show

Bottom: Dennis with Skimpy

I think I can spot Morgan West coming up on the horizon with the rising sun here, so how did it start?

When I hosted Peter Morgan for

the Morgan class I'd helped organize at the Pebble Beach Concours in 1999, Morgan's 90 Anniversary, I mentioned keeping me in mind should Morgan ever think about expanding their dealer network in the USA. He said they were con-

sidering doing such and then in early December, I received a phone call from Matthew Perkin, Morgan's Global Sales Manager, asking me if I'd like to be a Morgan dealer but since Bill Fink (dcd.) was already a dealer in Northern California, I would have to move to Southern California ... Why not? Matthew was at my desk at Ferrari of Los Gatos the very next morning and we spent the next two days eating spicy Mexican food, drinking way too much, and becoming pals forever after! It took almost a year to find a suitable, permitable place as a new car dealer, including a ground up restoration of an old building once a Citroën, new car dealership in west LA from 1965-1974.

Dennis, what have been the successes of Morgan West?

... Lez see. How do I say this without sounding too full of bravado and boasting ... well, here are the facts; within a year there were now 10-14 new Morgan dealers for America. Morgan West led in New Car sales, Pre-Owned Morgan sales, eventually in Aero sales (various models), 3-Wheeler sales, every year of Morgan West's existence. Aero sales in particular, selling 90% of those sold in the US. 3-Wheeler sales—we were the tops in sales worldwide for several years. Morgan stopped ranking us as too many dealers would get upset or dispute the numbers. This is wonderful, EXCEPT when you are the USA or





Dennis, let's go back and talk about your racing. When and how did you get started, your racing history and your favorite track?

Started with slaloms, Morgan Club of Northern Cal, which we had every year for years at the Hillcrest College parking lot and I found myself winning it most years in my '67 Plus Four, four-seater, but I'd run any of my Morgans. Then in

1988 I was asked to run the La Carrera Race from Ensenada to the East Coast of the Baja Peninsula, the town of San Felipe. My buddy Jack and I purchased The (infamous) Flying Haggis—a flat-trad '53 Plus 4—from the porno kings of San Francisco, the Jim and Artie Mitchell Brothers, (Jim later murdered Artie, hopefully not for selling us The Haggis), towed it to Ensenada and “wrung what we brung”. We were hooked ... next year it was the Real Deal, The Carrera Pan Americana, 7 days of dawn to dusk flat out sections coupled with timed sections of washed out roads, dodging cattle in the roads, giant hogs, 30' long boa constrictors, pausing to watch cockfights, trying my hand at bullfighting, dodging pistoleros and armed guerrilla insurgents—AH MEXICO. We nev-

er missed a beat in 3 years of attempts (1988, '89, '90), finishing as high as sixth in our class. Watched a lot of people die going over cliffs and crashing, right in front of our pursuing Morgan. Then vintage racing at CSRG and HMSA events on the west coast, many times a finisher at the Monterey Histories/Rollex Reunion and the Coronado Vintage Races. (But my favorite track and time) 2004 Road America event, the Peter Morgan Memorial races where we had something like 28 Morgans, of all ilks, competing against each other and in different classes with other vintage cars. **THIS WAS MY FAVORITE TRACK**—3 ½ miles long so I could top end my Morgan at 115 mph in three separate places, per lap ... nothing like that on the West Coast. Also, all the buildings were wood, painted white ... huge green lawns leading to the edge of the track and forested areas leading the edge of the track, which let you, play dodgem with the squirrels crossing the track, playing dodgem with the cars. Bratwurst and Brewmeister beer stands, it was like time travel ... plus running the “Old Course” on the two-lane public roads thru the town of Elkhart Lake.

Dennis, that was great ... felt like I was there. Here's a loaded question for you: What Morgans have you owned and what is your all-time favorite Morgan?

