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Vol 45 Issue 4

The Morganeer



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



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COVER PHOTO

On the grid at the National Oldtimer Festival
Zandvoort 2014, The Netherlands.
Alf van Beem

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FROM THE PRESIDENT

Maura Hall

Today I was supremely busy. My to-do list rivaled Dickens' one hundred nineteen word opening to Tale of Two Cities. And there wasn't really a 'best of times' involved. I backed the Morgan out of the shed, I am ashamed to admit, not to go for a drive on this sunny day. No, I was on a mission to sort out the shed, mow the lawn, and trim the hedges, all before 1:00, at which point I think I had delusions of planning the entire next semester. Thank all the deities watching over us, my well-laid plans went totally awry.

Many of you will remember Henry, the future Morgan man, who appeared on the cover of an earlier issue (Sept/Oct 2020). Henry still lives down the street and has been joined by a sister. He routinely visits the Morgan and I had no issues stopping him from pre-empting my yard work to introduce Evelyn to the Morgan. Thanks to their diligent research, we are now sure, along with most of the neighbors, that the horn still works.

Rather than feeling as if I was falling behind, I felt more relaxed than when I started my list. Happiness never decreases by being shared, according to Gautama Buddha, and a Morgan horn definitely brings out the happy in anyone! Back to work for me as Henry and Evelyn bade the pretty car goodbye. I gathered my to-do list while the cats explored the Morgan. But the spirits were in league against me. Brian and Skye (they of the blue flat rad) stopped by for lunch with their new puppy Appa. Lunch turned out to be a great reason to introduce the red car to a new friend.

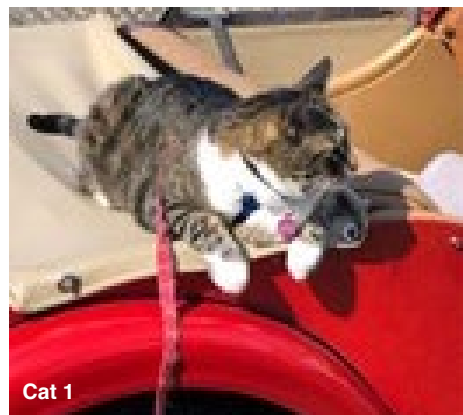
Appa was interested in one thing, DRIVING!

Any astute reader, which I am certain that you all are, can see where this is heading. My to do list came and went, and we spent an enjoyable afternoon playing once again. Although admittedly, neither the cats nor the dog were fans of the horn. The afternoon of visits just went to prove the point of William Feather, plenty of people miss their share

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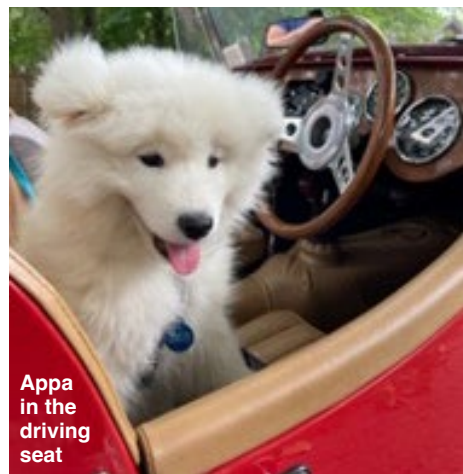
Henry and Evelyn



Cat 1



Cat 2



Appa
in the
driving
seat

FROM THE PRESIDENT *Continued*

of happiness, not because they never found it, but because they didn't stop to enjoy it. Even when the stop to enjoy it wasn't planned.

Despite technical difficulties, we will have a chance this fall to gather, stop,

and smell the motor oil. To pause from our daily to-do lists and enjoy the happiness of sharing time and Morgans with each other. I hope you can all take time to gather with your fellow Morganeers and relax.

Remember, "We don't stop playing because we grow old; we grow old because we stop playing." George Bernard Shaw.

Keep playing!
Maura

FROM THE EDITOR

Jonathan Kinghorn



I quite like cars and coffee events, even if there is no drinkable coffee in evidence, but haven't had much luck with them so far this year. I tried to attend the Larz Anderson Museum's inaugural 2022 C&C in Brookline, MA—the first for two years—but so too did a slew of other drivers. Anticipating the demand, I left earlier than usual to get there before the gates opened but still found myself at the wrong end of a half-mile long line of cars trying to enter the park. Since there were probably more vehicles than the event could accommodate and my temperature gauge was rising alarmingly, I gave up and went home. Lots of drivers were keen to participate, which is a good thing, but other than an XK150 and a TR3, I didn't see any other "interesting" vehicles in the queue, just lots of tintops and the predictable smattering of supercars there to be shown off. And I had no more luck with the second Larz Anderson event, which I had hoped to photograph for this issue—it was postponed because of traffic concerns stemming from the clashing U.S. Open—and I can't make the new date.

So far, therefore, mine hasn't been a very active season. I must do something to make up for lost time even if gas prices are at record levels. In the little pottering around that I have managed I've generated lots of smiles, waves, and pointing children though. I had one delighted customer at a gas station ask if my Plus 4 was a TD—and having been disabused of that notion he came back a few minutes later to ask if it really had a wooden body.

After two years of pandemic-related disappointments, my 2022 Morganeering has so far been rather disappointing—the notable exception being the wonderful Spring Dustoff event chez Sue and Larry Shehan celebrated later in this issue. As well as C&C failures, too many of my weekends seem to have been rained out or filled with compulsory non-Morgan activities. My first Sunday morning run to a favorite coffee shop to enjoy its live jazz, for example, was thwarted when the road was blocked by police for no apparent reason and my plan B café was inexplicably shuttered. My second run to that favorite coffee shop a couple of weeks later found it empty, dark, and with "available for lease" signs in the window—another victim of COVID-19.

And now our MOG hotel in Newport, Rhode Island, has been destroyed by fire. I always enjoy visiting Newport and was very much looking forward to attending my first MOG there. But our organizing committee has worked wonders and saved the event by moving it back to the Jiminy Peak Mountain Resort in Hancock, Massachusetts. If you haven't booked your spot yet, do so now! To whet your appetite for Autumn MOG, we have an article from Paul Fredericks about Peter Hearsey, whose artwork for the 1992 MOG poster we've reprised for this year's event. And to encourage active participation we reprinted Gary Holman's article *Give Autocross a Try*.

This issue contains another reprinted article, this time from Art Eastman on the *Relative Pleasure of Sports Cars*, which I've included to hopefully provoke some correspondence. And on a sadder note we also have Spider Bulyk's swansong as tech advisor, *Headlamp Breakthrough*. After many years helping Morganeers in the group and far beyond with their technical questions, Spider is stepping down from this role and spells out the reasons for his decision in *The Road*. We all owe him a huge vote of thanks!

The real stars of this particular issue are yourselves, members of the 3/4 Morgan Group. Now that the pandemic seems at last to be coming under control and in person events are increasingly happening, we have real events large and small to report on! There is reporting on *Caffeine & Carburetors* in New Canaan, CT, from Paul Fredricks and Marc Wundermann and a centerfold splash celebrating *Brits by the Sea* from Fred Cohen with photos from Spider Bulyk and Ken Mull. On a more intimate scale, Steve Schefbauer reports on a season opener in *THE HOPE Does Lunch and Fun in Falmouth* documents the north area Spring Dustoff meeting at Larry and Sue Sheehan's home. For those interested in motorsport, Paul Fredricks writes about *Three Days at Lime Rock* for the Memorial Day weekend of Trans Am and vintage racing and Steve Schefbauer has a great piece about the VSCCA *Spring Sprints* at Lime Rock Park.

My experience at the Larz Anderson Museum Cars & Coffee confirms that people are uber keen to participate in live events. When you attend one, be it humungous or modest in scale, please share your experience with your fellow Morganeers. Write ups, however brief, will always be welcome here, especially if accompanied by lots of photos of beautiful Morgans and Morganeers. You know where to find me!

Mailbag

MORGAN (USPS and ROYAL MAIL) MADNESS

The Mad Hatter

Below find an email sent to Brad and Lynn King, 3/4 Morgan Group members who spent 3 or 4 years in 'the colonies' when Brad served as Executive Director of the Battleship Cove Museum in Fall River, MA before returning to Old Blighty, their homeland.

