

# The Morganeer

MAY  
JUNE  
2015

Vol 38  
Issue 3

## The First Four Wheel Morgan



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

## NEW CLUB MEMBERS

Rick Swain and Wendy Grant Caledonia, NS Canada  
'60 Plus 4

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

## ABOUT THE COVER

### 1936 Morgan 4-4

Coloured Pencil - In 2011, the Morgan Motor Company marked 75 years of production of the first of its 4-wheeled vehicles - the 4-4, later referred to as the 4/4. This is part of a larger work to commemorate the event. I worked from photographs of early 4-4s in books and I didn't get it quite right. I later discovered that the 1936 cars only had one windshield wiper.

Rick Swain

**British Marquee**  
CAR CLUB NEWS  
www.britishmarquee.com

Special club offer!  
**3/4 Morgan Group members:**  
Subscribe to our print or on-line edition, and get 37% off — and FREE classified ads!

One year (11 issues), print: \$16 (regular price \$26)  
One year (11 issues), on-line: \$12 (regular price \$19)  
Go to our website today and download a free sample copy!

Enthusiast Publications, LLC • 5 Old Nasonville Rd., Harrisville, RI 02830 • (401) 765-6920

## CONTENTS

Grimm's Fairy Tales	p. 4
Interview	p. 7
My Morgan Life	p. 9
Fenced In	p. 12
A Man And His Dog	p. 16
Another War Hero	p. 18
Downest Autumn MOG	p. 21
Tech Tips	p. 25

## FROM THE PRESIDENT

Dear Fellow Morganeers,

By the time you receive this edition of the Morganeer, it will probably be well into May, but as I write it is late April. We arrived back in Connecticut about a week ago, in fact returning from Florida a full week earlier than planned because of the hot weather. Yes, I know that in the northeast in April you were still dealing with frost and daytime chills, sunny if you were lucky, but an average of 90 degrees over a two-week period sent us scurrying for cooler climes. Both of us being of northern European origin, neither of us are good in high heat and humidity. Anyway, the temperatures in Connecticut seemed to be approaching the 60s, which we considered reasonable. However, when we arrived, we actually had record lows for the date, making us think that we had come north too soon,

Nevertheless, one of the first things we did after we had unpacked was to check out Maggie who had been wintering peacefully in the garage with a trickle charge attached. After uncovering her, and, of course, admiring her, I turned the key and she started up the first time. Not bad for a 62 year-old. Of course, I then had to take her for a quick trip round the block to make sure that all parts were running smoothly (at least, that is my excuse and I am sticking to it!).

Today things actually warmed up to the seventies, so a much-anticipated good run is in the very near future, maybe down to our favorite ice cream farm. No, that is not a typo; we actually do have a nearby dairy farm that converts its grass into ice cream and what is more, regularly wins the title of best in Connecticut. How to satisfy two sorely missed treats in one shot.

Hopefully most of you have managed to unearth your Morgans from their winter quarters and have begun to enjoy them yet again. I know that many of you will be going to one of the dust-offs, maybe the Hunters' regular celebration in New Jersey or the grand Dust-Off in Saratoga organized by Larry Sheehan in collaboration with Hemmings, or maybe both. Sadly we shall miss both because



of family commitments on their respective dates, but I trust that all attendees enjoyed the outing

On a personal note with respect to annual get-togethers, we shall not be hosting our usual August English Afternoon Tea in Woodbury this year. We have decided to downsize from our oversized house to a smaller, more logical dwelling. After all, a house of well over 3,000 square feet on two plus acres is really a bit much for two people for six months out of the year. Our new condo, still in Woodbury, does not have the outside space for a party of 30 or more, and certainly does not have the parking for a dozen Morgans. However, those of you who might be mourning the demise of scones and cucumber sandwiches do not fear. Susan Rho and Dean Meyer have graciously offered their home as a new venue for Tea. Many of you know what a beautiful home they have overlooking the lake in Ridgefield, so we shall be more than adequately served.

Just a quick word about Autumn MOG in Maine; I understand that the reserved hotel rooms are fast disappearing, to the extent that Frank has already had to add a few more, but the supply is limited, so please hurry and make your reservation as soon as you can to avoid disappointment. Now I am beginning to sound like one of those dreaded TV commercials that I cannot stand, the ones that keep saying "Hurry, hurry, this offer will not last long!" But in this case, it is true.

So, having said my piece, I must grab that rag and the McGuir's and go and touch up that smudge I saw on her ladyship's paintwork. Ah, the joys of Morgan ownership.

Happy motoring!

David

## FROM THE EDITOR

Spring is here, finally and officially. I hope you have been out in your Morgan for a few brisk drives to shake off the winter blues.

From the Acadian shores of Nova Scotia came another new member and Morgan artist, **Rick Swain**, whose artistic depiction of the first 4 wheeled Morgan, in honor of the 2011 75th anniversary of the 4/4, graces our cover. Rick also mentioned that he has just purchased (in pieces) a '60 Plus 4 which he is starting to restore. No doubt he will be getting to know Spider better in the next few months. And to make an editor REALLY happy, Rick also sent along a wonderful story from his wife **Wendy Grant's** family in England about a WW I veteran distant relative who drove a Morgan trike after returning from the war. Wonderful.

And it just sort of happened that most of the copy for this issue involves personal Morgan ownership stories – my favorite. Thus I have dubbed it the 'my Morgan' issue.

We begin with another of **Spider's** famous 'there I was at a car show drinking a beer with the boys and . . .' stories about two former and current Morgan owners (in this case **Gil Grimm** and **Phil Steel**, as told by **Steve Colson**) and their cars. As always in one of Spider's tales there are surprises, interesting plot twists, storms, hurricanes, etc, etc – but all comes out for the best in the end (except for one poor Morgan). You really have to read carefully to keep track of all the characters in this tale, but it's worth the effort.

But Spider was not done yet, of course. In addition to several of his Tech Tips included herein (once again in response to email queries from diverse parts of the globe), Spider took it upon himself to do a follow-on to the interview with **Bill Fink** published in the last issue. I guess he just decided there were a few Bill stories too good not to reveal that had not made the original MOG Magazine interview. And as is almost always the case in most of these tales, truth is stranger than fiction. Thanks to Spider for giving us 'the rest of the story' of this larger than life Morgan legend.

Once again, thanks to Spider (am I repeating myself), we also obtained permission to reprint another of *Road and Track* magazine Editor At Large **Peter Egan's** "Side Glances" columns - his story of being 'incarcerated' at the Morgan factory after wandering in with his wife on a weekend non-visitor's day. Word has it that now that Peter is officially retired he will FINALLY realize his life's dream of owning a Morgan. You may recall that his



last column reprinted in *The Morganeer* was about when he went many years ago to test drive a Morgan but then got cold feet about buying it. Obviously the regrettable experience left a lasting impression on him.