I do get asked what my favorite Mor-

world leader in orders of new models that fail to materialize or are delayed for years, or cancelled for U.S. sales ... We also fielded huge Morgan new car displays at the Los Angeles New Car Show every year from 2004–2017, had our own Morgans, both old and new, on display at The Quail every year of its 20-year existence, raced “Skimpy” (That's the first ever Skimpy, E.A.L.) at the Monterey histories, The Wine Country Classic, Coronado Vintage Races and the 2004 Peter Morgan Memorial Races at Road America, Wisconsin. Took third in class (Morgan Class) at the 2009 Pebble Beach Concours d'Elegance and organized special events with Charles Morgan, Matthew Humphries, and Matthew Parkin both here and abroad. Great fun and life-long friendships ... the extended Morgan Family!

Well, that answers my next question about your relationship with the Factory, anything to add to sum it all up?

I think that due to my enthusiasm as a Morgan owner for 28 years before becoming a dealer, my standing with the MSCC of Northern California, Morgan Racing, Morgan Concurring, all the enthusiast stuff, the 30 plus visits to the factory to visit my extended Morgan Family and help organize international Morgan events with the factory ... we've had incredible fun together and I regard these people as some of my dearest friends, sharing vacations and Holidays together.



gan is frequently, and the answer is “all of them”. Part of the joy of owning any model or year Morgan is that they all have personality, loveable quirks and will always put a smile on your face, joy in your heart.

Look out folks, here comes part one of that question. I wish I knew shorthand!

My own personal “for sale Morgans” cars started with a ‘63 Plus 4 then added a ‘61 Drophead Coupe, a ‘63 low-body Super Sport, a ‘53 transition body Drophead—the factory replacing the flatrad grill/body with the new, more marketable tall curved cowl and grill, a ‘72 Plus 8, my ‘67 Four Seater Plus 4—quickly converted to full Super Sport specs when the Allen White Factory alloy body Super Sport was denied me ... “can’t leave the country ... my mates in the club would kill me”. Flash forward 20 years and “HA, GOTCHA”, it was and is mine.

Take a breath everyone ...

My Plus 4 Plus, my factory Baby Doll spec ‘59 alloy body Plus 4, Skimp—**the ORIGINAL and FIRST Skimp**, my ex HFS Morgan prototype and everyday driver until he passed away, a ‘52 Plus 4 Drophead four-seater and Chicken transporter—the Pebble Beach trophy winner, my ‘63 Drophead Coupe Super Sport, KNP5 the factory flatrad Drophead team car, our ‘02 Plus 8 Le Mans ‘62#01, my ‘13 Morgan 3 Wheeler Brooklands Edition #01 with factory polished alloy body, my ‘30 Aero delivery van speeder and previous prewar 3 Wheelers, one F-Type racer ex Martin Beer and I think that’s it ... oh, and my wife Pamela’s spectacular ‘05 V6 Roadster, “Elvira.”

I’m proud that we at Morgan West have done most of the vintage Morgans as complete restorations in our shop ... with perhaps 100 concours awards over the years.

Dennis, what would you be doing if you didn’t own Morgan West?

I’d probably be buying and selling Morgans, maybe some Ferraris or other

zany Etceterini, rallying and concouring them ... or ... getting an interstate motorhome and hitting the road and traveling the world as I did when I was in my 20’s.

Any hobbies not car related?

Travel, when I can; cooking, love to cook and entertain ... not much lately in the COVID era, miss sailing with my sailing buddies in Santa Cruz.

Let’s predict the future. Where do you see Morgan Motors in the years to come?

There are so many variables that can affect a company’s destiny—the local economy, the world economy, pandemics, politically-based conflict and wars—so it’s hard to predict. Morgan, as long as it stays small, can roll with the punches and can diversify, not merely in models built but in their type of profit making focuses, e.g. the income derived from factory tours ... hav-

ing evolved into their largest profit area ... who knows what’s next ... they don’t restrict their worldview or potential for spinoff from what they have been doing for 111 years.

To close out this terrific interview, I want to quote Dennis from one of the other questions about “why the Morgan Marque.”