Dearest Brad and Lynn,

Imagine our surprise when we found the Christmas Card that Memsahib had posted to you more than three months ago in our mailbox here in Harpswell yesterday. Amazingly, it did not look TOO worse for wear, having traveled 6400 mile across 'the pond' and back, and no doubt traveling the highways and byways of the Midlands in one of those quaint red Royal Mail lorries as it searched for your humble abode. Most likely it made its way to Malvern Link Royal Mail Office before someone decided it needed to be returned to us as undeliverable. Attached to the envelope was a red Royal Mail sticker with the block 'incomplete address' checked, before it began its long and sad journey back to its place of origin.

My first thought, considering what I know of your nefarious and checkered past Brad, is that you may have been relocated by MI6 as part of a witness protection program. If so, I would



The delayed Christmas card

advise that you quickly change your email address and turn off your cell phones before the GPS coordinates of your new location is discovered.

Nonetheless, we would like to wish you and Lynn a rather belated Happy Christmas 2021. And we shall once again attempt to post you a Yuletide correspondence this year in the hopes that this time the card will make only a one way journey. But just in case, wishing you and Lynn a slightly early Happy Christmas 2022.

Cheers and fondest regards,
Frank & Meredith

ALLARD AGAIN

Hi Jonathan,

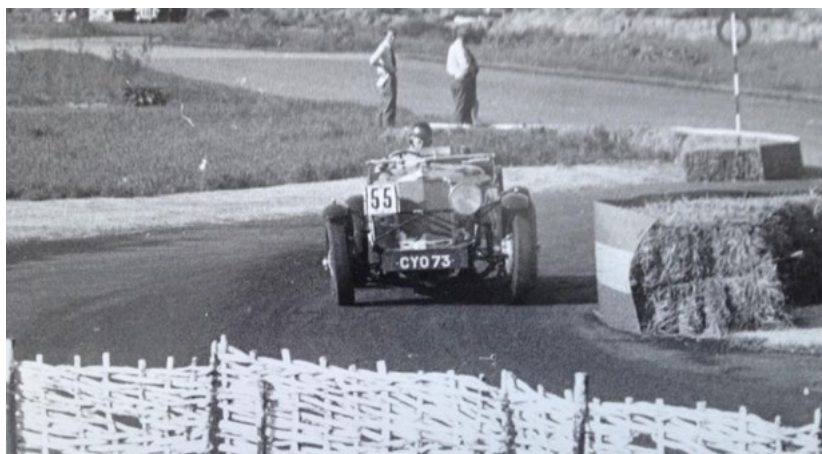
In view of this short article in the Morganeer I thought you might be interested in a further bit of Sydney Allard's special building early in his career.

My father bought a Talbot 105 special that Allard made up for competition just after WWII in about 1947. The chassis was shortened and radiator lowered as was the rather rudimentary body with cycle type wings.

After my father bought the car he had Radpanels in the Midlands make a more professional body and the car was refinished. He raced the car at Prescott, Shelsley Walsh, and Goodwood—where the car managed 98 mph on the main straight. He sold the car in about 1953 after acquiring a Type 57 Bugatti.

Here's a few photos at Shelsley and Goodwood.

Mike Virr



Virr senior's Allard-built Talbot 105 special at Goodwood



The Allard-built Talbot on the Shelsley Walsh hill climb

KIDS IN MORGANS ARE ALWAYS A GOOD PAGE FILLER

Jonathan,

Just come across this email from your former countryman Brad King, who was here for 3 or 4 years as ED of Battleship Cove Museum. Larry Sheehan just told me that Brad and Lin will be coming across the pond to attend this year's Autumn MOG.

Here are two photos of their grandson Hayden.

F



Hayden cleared for takeoff



That's the idea, start 'em young!

A FEW MORE THINGS TO KNOW

Jonathan,

I am so enjoying the latest Morganeer that just popped in my inbox.

I just finished reading <https://www.hagerty.com/media/advice/a-few-things-to-know-before-you-steal-my-914/> which inspires me to suggest we could write a great comparison of stealing a 1972 Porsche 914 versus stealing a 1962 Morgan Plus 4 to illustrate some of the differences and why and how Morgans are superior!

Examples:

The dreaded Morgan wobble, aka St. Malvern's Dance—kingpin problems at 55 miles per hour. Lucas electrics. Termites (which most MOGGIS don't get because the rear engine seal of the TR3 engine was designed to spray oil all over the undercarriage to repel all wood-eating insects). Unadjustable seats. Handbrake levers that work in an opposite because they can, dammit. 3-inch long windshield wiper blades made of unobtainium. MOSS BOXes which take a licking and keep on grinding. Rear axle assemblies, which supplement the TR3 engine's rear oil seal's dispersal of oil to stop wood rot. They leak from where the side tubes enter the pumpkin, so to speak. Oh, and how about the front suspension oiling system that reliably washes all the grease out with hot engine oil. Yummy.

For each defect noted below, there are parallel defects in the 914 so the article should be a comparison of limitations and a crowning of a winner.

I will stop bothering you from this point on this evening.

Enjoy, Tom Austin

A LITTLE PRAISE

Currently, I receive 16 Morgan club newsletters, which I am both grateful and humble about. IMHO, this month's Editor's prize for the best goes to Jonathan!

Well done!

Lorne (aka GoMoG)

*Ed.: Thanks Lorne, but it's a team effort!
Steve and Nicole more than pull their weight.*

The Pyramid of Intellect



IN CASE YOU MISSED IT ...

National Stick Shift Day

July 16 is National Stick Shift Day—who'd have thunk it—and Hagerty has a campaign to teach 500 drivers in 50 days how to drive a manual. They will launch the day at The Henry Ford Museum in Dearborn, MI, as they celebrate 10 years of the Hagerty Driving Experience (our program designed to teach young drivers how to operate a vehicle with a manual transmission)!

Through September 3 you can participate no matter where you are. Spend an hour with someone who doesn't know how to drive a manual—a family member, a friend, or neighbor—and give them a lesson.

Their post on the Hagerty Community Forum (<https://community.hagerty.com/t5/hagerty-lounge/we-re-on-a-mission-to-get-more-people-shifting-gears/m-p/87571>) includes a link to a handy dandy teaching manual. Reply to the post including a photo and they'll send you two "3 pedals, no problem" hats!

Changes to Morgan Motor's Leadership Team

To help build on recent successes and future-proof the marque, the Morgan Motor Company has strengthened its leadership team with the appointment of Steve Morris to Executive Chairman and Massimo Fumarola as Chief Executive Officer from April 26.

Steve, who is entering his 40th year with the company, will be working alongside Massimo, who joins from Automobili Lamborghini S.p.A. where he was Chief Project Management Officer and a member of the Management Board.

Massimo's arrival comes at a key strategic time for Morgan as the company's focus is upon realizing the growth set out in its business plan along with developing products that are appealing to its customers and compliant with future legislative standards.

Steve's new role remains full time, with the wider management team reporting to Massimo. Both will be jointly responsible for business objectives and will, alongside the Morgan management team, develop the business plan for 2023 and beyond.

Morgan Showcased 21st Century Coachbuilding at London Craft Week 2022.

In early May Morgan Motors relocated their production line away from Malvern Link for the first time since 1909. A selection of their master craftspeople spent London Craft Week at the flagship dealership, Morgan Works London, demonstrating their rare coachbuilding skills. The dealership was transformed into a production line for the open house event to showcase Morgan's unique mix of craft and technology known as 21st Century Coachbuilding. The week also featured an evening event in which Morgan Senior Designer, Thomas Brainwood, and Morgan owner and entrepreneur, Dave Burt, hosted an "In Discussion" at which attendees joined in the discussion with questions.

An Expensive Trip

Road and Track magazine reported in April that the owner of a recently purchased \$704,000 2006 heritage edition Ford GT crashed it head on into a palm tree causing major damage to the vehicle. The owner, from Boca Raton, Florida, was reportedly unfamiliar with manual transmission and lost control while downshifting. To make matters worse, his driving license had been suspended and the vehicle had not been registered.

Batman drives a Morgan!