Next we have a bigger than life expose by **Bill Jouris** on his life long obsession and experiences (not all good) with Morgans, and particularly the crash victim bargain 4/4 he decided to bring home and make his own (SOME assembly required!). Although it may seem that Bill has spent more than his share of time peering under the bonnet by the side of the road and scratching his head, believe me brother – we've ALL been there. Bill seems to take it all in good humor, though, as all true Morganeers learn.

We are not done yet though. A late entry just crossed my desk which I just had to include. **Ira Grandberg** gives us a unique perspective on Morgan ownership by comparing his Morgan to a loyal pet dog (no doubt inspired by last issue's centerfold). Not only does Ira make some compelling comparisons, but also tells a few harrowing tales along the way. My advise – stay off the Cross Bronx Expressway and 59th Street Bridge in your Morgan!

Wrapping things up, you will find herein some of the information for Autumn MOG that some of you have been anxiously awaiting. Early reservations are robust, the events schedule, banquet choices and other details are coming into place, and the registration form available in this issue. I could not be more pleased with the number of members who have come forward to volunteer for the various events and tasks. We have a great venue, and a great team preparing a most excellent Autumn MOG for you. All we need is you.

This time of year, as we make the final turn on our way home after an invigorating drive in the Morgan, it is ever so true:

The road goes on forever,

Frank

## TO THE EDITOR

Spider,

Read your article in the March issue of Miscellany this afternoon. Maybe I should just say Caller C. Living in HK all those years, where the humidity is usually 90% for most of the year, I had several real issues with the frozen (rusted) clutch after returning from business trips.

Cannot recall how I learned it, but placing a 2 x 4 long enough to hold the clutch in and bracing it against the seat frame or frame cross member resolved the problem. No damage to the clutch springs. But of course you know this! Not a problem in 12% Arizona humidity.

My son is giving me lot of pressure to finalize my notes on the history of the 58 Plus 4, which I hope to do by summers end. He wants to put it in book form.

Hang in there.  
Tom (Surrency)

Here is the answer to you horny Morganeers. Years ago I installed a multi-trumpeted air horn for the safety reasons mentioned by Spider. Air horns are not legal here in New Jersey so I wired a double pole switch under the dash enabling me to choose between the safe, legal, friendly British toots, and get me through Jersey inspections. Of course the horn is normally left in the "Loud" position. This solution gives us more opportunities to handle those wooden knobs.

Bob Cohn

*Obviously an added feature to Bob's Plus 4 4 seater now for sale – see p. 20. And knowing Bob, there is no telling what other James Bond features this car might have!*

ed





# GRIMM'S FAIRY TALES AND STEEL RESOLVE



## HOW MORGANS INTERTWINE LIVES

Spider J.C. Bulyk

Several lifetimes (or was it months – I can't remember) ago, I was sitting on the lawn at some British car show talking to club member Steven Colsen. Steven and I go all the way back into the deepest dark 70's with the Group and he's a phenomenal source for cool contacts, interesting stories, insightful tidbits, and classic automotive trivia. When you're sitting engaged in conversation like this, you need to remind yourself to get up off yer butt and do something, or the day can just plain get away from you.

After a politely gentle pause in the

conversation, Steven casually asks, "Did you happen to see that sweet MGB-GT at the end of the line? Y'know, the brilliant red one with the Paxton blower?" Of course he knew I'd remember having seen it – fantastic car, nice shape, nice lines, nice engine bay (I'm a "nice engine bay" addict) and of course with that supercharger...! "Belongs to my friend Gil Grimm," he continues and then adds, "He's got an interesting story," delivered with an air of mystery as he lights up his pipe. Okay, I decide: I'm in!

Some short time later, Gil Grimm – the man himself – has joined the conversation, and the story swirls around in the air like Steven's pipe smoke. Look-

ing up at the sky, Gil starts talking like everybody knows the entire context of his tale.

"Yeah....5100, a '63 Plus 4, was my second Morgan, having surrendered my first one in a rather nasty divorce proceeding. I managed to get outta Dodge with a half hour head start, some of my tools and a few clothes all stuffed into a beat up MGBGT together with what was left of my sanity. The Plus 4 was originally purchased from Bill Fink at ISIS Imports in Frisco, and driven by the original owner cross-country to the Cape. He then had it redone in Boston by some joint now long out of business. Sometime in 1987 he sold the car to pay for a rather nasty divorce proceeding, and I was the buyer. Sometimes I think I'm running in the wrong karma circles.

The Morgan was a great car, lots of fun to drive, and a real attention getter. I ran it until 1991 when it needed a valve job. Like many things Morgan, I got to the valves but then persuaded myself to keep doing all the things that needed doing – classic project scope creep. Two weeks became five years before it got back on the road again, largely

photos:

**TOP RIGHT:** Phil's first Morgan, the Torking Dog

**LEFT:** Phil's second Morgan, the Hurricane Sandy victim (SO sad!)



thanks to (the late) Bob Couch of Morgan Spares.

I had fun doing it and used a lot of tricks I learned from the marine world: West 101 System coating all the wood, stainless steel fasteners, had an aluminum gas tank fabricated at a boat place, etc. The final touch was the 5-speed transmission kit from Morgan Spares. The car was lovely to look at and very rewarding to drive."

About this time, we all needed a little break (everyone needs a little break), during which I asked Steven (remember Steven?), "Where's he going with this? What makes this so interesting?" Tapping out his pipe, Steven sagaciously advised, "Wait for it...."

Well, I couldn't wait for it, so when the conversation resumed, I popped the question, "So why isn't the car here today?" Gil looked at me slowly nodding his head, "I started to develop a strong sensitivity to sunlight and used the Morgan less and less. The sensitivity started to become painful and I decided it was time that the roadster found a new home."

About this time, another player stepped out of the shadows and into the storyline - Phil Steel. "Who're you?" I asked, somewhat taken aback. "I'm the current owner of Gil's former Morgan". "Ah-HA" me thinks, "Okay, I'll bite, how'd you get into this piece of Reality TV?" Steven (remember Steven?) refills his pipe, and Gil leans back against the wheel on Steven's Plus 4, and Spider reaches for another Corona, as Phil begins his part of the tale.

"My first Morgan was a '57 Plus-4 bought in 1962. The car came with a name, "The Torking Dog", when I bought it from Harry Reynolds, a hill climb champion. Hill climbs are not gentle and during the few years I drove it, I had to weld the cracked frame at least twice. When I thought I'd had enough, I traded it on a '65 Austin Healey 3000. After happy years with the Healey I sold it, did a reverse and went back to Morgans. There was this '67 Plus 4 being rehabbed at the Morgan dealer in Virginia; I looked at it, bought it, and had it shipped up to Philly. It was a timely purchase, as shortly thereafter



that dealer went under with major financial difficulties.