I’ll go ahead and say it, “I’m an addict ... Morgans have rearranged my DNA, my RNA, my ‘leettle grey brain cells’, I’m Cuckoo for Cocoa Puffs as long as it has a winged badge on the front.”

... And there you have it folks, “All the news that fits, we print” when it comes to Dennis Glavis and Morgan West. Wow!!! A huge thank you to Dennis for his time, openness and honesty. I learned a lot! Muchas Gracias Dennis!



Photos: Top: Dennis’s 2001 Le Mans ‘62 # 01
Bottom: Nessie, a Plus 8 Dennis owned for 5 years, by sculptor J. Paul Nesse

Opposite page:

Top: Dennis’s wife Pamela and Charles Morgan at the Malvern Factory Christmas Party
Bottom: The Flying Haggis—restored. Veteran of three Carrera Pan-Americanas

More of Dennis Glavis' Photos



Top: At The Quail with Matthew Parkin of Morgan Motors

Middle: Dennis and Pamela at the McCall Motorsport event at Monterey Jet Center

Bottom left: Selling Ralph Lauren's Super-Sport

Bottom right: The Aero 8, S2 arrives



Top: Skimpy in the paddocks,
Monterey Historics, 2007

Middle: Dennis at his booth in
the Jacob Javits Center, NYC

Bottom: With Bo Derek at a
Children's Hospital Fundraiser





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FOR SALE

1982 Morgan Plus 8 for sale. Royal ivory w/dark brown leather interior w/dark brown mohair top. Wings off restoration in '07 by Allon White in UK. RHD w/over 116K miles. 3.5L Rover V8 w/ Edelbrock intake manifold & Weber made 500 CFM carb. Call Joe Schell (302)697-3629 for details. More photos and list of work done during restoration and since available on request.



A SOCIALLY DISTANT GATHERING

Annual Meeting of Morgan Owners of the Province of Quebec

Gilles Lachance

On Sunday, September 20, the Morgan owners of the Province of Quebec held their annual meeting in Terrebonne. Six owners were present, four of them accompanied with their wives:

Michel Hamel of Terrebonne (our host): Red Plus 8 and Yellow 4/4 hooked to the garage ceiling;

Luc Charette from Gatineau: Red Plus 4 four-seater

Gilles Boucher from Laval: Blue 1960 Plus 4

Michel Cotte from Montreal: Black and Silver 1985 4/4

Claude Jacques from Quebec: B.R.G. 1975 4/4 (car still with a mechanic)

Gilles Lachance from Quebec: Brown & Caramel 1978 4/4.

The weather was perfect and we received a very warm welcome from Michel Hamel and his charming wife. We kept a safe distance between us and had our lunch in the back garden.

According to my count, we are presently 11 Morgan owners in the Province of Quebec. Those who did not attend our meeting were: Lorne Goldman (stayed safely at his home in Ecuador), Guy Savard (Notre-Dame-du-Portage: 4/4 purchased new in 1966), Yves Rocheleau (Quebec; Grey 1980 Plus 8), Lino Saputo (Montreal: he has a Morgan in his large car collection) and John Scotti (Montreal: 1970 Orange 4/4 possibly sold).

We are always eager to know the whereabouts of other owners living in the Province of Quebec.

For 2021, if the COVID-19 situation permits, we plan organizing a large meeting of Morgan owners from Quebec and Eastern Ontario on the property of Luc Charette in Gatineau. More details on this to come.

Breaking news: Yves Rocheleau, a Quebec City lawyer, has just bought late Mike Dewar's grey 1980 Morgan Plus 8. Mr. Dewar lived in Windsor and Gill Baker managed the sale on behalf of his widow.

Stay safe while hoping for clearer skies in 2021.



Gilles Boucher's blue 1960 Plus 4



Gilles Lachance's
brown and caramel
1978 4/4



Luc Charette's red Plus 4 four-seater



Annual meeting of Morgan
owners 4 Morgans parked in
the Hamel's back garden in
Terrebonne for lunch.