Pay attention to the most recent Batman movie. There's a scene in the Batcave garage where the camera pans across an Aston Martin and a Morgan parked side by side. The movie was shot in London in 2020 and one comment on the Talk Morgan forum where I saw this item wondered if this wasn't product placement by Invest Industrial? Another comment suggested that Batman's sidekick probably drives a Reliant Robin. Google the Reliant if you don't know what a ridiculous picture this paints!

Michael Mulroney

A precis of the obituary published by the Cape Cod Times:

Michael Mulroney of Orleans, MA passed away peacefully on Monday, February 28 at the age of 90. He was an avid vintage car collector and race car driver. He drove his classic 1962 Morgan Plus-4 (among others) in nearly 150 races over almost 20 years and was improbably proud of the fact that he never won a single one. Hence the motto for his Phlexed Sphincter Racing Team, which became a personal motto for Michael and for his entire extended family: NEVER UNDEFEATED. His dry wit, untrammelled intelligence, impeccable ethics, and uncompromising standards were an inspiration for all who knew and loved him.

Michael was born in Chicago, IL in 1932, and was married to Ellen (Goen) Mulroney for 62 years. He was a graduate of the University of Iowa (1954) with a B.S.C. in economics and received his J.D. from Harvard Law School (1959) where he was, among other things, the editor-in-chief of the Harvard Law Record. He was admitted to the bars of the U.S. Supreme Court, the Iowa Supreme Court, eight of the U.S. Circuit Courts of Appeals and the United States Tax Court. He ended his career as a highly respected and justifiably feared professor of law at Villanova Law School where he received tenure and taught for 27 years from 1988 to 2015.

Ed.: I received this email from John McNulty regarding the passing of Michael Molroney:

I never met him. Back in 1990 he started the MANNA [Mog Aid Network of North America], a listing of Morgan owners' that could assist other Morgan owners while traveling.

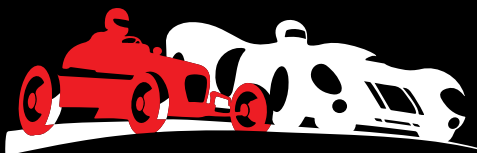
I felt this was a way to unite all Morgan owners in North America, I am not sure that has ever happened, except for the sharing of our newsletters. It would be nice if someone tried this again today.

Strong Language Probably Ensued

Next time you're stuck behind an SUV meandering at 25 mph be thankful that you were not one of the British motorists recently caught behind a 5 mph steam engine holding up traffic on a two lane highway. The antique traction engine was towing a Range Rover and not one but two additional trailers along the A47 in Norfolk, England, and was, not surprisingly, pulled over by the police. (<https://talker.news/2022/06/08/police-pull-overstuck-steam-engine-driving-5-mph-on-road/>) Until 1896 British law lumped cars along with steam powered road vehicles that were limited to 4 mph and had to be preceded by a man carrying a red flag of warning. The "emancipation" of the motor car in 1896 was marked by a publicity run from London to Brighton that inaugurated today's annual London Brighton Veteran Car Run. You can bet the drivers stuck behind that traction engine in Norfolk didn't feel very emancipated!



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INTERVIEW

Peter Hearsey *Automotive Artist*

Paul Fredricks

Paul Fredricks, A.K.A. The Morgan Detective, has put on his creative journalism hat and came up with this Interview based on some artwork pinned on his wall. Great job Paul!

Steve Schefbauer, Editor-at-Large



Peter Hearsey

I was looking into ideas for artwork for the upcoming Autumn MOG. Someone mentioned that this year is the 60th Anniversary of the TOK 258 win at Le Mans. It dawned on me that pinned to my garage wall is the poster from Autumn MOG 14 which was the 30th anniversary of the Morgan win. Why not reuse what was done then?

I noticed that the artwork was signed: P. He??? or something. My first thought was Pat Hennessy, but Maura said she can't even draw a stick figure.



The 1992 Autumn MOG poster

A bit of sleuthing on the internet and I came up with the name Peter Hearsey, an Englishman currently living on the Isle of Man. A bit more investigating and I found a website that no longer worked, but also an email address that did! I sent him a note to see if he remembered the drawing, and if it would be OK if we used it for our event. His response "Yes, I did do the poster in 1992 for Irene & Alec Knight of the Morgan group. I spent a lot of time in the USA in the 90's and met them through a mutual friend, Frank Allocca, from New Jersey."

Bingo! He gave me his blessing to use the art again. And he also was gracious enough to grant me an interview! The following is what he had to say:

Thank you so much for the use of your artwork, and for the story of your life in automotive art. How did you start off in this career?

After leaving Art School in 1964, where I had studied fine art as well as graphic design and illustration, I worked in London in advertising as a visualizer/illustrator. However, I continued painting and in the '70's I was selling pictures in a gallery in London often featuring the early days of aviation and motor racing. By the late 70's I was so overwhelmed with advertising work—I was freelancing by then—that we took the decision to move to the Isle of Man. We knew the Island having spent holidays there, and I thought I would be able to concentrate on "Fine Art". But to support a young family I slipped back into advertising work, forming an Advertising Agency due to the demand.

All I know about the Isle of Man is the annual Motorcycle TT race. Tell me more.

As to the Isle of Man, car racing began before motorcycles in 1903. As the Island is not part of the U.K. it was able to pass laws to close the roads for racing, which was not possible in the U.K. This is still the case today. The Isle of Man is a self-governing British Crown Dependency in the Irish Sea between

England and Ireland. Its government is called Tynwald and was founded by the Vikings over 1,000 years ago. The island covers roughly 221 square miles with the highest point being 2,036 feet above sea level. Population is approximately 84,000.

The Isle of Man will certainly be added to my bucket list. So where did your career go from there?

In the mid '80's the Guild of Motor-ing Artists was formed in the U.K. and I joined and started exhibiting with them. This led to the opportunity to submit ideas for a poster illustration for the Lime Rock, Connecticut, fall meet in 1989. My work was chosen, and Bob Auten, of Auto Art, invited me to come over to the U.S. that fall and show some original work. It was very well received, and Bob suggested that he would like to be my agent in the U.S. This led to me being invited to exhibit at the Meadowbrook Hall Concours in Michigan the following year and in '91 also to exhibit at the Pebble Beach Concours in California as a guest artist of the Automotive Fine Arts Society (AFAS). The following year I was elected to be a member of the AFAS and so began a long routine of travelling to the U.S. each summer, exhibiting, and working on commissions. This was facilitated by our good friends Frank & Janet Allocca in New Jersey who we stayed with, and it was through Frank that I did the original illustration of TOK 258. In fact, I enjoyed driving Frank's Plus Four, which helped to get the inspiration for the poster artwork!

In my search for you online, I also saw that you were associated with the annual Goodwood Festival of Speed.

I became associated with Goodwood in a roundabout way. Lord March of Goodwood (now the Duke of Richmond) bought a print of mine, featuring Rene Dreyfus driving an Alfa, from the Arie Luyendyk gallery in Indianapolis and thought he would like the same artist to illustrate a poster for the 1994 Festival of Speed. On our return to the Isle of Man in the fall of '93 I received a phone call one day from Lord



One of Peter Hearsey's paintings



Another Hearsey creation

March explaining he was aware of my work, and he would like to discuss commissioning me to produce an image for the '94 poster. Luckily it went well, and it was the beginning of a long and fruitful partnership.

And I see that you continued to produce images for Goodwood for the next 21 years. Thank you for giving us a bit of insight into your career.

Note: I have been updating the artwork that he supplied to make it relevant for this year's event. There may be a few changes to come, but so far, so good. Looking forward to this year's Autumn MOG!



Give Autocross a Try: It's Fun! Gary Holman

Ed: This article first appeared in RootesReview, the magazine of TigersEast/AlpinesEast, a club dedicated to the preservation, restoration, and enjoyment of all Rootes Group vehicles (teae.org). The author is writing particularly about Sunbeam Alpine's and Tigers, but his advice is universally applicable.

While I am in no way qualified to give “expert” advice on autocross, I can say that each time I am able to do it, the normal stress of life goes out the window and for a few hours I am young again.

Occasionally in this write-up you will see numerous comments the author has overheard at events or that were posted in articles from old club newsletters. Some of these have been living rent-free in my head for decades! If you recognize your words here, you know you have made an impact.