I fell in love with that car immediately and drove it for a long time - it had some 95 thousand miles on it - until Hurricane Sandy hit our home in 2012 and wiped out the Moggie. When the insurance guys offered full stated value plus 4% for inflation, I couldn't say no. But there was no love, because I spent the next days, weeks, and months maniacally chasing down Morgans around the country. One of my fruitless chases led me to Morgan Spares; they referred me to Gil Grimm. That was one great day! Not only was it a gem of a Morgan but I made friends with a gem of a guy."

These intertwining tales were starting to gel in my now soggy brain and began to make a kind of sense, and I blurted out, "So it was YOU! You bought Gil's Plus 4!" The three of them looked at me like I was nuts. "Well of COURSE I did... what did you think?" (I dunno.... please do go on...)

"I saw the car on Gil's site and I really liked what I saw, so I flew to Providence. Gil picked me up and took me to his lovely spot in the country. I drove the car and fell in love with it. But this was a two part test: the car and the friendship. I bought Gil's car, but it was Gil who approved me for the adoption. That car has been stopping traffic in Philly and now lives permanently at our home in Ventnor, NJ."

Far from a Grimm's Fairy Tale (pardon the pun), this set of stories was more Disney-like, where everything makes sense and everyone lives happily ever after. But I wanted to know more about where Gil went after parting with the Moggie. The MGB-GT has a body-style which historically divides people into lovers or haters with no in-betweeners. I happen to be in the former category (love) as there have been several famous siblings: Volvo P1800ES, BMW Z3 Coupe, Aston Martin DB4 Shooting Brake, and more recently the Ferrari FF. But not everyone finds it so aesthetically accessible.

Gil made it sound pretty simple. "I needed a closed car to keep me out of the sun; I wanted a British sports car; I wanted to be able to afford it; and I wanted one that would "GO!" when you stepped on the loud pedal. The B-GT was perfect: the extended coupe body strengthened the frame enough to take the extra power of the supercharger and it all came together exactly as it should have."

Well dear reader, like any Morgan chassis, this story arrives under your eyes partially fabricated. Most of it is true; parts are almost true or partially true, and some of those parts should be

photo: **TOP RIGHT:**  
Gil's Morgan, now Phil's Morgan  
(still following this?)



true. I offer the accompanying photographs in support of it all, from which you are free to make your own conclusion – hoping of course that it too is true.

However, I feel morally obligated to make one point that is definitely true. Morgans are like safety pins: when you're in a sticky spot (nasty divorce proceedings) they can bail you out, and when you need to connect, they can hold people and people's lives together. Steven (remember Steven?), Gil, Phil, and Spider were all tied together in friendship through this set of transactions and this story. And now having read it, you too (dear reader) have become a part of it and we are all pinned together.

Call me "Precious", but I know I'm not wrong.

---

photo **RIGHT:** Gil's supercharged MGBGT



**From Classic to Contemporary  
- Service and Repairs -**

**177 Boston Post Road Westbrook, CT**



**[www.CardoneAndDaughter.com](http://www.CardoneAndDaughter.com)**

## ***MORGAN PLUS 4 REBUILD VIDEO***

If you'd like to see an interesting and amusing video of what a Morgan rebuild is all about, check out this episode of the British tele series "Wheeler Dealers". For those of you who have been there, trust me you will definitely relate. All that is inexplicably missing is the moments of frustration, agony and despair that every 'amateur' rebuilder goes through. ed

[www.youtube.com/watch?v=zDECblriwag](http://www.youtube.com/watch?v=zDECblriwag)

## INTERVIEW

# LOOK OUT FOR MY BULL ON THE WAY OUT THE GATE

*A Follow-on Interview With Bill Fink*

Spider J.C. Bulyk



*After reading James Ball's interview of my ol' pal Bill Fink, I felt a few technical issues were given short shrift. Unable to let it stand, I called Bill and asked some pointed questions. I believe Bill's answers contain things you, dear reader, want to know!*

**MORGANEER:** There are several rumors floating about concerning how you came to finesse the early Plus 8's past the US Government. Perhaps you can address these so we can separate the first-hand fabrications from those made up on the veranda of the Mimslyn by revisionists who never even met you. The first rumor concerns how you managed to solve the bumper issues so as to pass the

front/rear impact tests. There are several versions, but the most prevalent one begins you had been drinking in a San Francisco bar. Upon exiting the bar you misjudged your step, tripped, and rolled to the street. When you looked up, your head was under the front end of a Volkswagen Beetle looking up at its hydraulic bumper arrangement. There was this Eureka moment in which

your companions claim that you were heard to shout, "THIS CAN BE DONE!!!" I can't look this up in Urban Legends so I have to ask, did this really happen?

This bumper rumor is close to the truth, save the aerobatics coming out of the bar. I didn't fall down. And I can't remember the name of the bar, but there are lots of bars in San Francisco and in 1974 a lot of them had VW's

photo:

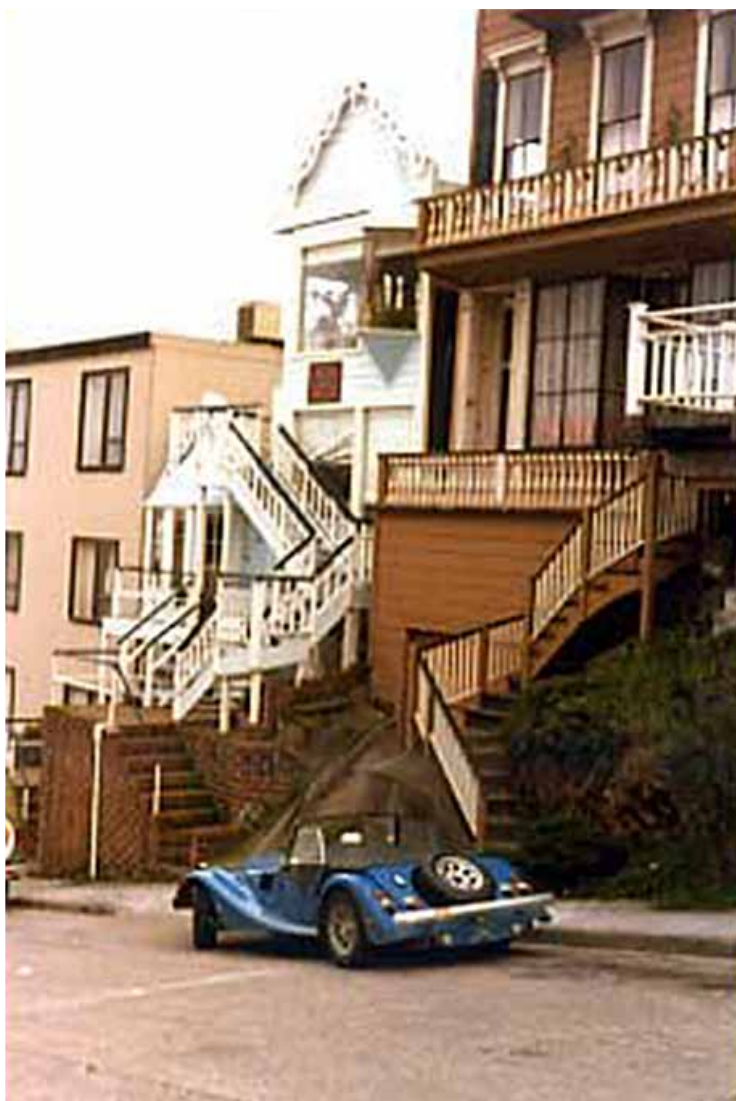
**ABOVE:** Bill in his turbo propane powered Plus 8 (Note ISIS SF license plate). Leaning on the car is Tcherek's Dad Jerry Kamstra.



parked nearby. But I did look at the VW bumper system, and it was a Eureka moment, as the VW was somewhat similar to the Morgan in terms of structure available to support their front bumper system. We built a Ryerson steel copy of the NHTSA pendulum-impacting device and fixed it to the Pier wall with adjustable heights so we could evaluate the bumper system by moving the car into the bumper instead of the pendulum into the car.