WORD FROM THE WORKS



Morgan Plus 8 GTR

A Bold and Exciting Morgan Special Project For 2021

The Plus 8 GTR gives Morgan designers and engineers the opportunity to reignite one of the marque's heroic legacy models with a 'gloves off' special edition. Limited to just nine examples, it marks the first in a line of Morgan special projects set to commence in 2021.

The Plus 8 GTR has only been possible because of the recent availability of a number of Plus 8 rolling chassis, which have been re-acquired from a third party following a discontinued project. These were all built by Morgan before 2018 and were never used for their intended purposes. All are to be recommissioned and will benefit from the upgrade of selected mechanical components.

Just nine Morgan Plus 8 GTRs will be built, with production beginning in summer 2021. The transformed special project will be available in certain worldwide markets, subject to

local rules on the importation of European vehicles. As part of the special projects program, customers will be invited to commission their bespoke Plus 8 GTR alongside Morgan's design team.

Design

The Plus 8 GTR explores design themes such as the high shoulder line, not seen on a traditional Morgan body for decades. Its five-spoke center-lock wheels are reminiscent of Morgan's 1990s Plus 8 race cars, framed perfectly by subtly re-sculpted wheel arches. Further design elements include a revised rear end, front wings, and front splitter, and the fitment of a hard top. The model also benefits from learning and expertise gained by the company since the Plus 8 officially finished production in 2018.

One particular design inspiration was the Plus 8 race car that competed in the GT series throughout the late nineties, more commonly known as 'Big Blue' (pictured). This car served as the testbed for Morgan's first bonded-aluminum chassis, which would go on to underpin the Aero 8 and 'Aero-chassis' Plus 8 models. It seemed fitting, following the recent launch of Morgan's latest CX-Generation bonded-aluminum platform, to use this opportunity to pay tribute to the car that pioneered Morgan's use of aluminum structures.

Ed: Press release courtesy of Morgan Motor Company.





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LESS IS MORE

Wilberforce de Forte

I'm not a devotee of supercars. Never have been. And not just modern ones. Looking back through my 1963 diary, I see I tested a Morgan 4/4 and an Austin Healey 3000 in the same week, declaring afterwards that I had much preferred the little Morgan.

I always liked the Worcestershire company's pre-war three-wheelers. Yes, they were crude, but I adored the low-down urge of a big V-twin Matchless or JAP, and the handling characteristics of a skittish three-wheeled device with a low down center of gravity. They were honorary motorcycles, of course, and I blagged a drive in them whenever I could, delighting in the seat of the pants fun of the things, drifting them happily all day until the spokes broke.

The first Morgan 4/4 arrived in 1936, with 4/4 meaning four-wheeled (Morgan's first such), and four cylinders (as is still the case today), and in 1955 the Malvern men hit upon the look that would define the breed. Even today all Morgans retain something of the 1950s car's appearance, and of course it has become part and parcel of the marque's charm, but sadly larger-engined Morgans have become almost caricatures, no longer retaining the flimsy grace and delicate style of early 4/4s or Plus 4s. The present-day 4/4, however, appears to be a car in much the same spirit as the delightful sports car I tested in February 1963.

Britain was gripped by one of the worst winters of the 20th century when I assayed the little Morgan 4/4. Some main roads had been cleared, but many were slipper with ice, and on an afternoon trip to Buckinghamshire it began to snow again heavily. With the celluloid side screens down for the sake of visibility, I pressed on, using my frozen phizzog to sense minute changes in air temperature and therefore gauge the likelihood of treacherous black ice.

Despite the conditions, and the fact that the lightweight car was powered by a small and rudimentary Ford pushrod engine of just 1340cc, the Morgan 4/4 was a joy. The little car danced around corners like a quickstepping ballroom beauty, sliding under my control, spinning a little, and finding purchase without undie snatch. Bends were taken in sensational, long drifts, felt through the backside and fingertips as in days of yore. But soon we were enveloped in a downright blizzard, and snow soon carpeted the frosty tarmacadam. I steered a serpentine course uphill to reduce the gradient and improve traction, but soon the game was up and I had to give best to the constantly falling snow. I spent the next two nights trapped in an agreeable village inn near Aylesbury (splendid old ale brewed on the premises, I recall), before a helpful farmer dug the ash-framed Morgan out of its yard with his David Brown 30D, enabling me to complete my freezing journey to visit my friends, the Baxters.