Whether we own classic British sports cars or luxury cars, they are intended to be driven. Autocross is a chance to exercise them on a timed course through a track defined by cones, the object being to drive between the cones in the right order as fast as you can.

Not all of us can afford to run around local circuits in a dedicated track-day car with a full roll cage to test the handling limits of our cars. But we can cer-

tainly pay the \$40 or so to run in the local shopping center parking lot with the local car club.

You may not achieve the heights of Jerry Titus or Nikki Lauda, but you will gain confidence in yourself and your car.

And just maybe for 60 seconds or so you will forget the normal stress of life and flash back to a time when the Brits made the only sports car worth owning.

Getting Ready

Before you autocross you need to ensure that your steed is functioning well good suspension, tires, brakes, and drivetrain. And remove all loose items from your car—floor mats, driver's carpet, coffee cups, etc.

While on the course you may find some items that need to be addressed further. However, in my years around autocross I have only suffered one mechanical failure—a radiator hose. I did, however, have to jump an axle and coil spring in a lot at the University of Maryland when a Corvair shed its derriere around a corner.

Autocross is scored based on the fastest time on a run. Points are awarded to the top finishers in class. Penalties are assessed for hitting cones, which can happen if you take the course too fast. Pain-outs will also cost you time.

At the start of the day, there is a course walk. Walk with the group and alone if you can. Figure out the tricky parts—and make sure you know which cones to go between so you won't get lost! If you don't do that, there is very little chance you can make it round the track *without* hitting cones.

That can be quite costly: usually there is a two-second penalty for each displaced cone, *plus* it's a pain to remove the orange rubber smear from your paint.

On the Track

As you take each run, you try to shave off an extra tenth of a second (or perhaps three if you're really rusty). Identify the errors to fix them on the next one. Use a camera (or your phone) with a good mount to record your run. It will be easier to see the mistakes when your heart is where it belongs and not in your throat.

Ride with someone else. Get a feel for the scariest 35 mph you ever drove—which will seem crazy fast with so many turns and so close to the ground. Or ask somebody to ride with you. It could help you find paces to make corrections.

The Golden Rule of Autocross

The car is only good at one thing at a time. It doesn't like to brake or accelerate while turning. Braking in turns upsets the suspension. Use a downshift into the turn to get ready for acceleration on the way out, not to slow the car.

You may encounter understeer or oversteer. Understeer is when you turn the steering wheel and the front wheels seem ineffective. You keep going straight.

Oversteer is when you turn the car and the rear end comes round and tries to spin out.

The quick fix for either of these problems is normally to let a few pounds of pressure out of the offending end's tires. That's easy to do at the track. The goal is to set the car up for neutral handling, the happy medium between oversteer and understeer.

Give Autocross a Try

The easy entrypoint to autocross in my club, Tigers East/Alpines East, is a Sunbeam Alpine. I have never spun an Alpine, but a Tiger?

Ah. Yes, the Tiger. If you let off the power too late in a corner, before you can

say "Buddy take your rice-burner back to Japan" (overheard in 1978 or so), you will have your rear end where your front used to be and you'll humbly drive from the track in total embarrassment.

I remember summers in the '80s, when around the D.C. Beltway there was an autocross every Sunday, my friend Wally ran an Alpine that was perfect. Wally proved that "smooth and steady" wins the race.

Now that I think about it, I never thought I would miss the blue laws until the availability of Sunday's empty parking lots ran out.

Anyway, autocrossing can be fun, even if you only do it once a year.



Photos: Autocross at the 2016 Autumn MOG

Fun in Falmouth A Sunny Spring Dustoff

On May 21 a bunch of club event-starved Morganeers gathered at Larry and Sue Sheehan's place in Falmouth, MA, for a Spring Dustoff gathering. The original plan was to meet at chez Sheehan and to take a short drive to the nearby Saconneset Country Club for a Dutch treat luncheon before returning for a relaxing afternoon reconnecting. But with 13 couples RSVPing, the venue couldn't accommodate a party of that size, and nowhere else in the vicinity could either. Larry and Sue solved the problem by reverting to Plan B and valiantly opened up their home to the group.

On the day a goodly number of Morganeers made the trip to the Cape, arriving in an assortment of vehicles that happily included seven beautiful Morgans, all of which were duly parked in pride of place by the house. This was a potluck event, with each party contributing a delectable dish and there was an amazing spread. Nobody went hungry. The weather stepped up to the plate too, providing glorious sunshine, a light breeze, and the warmest temperatures of the year so far. As a result, the eating, drinking, lounging, and catching up occurred mainly outside on the porch or in the delightful shaded garden, where tables and 3/4 Group banners had been set up to welcome us. It was a great opportunity to recharge old friendships and to initiate some new ones, and a fabulous start to the season.

Thank you, Larry and Sue!







The Road

*"I'm like a hobo, ridin' a train,
I'm like gangsta, hidin' in Spain
I got'ta watch ma back,
an ahm runnin' outta time"*
(Van Morrison)



Spider in
his natural
habitat

Frank always said, "The Road goes on forever" and Yogi said, "When you come to a fork in the road, take it." Both Frank, and Yogi were right. Although I've forever chosen the fork, it was usually without accounting for the traffic.

Fifteen years ago, I took on Technical Advisor Plus 4 Cars for The 3/4 Morgan Group, Ltd., additionally for Morgan Car Club Washington DC (MCCDC), and finally for Morgan Sports Car Club Ltd. UK (Brits call 'em "early Plus 4"). In those years I've helped Morganeers worldwide, sometimes in multiple languages: Chinese, Italian, German, Slovak, French ... even British English ... to name a few. When I didn't know the answer, I knew someone who did. You've read some of these adventures in *The Morganeer*.

E-mailing annotated photos and diagrams, providing links to books and YouTube, contexted with long phone conversations, I made "remote house-calls" with the Morganeers on their Road Less Traveled: starting no-starts, rebuilding front-ends, fitting si-descreens. It was never clear which of us learned more in these exchanges but what was clear was our common commitment to press on. I'm grateful to everyone who called on me.

Well now, we each all get the same 24 hours—what makes us equal—and with Yogi's fork in the road at hand, I need to reshuffle my 24 hours. I have therefore resigned my Tech Advisor position with MCC-DC and MSCC Ltd. and am herewith resigning that responsibility with The 3/4 Morgan Group, Ltd. Love it though I may, it's someone else's turn.

Stephanie and I will see you at the next Noggin, next Autumn MOG, or down the Road after that!

Run cool,
Spider J.C. Bulyk

Remembering Sue Angel

Paul Fredericks

While not very active in the club in recent years, Sue Angel and her husband, Henry, were very active in the '80s and '90s. They were regulars at club events and hosted many meet ups at their house in Fairfield. Sue and Henry were also co-winners on the 1984 Harry Carter award.

Sue was a tireless volunteer, and a fantastic mother, grandmother, and great-grandmother. Her love of her family and friends was boundless. Her passing is truly the end of an era.



Henry and Sue Angel and trike

Caffeine & Carburetors

April 24, 2022

Pine Street, New Canaan, CT

All those stalwart 3/4 Morgan Group members who, over the years, braved the chill of a 5:00 a.m. rising to attend C&C will appreciate the impressions from Paul Fredricks and Marc Wunderman on their thoughts from the season opener.

Those who haven't yet experienced the thrill will get a full and accurate description from the boys on their time at the event.

Thanks Guys for giving us a real feel for C&C.

Steve Schefbauer, Editor-at-Large

From Paul:

Caffeine and carburetors is a car get together that's been going on for 14 years. It began as a small gathering at Zumbachs Coffee on Pine Street in New Canaan, Connecticut. This is an early day event. Officially it runs from 8 to 11:30 a.m. I arrived with my '73 4/4 at a very chilly 7:10 a.m., top down of course ... and I was not early by a long shot. Asking around I find that the cars start arriving around 6 a.m. Ooofff!

Now when you think of car shows you might think of cruise nights and get togethers where there's 30 or 40, possibly 50 cars.

Since the early days the attendance has grown a bit. The estimates on this one are somewhere around 1,300 cars. It takes over downtown New Canaan. Every street is lined with cars, and every parking lot is full of cars. And there are thousands of people walking around checking them all out. While there are some Corvettes, Mustangs and a few other American cars, the focus is always been on European cars.