**The second rumor concerns how you managed to get the car past the side-impact test. This one has you sober and a Morgan in the test stand. The test begins and the impact ram travels (alarmingly) towards the side of the car. You had set the tire pressures so that the car height allowed the ram to pass right over the top of the cutaway on the doors, causing no damage to the vehicle. The tester had only two possible boxes to check-off for test results: "damage" or "no-damage". He had no choice but to check the "no-damage" box, the car thereby passing the test. Again, I can't look this up in Urban Legends so I have to ask, did this really happen?**

An outright fabrication. A mechanical engineer did the structural computations validating our original, aluminum door beam. Years later, with Charles as witness, we ran a side impact test with a firm whose regular job was to test structures - like building walls - for structural integrity. It was done in Maurice Owen's development shop at the Morgan Motor



Company and the car was anchored to a surface plate while the regulation specific ram was pulled through the door from the opposite side of the car.

**The last rumor has to do with your early cross-country trip in the then new, blue, turbo-propane Plus 8 to Luray, VA for the MCCDC MOG meet back in the 70's. As I've heard it told, propane vendors wouldn't fill the fuel bottle in the car. In numerous occasions, you had to park the car out of sight and carry the bottle around to the filler tank as though it was for a gas-grille. Did this actually happen?**

Propane can be readily transferred from tank to tank because of the pressure differential you create by venting the receiving tank. Inverting a stan-

dard barbecue bottle permits the transfer of liquid rather than vapor LPG. Because there are record keeping requirements for facilities selling LPG motor fuel, some suppliers do not supply it for vehicles. But they do sell LPG for campers, barbecues, etc. During our trip from California we carried a pair of 5 gallon LPG barbecue bottles to increase our range between stops, as we were in a hurry to get to Luray, VA therefore running nonstop. (It can be difficult to find fuel at 3 AM.) On at least one occasion we bought LPG for one of the 5 gallon bottles, then retired to a quiet, alternative location to empty the bottle into our main tank. When we returned to the same clerk with an empty barbecue bottle requesting more LPG, he remarked at the time that we looked familiar.

Our best fueling adventure was outside of El Paso when we drove to a supplier's ranch and he refueled us from his "bobtail" tanker truck. He charged us \$.14 a gallon and asked us to look out for his bull on the way out his gate.

**Bill, thanks for all you've done for every one of us in keeping Morgans alive in the US during the period of darkness. Also thanks for being a stand-up guy and setting the record straight. Even today, I believe it always important to look out for bull on the way out the gate.**

photo:  
**ABOVE:** The turbo Plus 8 parked on the street in San Francisco



# MY MORGAN LIFE

Bill Jouris

Where did it all start, how did it begin? When growing up in south suburban Chicago I had never heard of a Morgan. I had seen a few sports cars, a TR2 and an XK120 among others. I remember when the Corvette made its first appearance followed shortly after by the Thunderbird. Like any young boy I dreamed of owning such a car but knew they were well out of my price range.

My first look at a Morgan, (maybe I had seen them before and didn't know what they were) was on a business trip to Los Angeles while working for Moleculon Research Corporation, my first job out of college. I visited a fraternity brother, a guy who was a pledge brother and had been a roommate of mine as a freshman in the fraternity house. He lived in the Hollywood Hills. We swapped lies and drank scotch for a whole afternoon until dinner time. He allowed as how he knew a nice Italian restaurant at the foot of the Hollywood hills. Now came the surprise that was to change everything. He had a Morgan. He had imported it himself, new from Malvern, for the princely sum of \$2700 including shipping! It was, of course, British racing green. Whether it was a 4/4 or Plus 4 I don't know. We drove down the narrow mountain road to the base while he demonstrated its unique cornering ability, and came within six inches of going off the edge of the cliff! Fortunately, we were both too inebriated to be afraid. Next day we drove down to the beach and were the hit with all the young ladies. I was hooked!

I started thinking of how I might acquire one for myself but it was to be a couple of more years before the dream became a reality. At the time I owned a black 1965 Mustang convertible with a red interior and a white Volkswagen beetle. I switched employers to the MIT Instrumentation Laboratory (now the Charles Stark Draper Laboratories, Inc.). To my surprise and delight the director of the laboratory, Professor Charles Draper, owned and drove a four seater Morgan to work, increasing my lust for the car. I often wondered what

happened to that car after Doc died.

I put out the word that I was in the market for a Morgan. A few weeks later word came back that a friend of a friend of a friend, etc. had one parked in her mother's garage in Lincoln, MA. It was in bad shape but she wanted to get rid of it. The story went that she and her husband had been out driving one evening in Cambridge. They were T-boned by a Chevy station wagon coming out of a side street. All the bodywork behind the seats had been destroyed. Subsequently, she had divorced and had been waiting for Prince Charming to come along, rebuild the Morgan and drive off into the sunset with her. Prince Charming never came, but I did!

After examining the wreck briefly I asked how much she wanted for it. She said make her an offer. I thought for a moment and said \$300. She said sold! I learned later she would have taken \$150. This was in 1969, the same year we had bought our house. The Morgan was a 1962 4/4 in British racing green. From the paint chips it was obvious that it had once been a cream color. A plate under the bonnet showed it had been imported by Fergus Motors of New York.

I had a friend who was a mechanic at a garage in Concord, MA. He borrowed the company tow truck over lunch one day and towed it to my house. The car came with a cardboard box full of bits and pieces a left rear fender and a right rear wheel well. The night I got it home a friend of mine came over who was very savvy about cars, having worked on many while a teenager in Florida. One school of thought was that we should completely overhaul the engine as it had been sitting for a couple of years. Our school of thought was let's see if we can get it running then if something breaks we will fix it. We put a board across the frame in the back and sat the gas tank on it. We cranked the engine furiously for several minutes while

adjusting the carburetor and finally the engine came to life. Flushed with success we raced up and down the street at about midnight with no seats and the gas tank not even bolted down to the board on which it was sitting!