The Maximum speed attained in the 4/4 on either driving day was barely 90mph (with the canvas top down, and protecting myself from snow with an open umbrella!), but there can be no questioning the Morgan's sports car

credentials. It was a genuine sporting machine, and quite thrilling to drive despite its decided lack of oomph. A considerable performer in its own gentle way, and I loved it.

The Austin Healey 3000 on the other hand, which it seems I tested for the same issue of *The Auto*, I found it to be a bit of a brute. Its 130bhp engine had good torque characteristics, true, but this flexibility wasn't enough to overcome some serious negatives. I found it had a heavy clutch, a ponderous gearbox with far from foolproof synchro that only an expert could rush, and that it manifested a disturbing scuttle shake when tramping on. But of far more concern was that while it was a fine enough car at slow speeds, it was actually a very fast car indeed, and furthermore most buyers were attracted to it because of that very fact.

Not a problem in itself, of course, but the big Healey was far too tail-happy for my liking, and I found it unpredictable and highly dangerous when operated at the top of its range, especially in the wet. While I could drive the responsive Morgan with vim and verve, hanging its rear end out with gay abandon; managing slide and counter slide in such a brutal and capricious animal as the 3000 was not at all fun. Big engined beasts are fine for pointing and squirting, but it is balance that flatters the driver, and that is a quality which is usually to be found in much smaller packages.

Ed: This is an exert from A Life Awheel, the 'auto' biography of fictional motoring correspondent Wilberforce de Forte (a nom de plume for Richard Skelton). The book was published by Veloce Publishing Ltd in the UK in 2016.

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3/4 Morgan Group, LTD. REGISTRAR'S REPORT

February 21, 2021

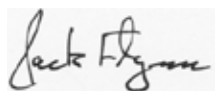
As of today, the 3/4 Morgan Group has 142 active primary members. Changes in club membership in the last twelve months are as follows:

Nine new members joined the club.

Twenty-one members have not yet renewed their memberships. History indicates that most of the members who have not yet renewed will do so in time.

Four members resigned, and three members died.

On behalf of the Board of Directors, I thank our Area Captains and club members who have recruited new members and encouraged membership renewals.



Jack Flynn
Registrar



WHAT SORT OF MAN READS *THE MORGANEER*?

Not one to follow the convention or the crowd, he takes the road less travelled. Eschewing such automotive advancements as tin tops or even windcreens, it's wind, rain or any other elements in the face, full speed forward—always. Goggles, although a part of the accoutrements, are simply part of 'the look' and for holding the driving cap in place. And placed over the eyes only in driving rain ... or, on the rare occasion of being stuck behind a farmer's manure cart.

Yes, he is both carefree and fearless. A man, one with his machine, accompanied by a like-minded good friend. Who knows where the road may lead. It is part of the adventure. It matters little who is actually driving. A back seat, if so equipped, serves only for luggage, a hefty toolbox, an assortment of spare parts, a case or two of road brews, and perhaps a guitar or two.

A mystery man in many ways, he is one thing for sure—a MORGAN MAN.



FOR SALE

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

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

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

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

MY MORGAN

Jonathan Kinghorn

Plus 4, Chassis #4303

Dispatched September 30, 1959

Some people like to name their cars but although I've tried, nothing has stuck yet. My brother once had a black VW beetle that he called Alexander—which anyone familiar with A. A. Milne's poem "Forgiven" will appreciate. I have not been able to come up with anything that clever. Pickersleigh, Mush (a Cockney term of affection rhyming with bush), Treen (small antiques made of wood), and others have come and gone. Maybe I'll experiment with Mimsy (from Lewis Carroll's "The Jabberwocky")?