A couple of my favorites were the Lancias and the D-type Jags. There was an over abundance of Porsches and BMWs. And they all seem to blend together after a little while and become just average, though I will admit to having a soft spot for the 2002 BMWs that bring me back to my rally days.



Marc's 4/4 at C&C



Paul's 4/4 at C&C

I counted four Morgan's in attendance. My '73 4/4 of course. Marc Wunderman brought his '64 +4, smartly deciding to leave the trike home until the brakes actually work. And I met Tom Haas and his wife Rebecca McKinon, who brought their '96 4/4 from New Jersey.

The fourth was a '71 +8 that belongs to a man named Oliver who lives one town over. The car had belonged to his uncle and sat in a barn in Cape Cod for 20 years. Five years ago he took possession and brought it back to life. He didn't know about the club. He knows now!

We also ran into Tom Smith who is one of the many volunteers who keep this event running smoothly. He didn't have his four-seater with him as it's in the middle of an engine rebuild. I notice he's not on the club registry. We'll have to bother him about that.

They run four of these events per year. The next one is the same weekend as the dust off. Then September 18, the weekend after Autumn MOG. The final event is October 23, and is held on the open lawns, and in front of the mansion, at Waveny Park which is also in New Canaan. I am told this is an even more incredible event, and I certainly plan to attend. I sense a possible club event in the works.

Though next time I'll be there by 6 a.m.

From Marc:

Caffeine and Carburetors is unique and it truly exists in a category of one. There is no judging and there are no awards, every vehicle is eligible, no focus on age or marque, no cost to participate, and of course it is huge. I find a lot to like: It's about a 35 minute drive from

my home on friendly secondary roads, lots of people to talk to, and even the 1934 Super Sports can get there under its own power. With an estimated 1,300 cars showing up there is just nothing else like it.

But if there is a drawback it's that of those 1,300 cars I'm only really interested in fewer than 100 of them. And now we also have the growing issue of competitive parking. Everyone wants to park on the main drag, Pine Street. So, while the event supposedly begins at 8:00 a.m. people begin showing up as early as 5:30 to get a prime spot. Really!

I left home in the Plus Four at 6:45, arrived around 7:20 and was directed to a spot in a not-coveted side parking lot. Granted, at least it was Inner Siberia, not Outer Siberia, but still. On occasions where I've driven the Super Sports I've been treated like a rock star and someone always finds me a choice spot, but the trike is having some issues lately and I wasn't feeling particularly intrepid on this particular Sunday morning.

Of the cars that interest me there were some nice British cars, an attractive Ford Woodie from the 30's, a Czechoslovakian sedan with an air-cooled V-8 and of course four Morgans, although I managed to miss one of them. I also thought I saw a Jag SS 100 pulling in, but either I never found it again or perhaps it was actually something else. With so many cars present it's hard not to miss a few.

Former 3/4 member Tom Smith was there helping to direct traffic, but his Plus Four four-seater was not present, having had its engine pulled just the day before. Tom still maintained his British cred by driving his Land Rover Series I which he acquired in boxes and spent seven years rebuilding. Besides the Morgans of Paul Fredricks and myself there

was a good looking green Plus Eight that I did not recognize. I kept lurking near the car trying to meet the owner but never found him. Paul did meet him and dutifully delivered the club pitch—we'll see if he's gained us a new member. There was another Morgan visiting from New Jersey; Paul spoke to the owners but I never saw the car.

I always find people I know and I enjoy spending time talking to different folks at this event, and like any other car show it's pleasant to stroll around with a friend and share observations about the par-

ticipating cars. People start pulling out around 10:30 a.m. and the area is mostly deserted by 11:30, which means that a considerable part of a Sunday remains available for other activities, one more thing that is unique about Caffeine and Carburetors.

With the next C&C coming up soon I'm asking myself am I really willing to get up at 5:00 instead of 6:00 to get a better parking spot? We will have to wait and see about that. But will I be there at some time or other? Count on it!



Marc with Woody



Plug's Plus Four and Marc's Super Sports

EVENT CALENDAR 2022

The 3/4 Morgan Group Ltd.

As far as 2022 events are concerned it is early days yet and few dates and details have been published. This calendar is therefore just the first appearance of a work in progress, and we'll post updates from time to time to keep you informed. These events have already been confirmed, so mark your calendars now! With the COVID pandemic still wreaking havoc, however, we can still expect reduced numbers, social distancing, and maybe mask requirements. Some events may be cancelled or postponed so best to check with organizers ahead.

DATE	EVENT	HOSTS
July 10	ANNUAL BAY STATE ANTIQUE AUTO CLUB CAR SHOW Endicott Estate, Dedham, MA, 7 a.m. – 2 p.m.	https://www.bsaac.com/
July 16	ANNUAL FOUNDER'S DAY & CLASSIC CAR EXHIBIT Paris, ME	http://www.hamlin.lib.me.us/founders_day.html
July 15-17	MISSELWOOD CONCOURS D'ELEGANCE Beverly, MA	https://www.misselwood.com/concours-delegance
July 23	SHOW OF DREAMS Hudson, NH 10 a.m. – 3 p.m.	https://www.bcnh.org/show-of-dreams/
July 29	LAKE SUNAPEE TOUR AND CRUISE Newbury, NH From 9:30 a.m.	Bob Britton healeybj7@hotmail.com or call 603-381-3158 RSVP no later than Wednesday, July 27
Aug 12-14	VERMONT ANTIQUE AND CLASSIC CAR SHOW Waterbury, VT	https://vtauto.org/vermont-car-shows/antique-classic-car-meet/
Sept 2-5	HISTORIC FESTIVAL 40 GATHERING OF THE MARQUES Lime Rock Park, Lakeville, CT	Steve Schefbauer sschefbauer@aol.com https://limerock.com/labor-day-historics
Sept 9-11	THE BRITISH INVASION Stowe VT	https://www.britishinvasion.com/
Sept 18	BRITISH CAR DAY Oakville, ON	http://www.torontotriumph.com/BCD/
Sept 29-Oct 2	AUDRAIN CONCOURS Newport, RI	https://www.audrainconcours.com/
Sept 30-Oct 2	AUTUMN MOG Jiminy Peak Resort, Hancock, MA	Revised details to follow.

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

British By the Sea

June 5, 2022

*Harkness Memorial State Park
Waterford, CT*

Fred Cohen, New England South Captain

Brits by the Sea is the classic summer opener for the MG Club. This was their 34th annual event and the true early in the year gathering for British cars. This year the feature marque was the E type Jaguar. Harkness Memorial Park by the ocean is the perfect setting and beautiful weather brought a record turnout of almost 350 cars.

Brits by the Sea has always been well supported by Connecticut Morgans and this year ten cars were on hand for the event. Our leader for the event has traditionally been Andrea Lucas and again this year she and Ted led the way.

The favorites in the Morgan class voting this year seemed to be the four seaters. The Dressel and Bulyk Morgans took first and second places respectively and were both clearly in a class of their own—each worthy of first place. In third place was the fine Plus 4 two seater of Ken and Nancy Mull.

Additional members of the Morgan 3/4 Group also on hand were Marc Wunderman, Paul Fredricks, Kevin Clemens, Bob Cohn, Rod Griffith. and Fred Cohen. For those with an interest in British cars the Brits by the Sea event was paradise. Hundreds of MGs, Jaguars, Healeys, Triumphs, Lotuses (Loti?), Land Rovers, Minis, and of course the Morgans, made this a truly memorable event.



Ken and Nancy Mull's Plus 4 (Mull)



Many MGs—this was an MG club event after all. (Bulyk)



The Dressel's gleaming award winning Plus 4 four seater (Bulyk)



The Lucas Grouse Hunting Range Rover with eats and drinks (Mull)



Marc Wunderman's three wheeler (Mull)



A union flag painted Mini. (Bulyk)



Morganeers watching their charges and enjoying the day. (Mull)



The Hope and the field (Bulyk)



British cars and the sea (Mull)



The Morgan encampment at Brits by the Sea (Mull)

THE HOPE Does Lunch!

Steve Schefbauer
Editor-at-Large

It's still early in the season Folks but THE HOPE is not letting any grass grow under its wheels.

A long, long, long time in development but now that it has arrived, it's ready and long overdue for some fun.