From this point on began the long road of rebuilding the car. Knowing nothing about how the rear end was supposed to look I bought every book on Morgans I could find - one. In it was a picture of a Morgan under construction at the factory such that I could see how the ash frame was to be constructed. The box of pieces from the seller had a number of frame pieces that, although not useable as they were, gave me the cross sectional dimensions of the wooden parts and paint shadows indicating how things fit



photos:

**TOP:** The \$300 bargain

**BOTTOM:** On second thought, maybe NOT a bargain?

together. I couldn't find a supplier of ash, so I used oak instead. I had oak boards milled to the correct cross sectional dimensions for, unlike Britain, a 2 x 4 in the US is not really 2 inches by 4 inches but something less. I paid a lot of money to have larger dimensioned wood milled to actual sizes. I had one rear fender in good condition and one rear wheel well in good condition. Unfortunately, not both for the same side. I bought a new wheel well from a supplier in California and a new fender from a supplier in New Jersey. The driver's side door jamb I rebuilt myself. When the frame was completed I bought a piece of 20 gauge sheet steel and formed the rear deck. I cut a hole in it for the spare tire and had the spare tire wheel well welded to the inside of the rear deck. It was looking like a Morgan now.

I spotted a Morgan in a private garage in Lunenburg while driving through one day and stopped and talked to the owner. He told me I could make a pretty decent set of top supports by buying hydraulic tubing and forming it. This I did. I had it repainted British racing green in a Cambridge body shop.

Now I started driving it to work occasionally. One day I had a flat tire and couldn't for the life of me figure out how to jack the car up with the jack provided. I walked across the street to the "executive offices" of the I-Lab and straight into Doc Draper's office. I told him my problem. He laughed and said the jack goes through a hole in the floor boards under the seats with the "hook" going into a hole in the cross member.

Driving home on another occasion the engine started making horrible noises. I was able to limp it home. It seems some of the conservative voices had been cor-

rect, as the top of a piston had come off! I replaced the piston but it was not terribly long before it happened again to another piston. This time I bought a whole new set. Ultimately, I bought a 120E five bearing engine and replaced the 109E that had come with the car. I still have the old engine rusting away in the garage.

Other mishaps occurred from time to time but then it is a British car! In or-



**photo:** The 4/4 today

der to garage the Morgan we had sold the Mustang to my cousin in the Air Force also named oddly enough William Jouris. I have always regretted selling that car, particularly since he totaled it a few months after buying it from me. It would have been worth a fortune today.

My next job took me to Woods Hole Oceanographic Institute in Woods Hole, MA. We rented a summer home there until we could find a house we wanted to buy. My boy-girl twins had just been born so for a while I lived on the Cape and drove home for weekends. One night with nothing better to do I decided to drive out to Provincetown as I had never been there. Ten miles or so out of Woods Hole the Morgan started running rough. I pulled over and looked under the hood. In the black of night I saw a fantastic fireworks display of sparks dancing over my distributor! Clearly I needed a new cap. I limped the car back home and subsequently replaced the cap. I still have never gotten out to Provincetown.

During one of my repair jobs I removed the pulley from the water pump. This one was made of plastic or Bakelite. I inadvertently dropped it and broke it. No problem,- I glued it back together and replaced it. Unfortunately, the placement of the pieces when gluing it back together was not as precise as it should have been. I had left a small edge along the crack. Driving back the seventy five miles to Littleton the next weekend, the edge wore away the fan belt. I kept driving and the convectional circulation kept the car from overheating. I still didn't realize what the problem was and just replaced the fan belt when I got home. It took me two or three fan belts before I figured out the problem. When I replaced the pulley, of course, the problem ceased.

Subsequent jobs took me to two architect/engineering firms in Chicago. My next job was in

Saudi Arabia where we stayed for 8 \_ years. During that time the Morgan was stored in a thirty car garage, owned by a friend west of Chicago. He subsequently died while I was away. It had never occurred to me to have it restored while I was gone as I had both the time to wait and the money to pay for it. Finally, it occurred to me to have the engine worked on and the body repainted. My friend's widow knew a mechanic and had it towed there. The fact that the mechanic supposedly doing the engine work never asked for any money should have been a warning. He never did anything. Subsequently, I had the car sent to a garage where the body was to be worked on by an Avis body man who moonlighted.

One day I got a letter from a guy in the Chicago area who said he had seen my car in the junk yard and wondered if I would like to sell it! The story goes that the owner of the garage had died and hence the work stopped on the refinishing. A number of cars, including mine,



were stored in the side yard of the garage. I contacted my nephew who lived in the area. He and his brothers-in-law went to the yard and retrieved the car in the dead of winter. They had to chip it out of the ice! The body man had removed the old paint and had primed the car but that's as far as it got. Someone had stolen the Morgan logo off the cowl-ing, the belt from across the bonnet that had a silver plated Morgan buckle and the top, so the car had filled with snow. My nephew took the car to a shop near where he lives in south suburban Chicago. It was a two part shop with the front half doing engine work and the back half doing bodywork.

I had the car repainted in the lemon yellow color you see today. When I finally returned from Saudi Arabia, after moving our belongings back to our house in Littleton, MA, I flew back to Chicago to pick up the Morgan and drive it home. The seats were trashed so I had new bottom cushions made up at a local upholstery shop in the Chicago area. The car was overheating seriously (after all it is a Morgan) so I had a local radiator shop install a new super duper radiator. Finally, I headed for Littleton intending to drive straight through, a little over a thousand miles.

All was well for the first fifteen hours or so. Then I started having recurring engine stoppages. It would stop; I would coast to the side of the road, wait a couple of minutes and start up again. Early in the morning of the second day I was stopped at the side of the Mass Pike. A mechanic stopped to help and we got her going again. I finally made it home after twenty eight hours on the road! Subsequently I discovered that, although he charged me \$1500, the engine mechanic had never done anything! Had I lived in the Chicago area I would have sued him.

The only job I could find after returning from Saudi Arabia was as a nuclear engineer for a radiation processing plant in NJ. Driving down there to begin work I took the Morgan such that the wife would have the minivan until we found a house and she moved down with the kids. The stopping and starting recurred several times on the way down. The problem kept manifesting itself until one morning on the way to work, while stopped at the side of the road, another mechanic stopped to help. It developed

that the water was being diluted by gasoline in my tank (mistake intended)! I drained the tank and filled it with gas and never had the problem again. Later, fearing a rusting gas tank from that water stored in there all those years, I had the tank sloshed. This means putting a coating of plastic all over the inside of the tank. This came back to bite me in the butt when the switch was made from leaded gasoline to ethanol added gasoline as the ethanol ate the lining out of the gas tank and kept clogging the fuel filter. I think it is all gone by now.