The car is basically stock, but I switched the electrics to negative ground and have treated it to an alternator, a high-torque starter, and LED lights for safety. A folding windshield kit was fitted when I bought the car and the only change I've made that is not reversible was the installation of Brooklands aeroscreens to complement it.

Mimsy (I'm trying) was originally ivory with red upholstery. I don't know who the first owner was, but I think they lived in or near West Hartford, CT. The fourth lived in an East Hartford trailer park and abandoned the car in an orchard in the mid-70s. It was rescued in 1984 by 3/4 Group member Sherwood Cornell, who dismantled it and meticulously rebuilt it over the next

4 ½ years. Stainless steel fixtures were used throughout, a new wood frame was fitted (treated with marine epoxy and skinned with aluminum), and he had the car repainted in his favorite Jaguar racing green.

The next owner splurged on a professional rebuild of the engine and transmission as well as new wheels. He kept the car for ten years in a heated garage but didn't drive it much because at more than six feet tall he found the cockpit uncomfortable. His "beloved Morgan" was sold on eBay in 2010 to a Vermonter who restores and races classic sports cars. This guy has owned several Morgans, and was very happy with his purchase. About five weeks later, however, he took it to a show and met 3/4 Group member to be, Ira Grandberg, who was looking for a green Morgan like the one he'd driven at college. Ira struck a deal but eventually decided that he was not



using the car as much as he'd hoped and planned to sell just as I was looking for my first Morgan in 2016.

I don't have a garage at my house, and thanks to adjacent wetlands the town won't let me build one. I rent a garage in Somerville that's handy for my commute into Boston. Weather permitting, in non-pandemic times I collect the Morgan on my way home from work on a Friday evening and return it on Monday morning. As far as I know the car has never been raced, and while it has been shown—on occasion by me—my favorite Morganeering activities involve driving, destinations, and dining. And no, Mimsy isn't working for me. I wonder if Woody will fit?



PHOTOS, Opposite page

Top: #4303 being delivered to Sherwood Cornell for restoration in 1984

Bottom Left: Ira Grandberg photographed by Spider driving #4303 at a Cars & Coffee meet in New Caanan in 2013.

Bottom Right: A halt in Maine during the 2018 New England British Reliability Run.

This pageTop: Waiting to start a New England Triumphs treasure hunt.

Middle: Trying new sidescreens with the (original?) soft top.

Bottom: Starting on the New England Triumph's annual tour of Cape Ann, Massachusetts





2005 Roadster for Sale

This Roadster is done in two Aston Martin colors with maroon leather interior. The car has 50k on the clock, all but 3k of that done by the Buckleys. The first owner had the car less than a year before selling it to them. The cloth top has quarter windows and zippered rear window; leather rimmed Moto-Lita steering wheel, 5k on Michelin Pilot Sport tires, stainless door stops, leather bound factory build book. This Roadster has no mechanical anomalies or problems(e.g., the revs do not drop when AC is turned on) as experienced by some Roadster owners. Call Judy (919-606-2054) or Pat (919-606 1944) for additional info or pics. Asking \$80,000.

FOR SALE

1959 Morgan Plus 4 located in Killingly, CT, mileage 44,973, 95 hp engine, VIN #4252. Additional photos available upon request. Asking \$29,000

For more information, contact Chris at gazzolachris@gmail.com



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

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

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

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

Contact Mike at Mike.virr@gmail.com

A SIDESCREEN-FRIENDLY BEER KEG ACCOUTREMENT

Spider Bulyk

In a recent email from Group member John McNulty, he mused:

... the +8 didn't come with a Tommy bar. For those that don't understand the King's English, it is the tool that tightens the side curtains to the door of a British sports car. Some farmer mechanics use pliers to tighten them. I was fiddling with the +4 yesterday and found two Tommy bars, so one went to the +8.

I do my best thinking in the middle of the night. Last night I was thinking about putting in a new keg. The Keg faucet wrench came to mind. Would that fit the nuts on the side curtains? "YES".