Witness not one but two lunch dates, one, with the hood erect, because it's not time yet and one sans hood cause its time.

THE HOPE's caretaker met with your humble Editor-at-Large for a great time and a few pops, at the much visited (by the Southern New England Area members) Madison Beach Hotel (lots of plugs but still no ad in The Morganeer) on May 11.

Shortly thereafter THE HOPE and its caretaker lunched with Ted Lucas and, I suspect, another few pops.

Great way to start the rebirth of the ever-popular THE HOPE.



THE HOPE on its way to the Madison Beach Hotel



Ben & Gerry's vanilla parked at Madison Beach



Spider, Ted, and THE HOPE do lunch



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And yet another fine article by Morgan Detective,
Paul Fredricks who wears many hats.

Steve Schefbauer, Editor-at-Large

Three Days at Lime Rock

Paul Fredricks



The Fabulous Hudson Hornet

Memorial Day weekend is always special in the northwest corner of Connecticut. The spring weather giving way to summer resulting in beautiful days for driving through the hills, the trees are bright green with new growth, and the Housatonic River is running loud and strong from the spring rains.

It's also when Lime Rock Park has their Memorial Day Classic, a weekend of Trans Am and vintage racing in the beautiful countryside.

Day 1 for me was on Sunday. There is no racing in Connecticut on Sundays, so the track is turned into a car show. Royals Garage and Hagerty Insurance sponsored separate shows next to each other. I met up with Alison DeKleine and Morgan Malone with their '80 4/4 four seater. There was another member from our club there as well, but for the life of me I can't remember his name or which car he had. Possibly a 4/4. I owe you! *Pretty sure it was Terry Murphy with his new Morgan ride. E.A.L.*

It was the perfect day to walk around and take in all the eye candy. Cars, that is! Some of the more memorable, for me at least, were the Fabulous Hudson Hornet, and an AMX. Really, there were too many to list. Alison, Morgan, and I walked and ogled all the beauties that were there. And they were so nice to supply me with brats, block, and booze (that's bratwurst, sunblock, and beer). An enjoyable, impromptu picnic!

And to top it off, and I'm not sure how, my car won best vintage car! Must be my

winning personality? This gave me the opportunity to be in the winner's parade, and a couple of laps behind the pace car!

Day 2 was the Trans Am race. I was there on Monday and watched the TA2s go around the track. Basically, the same cars with a smaller engine. I was looking forward to seeing the Trans Am cars this year. On the bad side, the field was small.

Around 15–20 cars made up four classes. But the speed of the leaders was amazing. Chris Dyson set a qualifying time of 49+ seconds. The sight and sound of that car was worth the price of admission. I enjoyed the pit crawl and the vintage racing as well.

Day 3 for me was Thursday and their Tapas program. Some of our Morgan



Hey! That's me!



Chris Dyson at speed

friends were there when they started the program, and I wished I had been there. Now I had my chance.

There were nine cars in our group. We spent an hour making laps at the autocross track and getting instruction by radio from Bob Green, who was our facilitator at last year's Autumn MOG autocross. There is nothing better than turning laps. My son-in-law came along with his Hyundai Elantra Sport. I gave him the day as a Christmas present last year. And my friend Matt brought his '67 Mustang and his son Hudson.

The next hour was on the main track following Bob around the racing line and listening to his commentary by radio. We pushed it harder and harder on each lap. I had to ease up a bit as my clutch started to slip a little on the main straight. Later inspection showed it just needed a little adjustment to the linkage.

We finished on pit row, taking some pictures and trying to figure out how to stop smiling. This is a great program, and I thoroughly recommend it. We are going back in September, camping at the track for Labor Day weekend, and enjoying another great car event. Hope to see some of you there.



Son-in-law Rob



Matt and Hudson

Murphy Lives!

Jim Half Dime

I lusted for a Morgan 3 wheeler from my first Morgan research (Thank you Ken W. Purdy) in the late 1950s until, thanks to a lead from Chris Towner in the mid '90s, I was able to become the new caretaker of "Murphy," a 1928 British Anzani-powered 2 speeder Aero. From an invitation and trip to the Pebble Beach Concours d'Elegance, to vintage racing at Lime Rock Park, and Elkhart Lake (Road America), Murphy chugged along with a smile and but one temporary "ULP!"

Looking back, sadly I was lured by the evils of electric start and reverse and passed Murphy on so I might enjoy the latest in MMC technology—the 5 speed M3W. While the 5 speeder was many shades more practical (You may all chuckle here) I missed Murphy and his vintage idiosyncrasies.

Backing up a bit (Which Murphy would not cotton to) about ten or eleven years back a 3 wheeler mate in England made it known that he was going to cut out a few steel Aero silhouettes for weathervane or similar use. After agreeing to post the required £s to him and determining that our good friend Lizzie Clutterbuck could hand carry it here to the colonies on her next flight 'cross the Pond', I awaited Murphy Junior's arrival. He was here before Christmas 2011 while his mentor sat in our shed only to see Senior disappear only two years later.

Junior sat quite forlorn until spring of 2021 when I was chatting with my high school best mate Eric who has become quite adept in the field of 'smithing, and who offered to construct an appropriate weathervane for Junior.

This past weekend saw the finished project arrive and, while OSHA would have cringed, two 75-year olds and an 80-year old managed to affix him to my shed roof. I think he looks quite proper and even more importantly, Marti agrees!

C & HM



The real Murphy back in the day



Murphy on the track



Murphy, you're so vane



A 1968 Morgan 4/4 at a car meeting in Ulva Kvarn near Uppsala, Sweden. (Staffan Andersson)

Relative Pleasure of Sports Cars

Art Eastman

Ed: this article first appeared in the May/June 2006 issue of Vintage Motorsport. For every reference to the MG, I think we can safely read "Morgan".

It would seem we now live in an age of renewed interest in the sports car. America's fascination with the sports car began in the late 1940s and, led by the MG TC and the Jaguar XK120, blossomed into a full-blown love affair during the 1950s and '60s. In this country, the automotive black hole of the 1970s all but swallowed the sports car. While the rest of the world continued to produce stimulating cars, America had to wait until 1989—when Mazda resurrected the genre with its brilliant Miata. Its instant success did not go unnoticed by BMW and Porsche that soon answered with the Z3 and the Boxster.

Since the rebirth of the sports car in the 1990s, American enthusiasts are once again presented with a variety of choice. It would be remis not to mention the

Corvette that has remained in production since its introduction in 1953. Catering to tastes running along the lines of huge, crude, and powerful, the Corvette was available although it too, suffered a substantial mid-life crisis during the automotive dark ages.

While most European sports car manufacturers were forced to abandon the lucrative American market, Porsche steadfastly modified its evergreen 911 to meet U.S. federal regulations. And, at the upper levels of consumption, it was also possible to privately federalize Ferraris and other exotics. Those days are thankfully behind us—modern technology now satisfying both the sports car enthusiast and the government.

Time marches on, tastes change and the modern sports car is not the simple

device it once was. Back in the days of the MG T-series, Austin-Healey 100-4 and Triumph TR2/3, part of The Experience was working on the cars, and in the case of British sports cars, an almost compulsory element of ownership. This wasn't a bad thing. Learning how to repair and tune a technically primitive machine was not difficult and doing so successfully greatly enhanced the bond between car and driver. Today, confronted with an engine bay stuffed with a bewildering array of tubes, wires, and black boxes, the average owner is forced to enlist the services of a computerized diagnostic technician whose solution to everything is replace rather than repair.

Then there is the driving environment. Back in the 1950s, a driver of an MG TC had little problem finding a less-traveled

road on which to pursue enjoyment. While this may still be possible in the northern wilds of Maine or the open expanses of Montana, all the highways leading to those places are practically gridlocked.

The sports car was created to provide a greater level of involvement for the driver. With its hallmarks of nimble handling and spirited performance, the sports car offered a much closer commune with nature. These qualities invited the driver to explore the upper levels of a car's performance envelope. Most early sports cars were a balanced equation of handling and power that the average enthusiast could easily manage, and eventually master.

In contrast, the modern iteration of the sports car is a giant leap forward in overall performance. Ironically, in light of ever-increasing regulations, massive congestion and energy concerns, the modern road-going sports car is capable of matching or even exceeding a race

car's performance of the not too distant past. With the manufacturers of sports cars apparently locked into a trend of escalating horsepower ratings, the end is nowhere in sight.