Before leaving Littleton I had been at a local garage one day to buy some plugs. There was a fellow in the shop working on his car. When he looked out and saw the Morgan he told me he used to race one! He went out to look at the car. He bent down and grabbed the left front wheel and gave it a shake and announced that my kingpins were shot! Now that I was in NJ living by myself until I could move the family down I had plenty of time to work on the Morgan. I had had recurring trouble with rusting out of the exhaust system. Every time I needed a new muffler I would go to an auto parts store and tell them I needed a muffler about so long by so big in diameter! That was because they had no listing for a Morgan. To solve both the kingpin problem and the muffler problem I ordered new kingpins and a stainless steel exhaust system from Melvyn Rutter. I had yet to discover Morgan Spares.

When the parts arrived I went about replacing the kingpins first. When I removed the old ones I found that the screw section at the bottom that was machined in was more than half way worn through! They would not have lasted much longer and would probably have failed catastrophically at some point while I was driving. The exhaust system went on with little trouble and is still operational today, some thirty years later!

We attend the British Invasion in Stowe, VT every year. This will be their twenty fifth year. We have been to twenty-three of them. I used to drive the Morgan up while my wife and/or family followed in a tin top loaded with luggage, tools, and spare parts as well as props for the tailgate picnic entry. We did it this way for about the first ten years. Only once in that time was I able to drive directly to the motel without

incident. Something would always go wrong, usually in the ten-mile stretch between I-80 and Stowe. It rarely was serious and could easily be fixed before the show on Saturday. One time I had to be towed from Killington, VT to Stowe due to an electrical problem. The car was ready the next morning. None-the-less, the stress of never being sure that I was going to be able to complete the four to five hour drive and being tired of being isolated from the wife and family for the whole trip, I finally purchased a used car dolly. Now we drag the car up every year. We still have problems sometimes after getting there but, at least, we can be sure of getting there and getting back home.

A couple of years ago we went to the British Invasion dragging the Morgan behind us. It had driven onto the dolly with no problem. When we took it off the dolly it was running very rough. We checked the timing and everything else we could think of under the hood including checking the valve settings. It ran rough but we were able to get it to the show field and back twice during the weekend and back onto the dolly. Back home my son and I decided to take the engine apart and see what we could find. When we took out the pistons the rings fell on the floor in pieces! We took it to a local engine repair shop and had it completely overhauled with bored out cylinders, new pistons and rings, the whole nine yards. It has run well ever since. Except for the electronic ignition problem which was reported on recently in the Morganeer.

My son loves chrome and paid half the cost of having many of the pieces under the hood chromed while the engine was out for overhaul. We took a box of pieces to a local auto show in NH where there was a chrome plating booth set up. The guy sorted through the pieces and decided which ones he could chrome and which ones he couldn't. They were beautiful when they came back. We had even had chromed a part which was hidden inside the clutch box!

I could go on regaling you with stories of my Morgan. Believe me, this has just been the highlights. But let's face it, most of you have probably been there too. Isn't that what owning a Morgan is all about?



Reprinted with kind permission (thanks to Spider) from *Road & Track* magazine. *ed*



# Fenced In

THE GREAT MALVERN MORGAN TRAP.

SIDE GLANCES BY PETER EGAN

**F**loating around on a cruise ship, eating and drinking all day in a Hawaiian shirt is all very well, but I've always wanted to take a real ocean liner across the North Atlantic specifically to go somewhere. I'd rather face the cruel sea of World War II convoy fame in a sturdy steel ship that cuts through heavy weather unfazed than sit around a pool with a nice umbrella drink in my hand.

And so we did, just a few months ago, in a long-delayed retirement trip. Barb and I flew from Wisconsin to New York, boarded the *Queen Mary 2* (a stunningly beautiful ship in all respects – and fast!), sailed past the Statue of Liberty, and arrived seven days later in Southampton, England, in the early morning. Naturally, I had to roll out of bed in the dark at 3:30 a.m. so I could observe our approach. I got a cup of coffee from the cafeteria, walked out onto the chilly promenade deck, and watched the shore lights of the Isle of Wight slide by as we turned up Southampton Water toward our port.

There was only one other person on the deck, a dignified-looking gentleman with white hair and a beard. He, too, was holding a steaming mug of coffee. I recognized him right away as Commodore Ron Warwick, the original captain of the *QM2* when it first went to sea in 2004. Now retired, he'd been one of the cruise line's guest speakers on this 10th anniversary voyage of the ship, and I'd attended two of his afternoon lectures.

I introduced myself and told him how much I'd enjoyed his speeches. He shook my hand and said "Oh well, thank you."

"You're up early," I noted.

He chuckled and said "Old habits. I can't sleep when we're coming into Southampton. I did this so many times, I have to watch and see how it goes." We looked on silently for a while, and then he asked, "Where are you going in England?"

"It's a little complicated," I said. "We're driving a rental car to Dorset to see the homes of Thomas Hardy and T.E. Lawrence, then up to the Cotswolds for a six-day hiking tour. Before we fly home, we'd like to drive over to Malvern to visit Sir Edward Elgar's home. And the Morgan factory."

He stared at me intently for a moment, then took a weighty metal pen out of his pocket.

"Read the lettering on the side of this pen," he commanded, with mock imperiousness. I held it to the light and grinned "Aha! Morgan Owner's Club."

"My wife and I bought a new Morgan when I retired a few years ago," he explained, "and we take most of our vacations

with it. When I get home, we're going to Scotland." The word "Morgan" was a secret lodge handshake, and the commodore and I talked sports cars until we docked. It seemed like an excellent and auspicious way to greet England's shores.

Barb and I picked up our rental car – a red Vauxhall Corsa – and turned west along the coast to visit our Hardy and Lawrence shrines (Max Gate and Clouds Hill) near Dorchester for a few days, then drove north to the Cotswolds, where we left the car parked in Moreton-in-Marsh during a week of hiking. We covered 50 miles in a great circle of lovely yellow limestone villages, sheep farms, river trails, forests, and the ruins of ancient



Cistercian abbeys. Not to mention the pubs. Finally, on a bright Saturday morning, we collected our car and headed west.

As the great green mass of the Malvern Hills loomed ahead, I said to Barb, "Let's go through the village of Malvern Link on the north edge of town, so we can drive past the Morgan factory. Morgan's website says it's closed for tours on Saturday and Sunday, but we can at least find out where it is."

We soon found ourselves on Pickersleigh Road, pulling up in front of the neat red-brick industrial buildings of the Morgan factory. Holy ground. Surprisingly, the gates were open. A sign said all visitors must report to the visitor's center, so we asked for directions from a man in overalls.

"Go right down this row of buildings and turn left. You'll see it at the end of the lane, near the big parking lot."

We strolled through the grounds, taking pictures of rows of



wood-framed bodies and half-completed cars in the many long sheds. A few dozen workers were tidying up for the weekend, putting tools away, or doing last-minute detailing on finished cars. Everyone said good morning with cheerful indifference to our presence. It was like a self-guided tour made in heaven.