That got *me* thinking. This is not the first time I've encountered something similar in the context of a Morgan. The tale was told in the October 1986 issue of *The Morganeer* which contained an article entitled "I've Grown Accustomed to Her Face". It's a wandering epistle by yours truly on the subject of brakes and being fooled by cars that look the same but behave differently, akin to the inherent dangers of dating two sisters (not concurrently, of course). This is the pertinent bit:

About seven or eight lifetimes ago on the veranda at the Mimslyn, at about 3 in the afternoon, we were all drinking out of Nichol's (bottomless) cooler and waiting for the afternoon's scheduled rainsquall to sweep some of the murk out of the steamy Shenandoah Valley. Bob Lehr carefully picked his way up the Great lawn, looking like a peddler carrying a gunnery sack from one hand, wearing loud shorts, and a single-digit-MOG T-shirt. Bob mounted the last step and finally stood before us; without a word and in his best Poker-Face, he reached into the sack and handed out a fistful of flat, stamped-metal crescent wrenches that nobody could immediately identify.

"Sidescreens!", he said as he continued on his way through the big door.

Bob had made up a set of funny wrenches that lock the sidescreen brackets on most Moggies without mauling the chrome. Since Stephie's and my 4-place has no fewer than 8 of those little rascals, I felt like Moses receiving the stone tablets. I've carried ours in the glove box faithfully for years. Then one day, we lent the car out to do a TV spot with a nice gentleman named Mark with large biceps. He put just a little too much English on one of the screen brackets and the wrench broke; he was reasonably apologetic and we were reasonably forgiving.

It's strange how we become accustomed to things. I can't remember what life was like before the fateful arrival of the little wrench; channel-locks and rags, vice-grips and cardboard, electro-hydraulic jiminywackers with double reciprocating do-jiggers ... noting was quite as elegant or quite as effective ... or quite as unobtainable as the little wrench. At MOG, almost 15 years later, I asked Bob where he got them, and he couldn't quite place it.

The story's true as it pertains to my experiences with the wrench. It worked wonderfully well, never damaged the chrome or the knurling and allowed for some secure weather protection from our four-seater's 4 sidescreens.

I no longer have my tool and today use a tommy bar, as someone lifted the wrench from my kit a decade or more ago. I do prefer the hook wrench approach because it puts load directly onto the main pin supporting the sidescreen knob, while raising one side and lowering the other, thereby distributing the force. It is not the knob nor the pin-in-frame that worries me but rather the thin stuff and short fasteners that hold the entire assembly in place. Some



A beer keg wrench and the more familiar tommy bar

heavy-handed lout with a tommy bar (even a short one) might angle the whole bracket off.

So, I thank you for the tip on the keg wrench, which might preempt my need to meet any minimum order quantities if I want one made (which I do). The one issue might be the arc radius of the keg tool ... hard to tell from the photo but I remember the same/similar tool from Bob Lehr had a shorter radius thereby putting almost the entire edge of the tool in contact with the circumference of the sidescreen knob (no gaps).

Stay positive; test negative; run cool! (...some damn day we'll see one another again!)

Google “beer keg faucet wrench”. Prices are \$3 and up. Nice one with most of the wrench covered with plastic is \$5, I used to teach a standalone class in Plastics Tech. You can still buy the plastisol to do your own covering for the handle using a toaster oven or whatever. There is also a “cold dip”, but it is worthless.

Ed: Speaking as someone who has had a fatigued sidescreen knob fall off in his hand, I like the sound of this gadget. But, being a cheapskate, I bought an inexpensive one to test the tool for myself. Unfortunately, it would not stay engaged with the hole in the knob and proved to be useless. So, make sure that the keg wrench you chose has a hook that fits securely in the hole.