This brings up an interesting comparison. If sports cars are created for pleasure, what is the gratification of driving a 700hp, 220mph road rocket at 3/10s? Does the thrill of brief, blistering acceleration runs or capturing the premium parking space at the local country club justify the ownership of a car capable of so much more? Track days provide the opportunity to extend such a car, but sports cars were originally created to put zest in everyday driving. Flashback to the MG TC drivers of the early 1950s when, except for squealing tires and a big smile, casual observers were not aware the car was being driven at 9/10s. This was real enjoyment within the boundaries of social acceptance. Try that in an Enzo and you'll most likely end up in jail or a morgue.

But of course, comparing a Ferrari Enzo to an MG TC is ridiculous. Yet the degree of realistically attainable driving enjoyment of both is the actual point of comparison. When the performance of a sports car far exceeds its driver's ability and the conditions found in the real world the fun factor is greatly diminished. And that's where a car such as the Miata shines, a modern everyday sports car offering the same degree of pleasure found in the earlier MGs and Jaguars, minus the issues of reliability.

As time and technology relentlessly move on, the artifacts of a bygone era are evaluated from a fresh perspective. In the case of the sports car, the 1950s and '60s generated a windfall for the grateful enthusiast. We live in a time when the sports car has regained some of its former popularity and while that is a good thing, we must also realize all products are reflections of their contemporary environment, no matter how chaotic and illogical that may be.



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This is a very solid driving, reliable Morgan reasonably priced at \$32,500.

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<https://www.motortrend.com/vehicle-genres/1961-63-morgan-44-series-iv-collectible-classic/>

VSCCA Spring Sprints

May 6, 7

Lime Rock Park, CT

Steve Schefbauer, Editor-at-Large

Goodson Racing Team:

Jamie Goodson, Treasurer, 3/4 Morgan Group
and Terror of the Tarmac—Lotus 6

James Goodson, Newport, R.I. Hot Shoe—MGA



Off with the helmet—
James left, Jamie right

I couldn't resist. Two of our club members, racing at the VSCCA Spring Sprints on a grey but pleasant Friday, none of the hassle of crowds or parking to deal with just pull in to the track entrance and drive right down to "A Paddock", park where there's room and I'm in the action.

I met up with the boys at the GMT Racing support trailer, Jamie in racing school at the moment and James

keeping a close eye on his MGA being prepped and checked before going out on the track. James looked relaxed and confident when his group was called to the grid.

Once out on the track, James looked good and consistent. The VSCCA is known for its "Gentleman Racers" and James fit in perfectly.

He finished his first run and came back to the pits when shortly thereafter

Jamie took a break from racing school and we all had a chance to chat.

Later on in the day, Jamie's group was called to the grid and I had the opportunity to watch him from various points on the track—he too looked good—Like Son, like Father perhaps?

I left the boys to peruse the paddock and talk with a few racers, one of whom was Kevin Clemens, 3/4 Club member and new owner of Mike Virr's beauti-



James
Goodson's
MGA



The ex-Virr, now Clemens 4/4

ful 4/4. I took several photos of Kevin's Morgan and thought Mike might like to see his ex 4/4 back in action and here was his reply:

Many thanks Steve. Good to see the old Moggie being used properly. She's looking good.

Happy Moggieing, Mike

Also present was Shaun Henderson, now living in Florida, with his Plus 4 four seater, built by Larry Eckler for Shaun, sold back to Larry then bought back by Shaun so it's a Eckler creation, ex Shaun Henderson, ex Larry Eckler now a Henderson—Got that?

Saturday afternoon, I got an excited almost giddy call from Jamie and James, who were on their way back home after two great days of running at Lime Rock in the Spring Sprints.

Jamie said that on Saturday, James was turning pretty consistent times of 1.08-1.09 with one lap at 1.079 and an estimated top speed of 108 MPH on the Sam Posey Straight at Lime Rock's 1.5 mile circuit.

WOW !!! 1.079—in an MGA—When you consider that in 1957, Lime Rock's first year as a racetrack, the track record was 1.104, set by none other than pro driver Walt Hans-

gen racing Briggs Cunningham's D type Jaguar. That, James, is quite spectacular. Does this portend a long successful racing hobby or a racing career James, Old Boy?

I understand Goodson Racing Team will be coming to a theater near you, racing at the Pittsburg Vintage Festival, the Mt. Equinox Hill climb, Lime Rock Park Historic Festival 40 (That's the Gathering of the Marques weekend!), and the Lime Rock Park Fall Finale. Very ambitious and as Jamie says, "And all winter to repair the damage."

Race safe Guys and have a ball.



James is happy behind the wheel



Another view of the ex-Mike Virr 4/4



James Goodson's MGA in hot pursuit of Kevin's 4/4



Jamie and the Lotus 6



The ex-Shaun Henderson, ex-Larry Eckler, and now Shaun's again



Goodson Racing Team, James and Jamie



Jamie Goodson's Lotus 6



Jamie on the false grid at Lime Rock

Headlamp Breakthrough: A.D.B.!

Spider J.C. Bulyk



Ever since I've been driving—even prior to my first driver's license—there seem to have been issues about headlights. Early on with sealed beam lamps, I discovered what it meant to “overdrive your headlights”: drive fast enough at night that your stopping distance was longer than the distance your headlights could illuminate. This allowed for something ominous just past what you could see (while way over the speed limit). In my first car, the lamps were replaced by Euro-spec headlights by Cibie and Carello with added spot lamps like Lucas Flamethrowers and Hella Stage-I floods. These were of course all not only illegal but easily spotted by local constabulary, so I paid the price multiple times.

Gradually, the DOT rules changed a bit and car makers improved night driving switching to halogen lamps, and then moved up to LED illumination. Originally the lamp directionality was fixed, leaving the driver with only a hi-beam/lo-beam choice. Today the gyroscopically controlled bi-Zenon lamps in my BMW and the directional LED lo-beams in my Volvo give a wider range of coverage but the steering rotated headlights for my old Citroën would have been illegal.

The major issue of course has been the tradeoff between sufficient illumination for the driver versus the impact of light beam, color, range, brightness, and coverage on the retinas of oncoming motorists. The law always seemed to suggest that, unless you were a bank-robber or a smuggler, you did not need to drive so fast as to need brighter lights. All of these rules, by the way were set for the U.S.A. by its Department of Transportation. Other countries had different rules.

About a decade ago, the EU adopted A.D.B. (Adaptive Driving Beam) as a standard. The technology for this is (guess what) camera-to-microchip driven and further advanced with new developments in LEDs. It became possible to eliminate the hi-beam/lo-beam option and have a driving beam that self-adjusted its pattern, intensity, direction, cutoff points depending on ambient light, vehicle speed, and presence of other vehicles, either traveling ahead or oncoming. Here in the U.S.A., change has always been more gradual, until now.

After years of unsuccessful wrangling, A.D.B. lamps will soon be on new cars. They have been *mandated* by a section of the recently passed Infrastructure Investment and Jobs Act. New car technology allows for anywhere from ten to tens of millions of light patterns. Computers would be able to modify light patterns depending on what they identify: car, pedestrian, semi-tractor-trailer, or exit ramp, or entrance to

brightly lit urban area. With this as a future direction, the aftermarket cannot be that far behind. Although early aftermarket replacement kits might feature fewer capabilities, they would still provide a vastly more effective visual field for navigation.

The advent of retro-fit aftermarket kits might have two points of interest to us Morganeers. First and foremost, the majority of our club members' cars are running with night lighting that can only be described as “vintage”. Even with added goodies like halogen or LED lamps, we are less well seen and cannot see as well as even low-end contemporary cars. Our Morgans' electrical systems struggle to keep up with any added draw from the lamps (yes, LED's diminish some of the draw problem). Secondly, as the average age of the club increases, the night vision capability of the average member decreases. So, keep your eyes open for this A.D.B. development: it will most likely be like night and day.





In Good Company



Frank Wnek's Drophead hanging out with a
Ferrari 308 GTS and a Jaguar E Type
at the Mod Maine Sports Car Club summer picnic.
(Mid Maine Sports Car Club)

FOR SALE

*1959 Morgan Plus 4,
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NEW 2023 Morgan Plus

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2003 Morgan Plus 8 – Royal Ivory, Mulberry Leather // 18K MILES!