The visitor's center was – as advertised – closed for the weekend, so we meandered back to the main gate. As we did, I noticed all the factory doors were now shut, the workers gone. It was suddenly very quiet. When we reached the main gate, it was padlocked. I looked around the grounds and shouted 'Hello!' My voice echoed off the brick buildings and died away, unanswered.

"Huh," I said perceptively. "Looks like everyone's gone home. Well, the gate was open over at the visitor's center. Guess we'll have to go out there."

But of course, that gate was also now tightly locked. I looked around the silent factory and noted that it was surrounded by a 10-foot fence topped with rows of barbed wire, much like Stalag 17.

Barb and I looked at each other.

"I do believe we're locked inside the Morgan factory for the weekend," I said. "This would normally be my fondest boyhood dream come true, but I think we're going to get mighty hungry and cold if we don't get out of here."

Just then, a middle-aged man in a golf shirt came walking past the gate.

"Excuse me," I said through the wire. "Do you live around here?"

"Just around the corner," he pointed.

"Well, we seem to have gotten ourselves locked inside the factory. Do you know if there's any way out of here?"

He looked up and down the fence. "Just the two gates and this fence," he said. "And I don't think you'd be able to get over that fence safely, even with a ladder. It goes all the way around the property."

"I hope we don't have to call the police . . ." I said.

The man looked at his watch. "I'm sorry to say I have to catch a train and I'm a bit late . . ." He stared at the ground thoughtfully and bit his lower lip. "Say, it looks to me as if a thin person could just wriggle under the gate there, in that low spot where the sewer grate is."

I looked and saw that he was right, suddenly thankful that Barb and I had been dieting and walking about 8 miles a day to train for our trek through the Cotswolds. I got down on my back and slithered under the gate's iron staves like an infantry trainee in a live-fire exercise. My Army training finally paid off. Barb made it too, even though she had no training at all. But it was a near thing, as Churchill might say. Although Churchill himself would still be trapped.

I thanked the man for his face-saving advice, and he waved over his shoulder as he sprinted towards the train station. I dusted Barb off, which I thoroughly enjoyed until she made me

stop, and then we headed downtown. We found a hotel called the Abbey next to the beautiful Malvern Priory and had a wonderful weekend exploring, paying a visit to the graves of Elgar and his wife Alice in a small churchyard just south of town. Elgar's Cello Concerto is a favorite of mine, though he's best known for "Pomp and Circumstance," which make me tearfully grateful to be out of high school whenever I hear it.

On Monday morning, Barb and I reappeared at the factory and dutifully paid 15 pounds each to take the official two-hour factory tour. It was much more instructive than our own illicit meanderings, of course, and we got to see the museum and gift shop. We also learned that the new V-twin-powered 3 Wheeler accounts for about half of current Morgan sales. The tour guide told me, "You know, the 2.0 liter V-twin engines are built by a company called S&S in the town of Viola, right in your home state of Wisconsin."

I told him Viola was about 25 miles from the little town where I grew up. "It's a beautiful, high-tech factory tucked back in the green hills," I said. "It could almost be a part of the Malverns."

He seemed pleased by this vision but perhaps a bit disappointed that I already knew about it. I didn't tell him we'd already toured the Morgan factory, too.

Before anyone could review the security-camera footage of that little escapade, we sped toward London on the M40, dropped our rental car near Heathrow, and flew home the following morning. I arrived with a suitcase full of loot from the gift shop and perhaps the world's worst case of Morgan fever.

That night, I called my old Formula Ford racing buddy John Jaeger, who now owns a Mini repair shop in California. I had to tell him about our tour, as he's owned a series of Morgans and currently has a 1964 4/4 disassembled at home. I told John "I always thought I'd have a Morgan someday, but I'm afraid the window has closed now that I'm retired. Even old cars that need work seem too expensive, and you never know what you're getting until you take them apart."

There was a humming silence for a minute, and then John said "You know, I don't think I'm going to find the time to finish my Morgan project. I'd consider selling my 4/4, if you're interested. Otherwise I'll probably keep it forever, just to have it."

This past weekend, I sold a nice older Stratocaster and two classic amps from my small collection of musical instruments. The money is going right into a special savings account. I'm also taking a hard look at the five motorcycles in my garage to see if I really need that many.

The one I won't sell, however, is the 1974 Norton Commando I finished restoring last spring. I think it might look nice sitting next to a 4/4. I could listen to a little Elgar on the shop stereo while I put it all together next winter.

---

*Peter Egan is an R&T editor at large. He doesn't always get locked into places, but when he does they smell of leather.*





# ensign

## AUTOBODY

*confidently serving all of your motoring needs*



[www.ensignautobody.com](http://www.ensignautobody.com) | 518-785-0750 | 836 Loudon Rd, Latham, New York 12110



# IN THE 'RAN WHEN PARKED' CATEGORY

A friend of Ron Garner, Mickey Poropat (who is coming to Autumn MOG) sent this photo of how he discovered his Drophead Coupe. Note the unusual 'hard top' (a unique, use what's available on the shelf, home-built one off? I wonder if it folds and retracts?) There is a story that goes along with it, of course - concerning divorce, a wife's former spouse, etc - the details of which



are too sordid for the pages of this esteemed publication. Perhaps you can get Mickey to fill you in after a beer or two at Autumn MOG. Yet another reason to be there! (have I mentioned that elsewhere?)



This from Tcherak Kamstra  
*What the Morganeer cover might look like under a new female editor.*

## How will your health be in 20 years?

We don't know either,  
but there are  
**Long Term Care choices**  
you can make now  
that can make a difference then.



**BENJAMIN F. EDWARDS® & CO.**  
INVESTMENTS *for GENERATIONS®*



### **Lenny Mandel**

Vice President – Investments  
Financial Consultant

67 Park Place East | Suite 850  
Morristown, NJ 07960  
P 973-254-5880 | TF 855-330-5880  
lenny.mandel@benjaminfedwards.com

[benjaminfedwards.com](http://benjaminfedwards.com)

Member SIPC 2014-2091 Exp. 12/31/2015

# A MAN AND HIS 'DOG'

Ira Grandberg

My name is Ira. Not a very "British" first name I admit, but my best friend is definitely British. I own a 1960 Plus 4 Morgan. My friend gives me the same joy and love as any dog owner would receive.

My relationship with this breed goes way back to my days at Columbia University School of Architecture, back in the late sixties, when one of my classmates had to suddenly go back over "the pond" to deal with a family emergency. He asked that I take care of his "pet" until he returned, which he never did. It was the same vintage 1960 dark green Morgan that I would come to own 45 years later.

We had lots of fun together. It was frisky and loved to run after other "dogs" on the road. We took trips up to Boston and Rhode Island, late at night, to see a girl I knew. In reflection, these trips were more to play with my best friend on the open road than to see my lady friend.