Unlike our cheapskate Editor, I’m forever a spendthrift. Therefore, I ordered two different wrenches (AMAZON Prime). One arrived looking a lot like John McN’s red-handle’d one in the photo. The other, arriving with a black handle cover, has almost the same shape but is of much sterner stuff. The metal is thicker and the point fits the hole on the knob with greater security. I can’t really tell how thick John’s wrench is but of the two I ordered, I’m staying with the black handled one. See attached photo of the Wrench Noir on



a sidescreen knob of our Plus 4. Thank you, John ... it’s great to have the little wrench back again!

Run cool, Spider

PHOTOS:

Above: The beer keg wrench in action on John’s Plus 8’s sidescreen knob
Below: Spider’s black-handled wrench proving its worth on his Plus 4



Hood Ornament Quiz Answers

(from page 5)

1. Vauxhall
2. Citroen
3. Lamborghini
4. Opel
5. Holden
6. Daewoo
7. Hudson 1949 Super 6
8. 1933 Ford
9. 1959 Buick Riviera
10. 1958 Edsel Ranger
11. 1952 Packard 400
12. 1955 Chevrolet Bel Air
13. 1935 Pierce Arrow
14. 1932 Auburn 12-160 Speedster
15. 1931 LaSalle
16. 1928 Nash Coupe
17. 1933 Hudson Essex Terraplane
18. 1936 Ford Deluxe Roadster
19. 1934 Buick Goddess
20. 1938 Plymouth

A MORGAN'S TALE

Gregg Pollack



I purchased “Graham”, a 1967 Plus 4, in January of 2019 (he is named to honor the memory of my English friend, Graham Purcey, who passed in 2018). I found him—the car that is— online on Hemmings, residing in Florida. I had a friend evaluate him for me, Sam Smith from Brit Bits (Rye, NH). He coincidentally was delivering a car

to Florida and trailered him up here for me.

Brit Bits went through him mechanically and replaced the rear brake cylinders, installed a new water pump, a battery kill switch, repacked the wheel bearings, and numerous other small jobs. I also had them install a dual line brake master cylinder.

My original plan was to drive Graham as he was, and over the next few years have him painted and fit a new interior and new hood, tonneau, and side curtains. The previous owner had painted him himself and did a decent job, but ivory was not my first choice of color. The recent COVID-19 pandemic has caused me to re-evaluate my time-frame. I decided to bite the bullet (financially) and make all the changes and upgrades this winter. I was not planning on re-wiring Graham, but I ended up installing all new wiring. It was only a small fire ...

The first order of business was to get him painted. After evaluating several restoration shops, I settled on KOR Motor Sports in Lebanon, Maine. Kor is a small, one-man shop. I cannot tell you how impressed I am with Ken Poulin and his work. Although Graham is far from being finished (as of 2/21), I am confident in the final results.

As all of you know, when restoring antique cars, it is ALWAYS more involved than you think it will be. Painting Graham is no exception. When Ken removed the outer metal he found some of the ash frame members taped together with electrical tape, unbelievable! Fortunately, I build furniture as a hobby and I was able to fabricate replacement parts.

PHOTOS:

Top: Graham

Bottom: Wood frame components, old and new.



Ken has now started to reassemble Graham.

I was planning on having all the chrome parts re-plated. Finding a place that does EXTERIOR chrome plating was a chore. I finally located South Shore Plating in Quincy, MA., whom I also highly recommend. As it turned out, it was less expensive to buy several of the parts new rather than have them re-chromed.

I have a new interior on order from Morgan Spares. The problem is that England is on lockdown and they cannot give me a firm delivery date. I hope that Graham will be finished in time for me to show him at events this summer, notably the Show of Dreams (British Cars of New Hampshire) and Autumn MOG (the Morgan 3/4 Club).

I have decided to paint the wings a dark brown and the body a pale yellow. The interior will be a light brown with the tonneau cover a matching color. Since the side curtains are only available in black, that's the color I will stay



with, and the hood as well. He will look like the car below; I like the retro look of the painted wheels.

PHOTOS:

Top: Graham coming back together.
Bottom: Graham will look like this when done.



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The Morganeer

CROSSHEAD

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