1984 Morgan Plus 8 Isis Turbo

CONVERSION – Special Corsa Red/ Cinnamon leather, Propane-powered car // HUGE PRICE REDUCTION

1963 Morgan Plus 4 SUPERSPORT

– Dark Blue, Black leather, Black 72 spoke wire wheels // LEGENDARY RACING RECORD!

1958 Morgan Plus 4 – Two tone Blue, Black interior // 100% COMPLETE + RELATIVELY RUST FREE

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

1949 Morgan FOUR/FOUR SERIES 1 – Tan body with chocolate wings, Chocolate leather // PRICE DROP!

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Word from the Works

Platinum Jubilee: Morgan Motor Company In 1952

As people around the country—and the world—come together to congratulate Queen Elizabeth II on her Platinum Jubilee, Morgan Motors took the opportunity to delve into their archives and provide a snapshot of how the Morgan Motor Company looked in 1952, the year in which The Queen came to the throne.

By 1952, the Morgan Motor Company was already fast approaching half a century in business. H.F.S. Morgan was Chairman and remained at the helm of the company he had founded some 43 years earlier. He was now joined by his son, Peter, who was also on the board of directors working alongside Managing Director, George Goodall.

The Factory

In 2022 we are of course still operating from the same factory site that we were in 1952. In fact, Morgan production at Pickersleigh Road began in 1914, just five years after the first Runabout was built.

By 1952, 'The Works' had been extended from two workshops (also known as rows) to seven and now included the Wood Mill, Machine Shop, Paint Shop, and Sheet Metal Shop. While many of these workshops have changed location on today's site, the iconic red brick buildings remain and help to give Pickersleigh Road its historical identity.

While no exact employee records remain from the early 1950s, it is estimated that around 100 employees formed the workforce, with the majority of them being in production roles supported by administrators and management.

Chassis records show that 238 Plus 4s were dispatched during 1952.

The Model Range

1952 represented the last year of original Morgan three-wheeler production. As such, just 16 F-types were built. Priced at £270 for the F-4 and £285 for the F-Super, these models would be the last of the line until the Morgan 3 Wheeler was reborn in 2011.

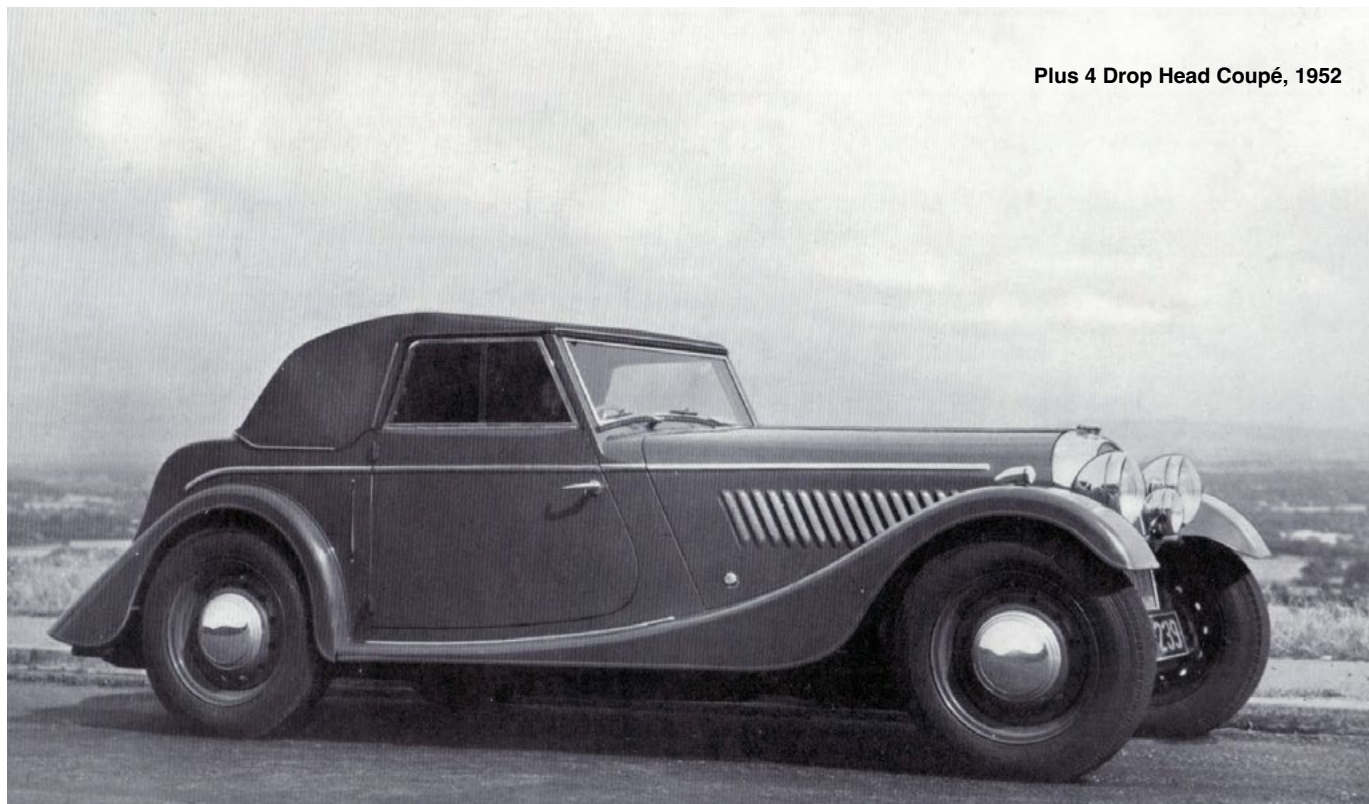
The mainstay of production was Plus 4, powered by the Standard Vanguard engine. Three model variants of Plus 4 were offered, these were the Plus 4—in two-seater and four-seater variants—and Plus 4 Drop Head Coupé.

The range brochure at the time stated that there were four paint choices available, these were Black, British Racing Green, Nile Blue, and Carnation Red. The standard upholstery was Black, and customers were politely advised that "Any deviation from the above will entail an extra charge of £5 for Paint Work and £5 for Upholstery."

Competition

Throughout its 113 years in business, Morgan has been closely linked to motorsport and competition in various forms. It was therefore no surprise that a "Works" team won the 1952 R.A.C. International Rally, which raced from Hastings to Scarborough and featured several other prominent marques.

Plus 4 Drop Head Coupé, 1952



Two Seater TOURER



An attractive Two-seater on Sporting lines. The floor boards being carried on the lower flange of the chassis frame permit of a low and comfortable seating position.

Each seat has its own pneumatic cushion with a single back squab behind which is a space for luggage and a concealed hood, also an 11 gallon petrol tank with quick action filler.

The back of registered design carries two spare wheels and tyres.

PRICE £565

Purchase Tax £315 7s. 9d.

Drop Head COUPE



In the Coupe body we have endeavoured to provide good weather protection and comfort combined with good performance. A feature being the windows, above the 2' 6" wide doors, which are arranged with sliding glasses so that ventilation can be adjusted as required. This arrangement also leaves the doors free of mechanism allowing a considerable increase of elbow room. The frame carrying the glass panels can be removed entirely without difficulty if a completely open car is wanted.

PRICE £620

Purchase Tax £345 18s. 10d.

Four Seater TOURER



The essentials are exactly as the two-seater, with the body lengthened to provide two extra seats. The petrol tank on this model is below the rear seats, only one spare wheel is included in the equipment and a single 12-volt battery is under the bonnet. A "one man" hood is fitted, which, together with carefully arranged side curtains afford complete weather protection.

PRICE £580

Purchase Tax £323 14s. 6d.

Standard finish: Black, British Racing Green, Nile Blue, or Carnation Red. Upholstery Black. Any deviation from the above will entail an extra charge of £5 for Paint Work and £5 for Upholstery.

The 1952 brochure showing the three Plus 4 model variants available



1952 R.A.C. International Rally 'Works' Team

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The Morganeer

CROSSHEAD

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- Caption photos to identify cars, people, locations, dates, events, etc.

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