We had exciting times together. Once, late one night, when driving on the Cross Bronx Expressway under the George Washington Bridge Apartments, a high-rise tenant was kind enough to toss a ginger ale bottle (or a Heineken) out the window (I assume due to the green glass all over the interior.) It made a 50 caliber hole right thru the hood. A couple of miles per hour faster and I would not be sharing this memory.

On another occasion I was driving a bit too fast under the 59th Street Bridge and hit an unseen "back hole" only to have the hood fly over my head onto the roadway. As with any pet I had to meekly get out of the car and pick up after him, in this case a bonnet and a broken limb- an unforeseen carpentry fix.

The last fond remembrance was finally taking my Dad on a road trip. He never did like pets. I took a turn too fast



and the door flew open resulting in a near-orphan experience. He immediately left us to finish our touring and found other means of ground transportation.

In looking fondly back over those grand few years, I realize that I never

was impressed by driving a special "sports car", but rather I felt a special connection to a friend. Just as your terrier has an aroma after a spirited exercise, my Morgan had the wonderful body essence of oil and burning electrical wires. I was forced to give up my pet when finances and life changes necessitated a parting of the ways. Yet I never throughout adulthood forgot my friend and always knew I made the wrong decision in letting him go.

Fast forward, forty years. I'm married, have three grown children, two grand kids, have a thriving architectural practice, tried flying, but no pet. Added an Australian Sheppard just to bridge the gap. A friend and fellow architect, Tom Smith, took me for a ride in his yellow Morgan, and invited me to the Dog Show - at Limerock. I was hooked.



There were so many breeds to look at and some were so, so... pretty- the toy poodles or boxers of the auto world. Their proud owners displaying their alter-egos. Then I came upon the Jags, Austin Healeys, MGs and finally, lo and behold - the Morgans. Love at first sight! I wanted to take one home with me right then and there. Could the thrill of getting that special Christmas present still



exist. You betcha!

A few weeks later I went to another show at Tanglewood and saw "my" Morgan. I wanted it- it wanted me. The price was right but I first had to make sure it had its shots and was "healthy". I was introduced to a great Vet, Larry Eckler, who performed a physical and I was now ready to get the papers and bring him home. He was the pick of the litter. I was so happy that I immediately went out and bought the play toys- wrenches, lights, mirrors, insignia coffee cup, t-shirt, hat, and other toys from Larry's PETCO warehouse.

My first few months the Morgan and I both needed training. We went for evening "walks" on the country roads around our neighborhood. I placed him back in his garage house and tucked him in. Sitting there with that smiling grill provided me with unimaginable

joy. He was so beautiful and peaceful, but he always looked like he wanted to go out and play.

After months of training I took him out in public. Early one fog-drenched fall mall morning, I took Morgan to a special Dog Park, in New Canaan Ct. Alone, driving thru the Connecticut countryside, I was mesmerized by my view over the hood and how Morgan and I became one. I was piloting a Spitfire, ready to do battle. Upon arrival at Caffeine and Carburetors we were given our "slot" and I was so proud for visitors to admire Morgan. I let children sit with Morgan and compared notes with other owners. Being a very solitary person, it was a big jump for me to mix with others. However, Morgan helped me along. I met the Cesar Milan of the Morgan breed, Spyder Bulyk, who I instantly liked for his friendliness, enthusiasm and love of the breed. This was new territory for me. What I didn't like was the obvious difference between experts and nov-

ices. The Owners really acted like "their dogs were prettier than mine" or could beat mine up. Some of the "car talk" was intimidating. Many of the owners simply spent a lot of money on their pedigrees and were simply show-offs. I really didn't have to play with them or want to.

Driving home, in the warm fall morning, I felt truly fulfilled. I gave Morgan a

bath and let him bask in the sun.

These last few years Morgan and I have grown old together. Every fall I take him to see the Vet, Larry Eckler, and since Morgan doesn't do well in the cold, I have Larry crate him for the winter. This year Dr. Larry informed me that Morgan had a weak bladder which would have to be replaced. Since I have had similar problems, I totally understood and the surgery will go forward. My only limitation will be to not let Morgan get overheated, which he has a tendency to do when he plays too much. He is still being paper trained in that I always find "puddles" on the floor.

When I pick Morgan up in a few weeks, we can begin another year. I hope we can grow old together.

photos:

**OPPOSITE PAGE**

**ABOVE:** With son Tim after a "long run"

**BELOW:** "Morgan at the "Dog Park"

**THIS PAGE**

**LEFT:** Grandson Andrew "waiting for the day"

**BOTTOM RIGHT:** Arriving at Caffeine & Carburetors car show



# ANOTHER WAR HERO DROVE A THREE WHEELER

Rick Swain

Many Morgan Three Wheeler enthusiasts will know that Captain Albert Ball of the Royal Flying Corps (at the time of his death in 1917 the British pilot with the most enemy kills at 44) purchased a special Morgan Grand Prix in 1917. Being a Canadian, I have to add that our own Billy Bishop, Raymond Collishaw and Billy Barker with 72, 60 and 50 kills respectively, did better.

Ball said that driving his Three Wheeler was “the nearest thing to flying without leaving the ground.” Morgan made use of Ball’s celebrity in advertising its product and apparently in 1920 named the Aero in his honour.

There was another, much less known, WW1 hero who also drove a Morgan Three Wheeler. He wasn’t an aviator and didn’t win the Victoria Cross like Ball, but his story is worth telling.

Lance Corporal Fred Aspinall, a member of the 15th Hussars, a cavalry regiment, was assigned to an infantry group, the Munster Fusiliers, and was with them when they were withdrawing from Mons in August, 1914. They came under heavy fire and were desperately trying to avoid being outflanked. Aspinall offered to single-handedly cover the retreat. He hid behind a rockpile at the roadside and began a rapid fire on the enemy, killing or wounding more than 20. Only when his comrades had made it to safety did he move back. Unfortunately he was wounded and cap-

tured and spent the rest of the war as a prisoner. For his actions, Fred Aspinall received the DCM (Distinguished Conduct Medal). His exploits, along with the actions of other war heroes, were recorded in a book, “Deeds that Thrill the Empire”, published around 1920.

On his return to England, he received a personal letter from King George. That letter has been on the wall of my mother-in-law’s house for many years. Fred went to live in Cleethorpes, Lincolnshire, where he boarded with her parents, and was known by my mother-in-law and her siblings as Uncle Fred.

Uncle Fred lost his leg in a motorcycle accident. Around 1930, he purchased a secondhand Three Wheeler (somehow he managed to drive it with one leg). My mother-in-law still recalls the journey to pick up the Morgan. She, about 10 years old, and her younger brother accompanied Uncle Fred in an open car, along with Fred’s brother, who owned the car. They left in the morning, on a warm day, for a journey of about 50 miles.

Getting the Morgan was not a problem, but things didn’t go well after that. Within 3 miles, the Morgan stopped and could not be coaxed to restart. It was decided to tow the Morgan, but the rope

kept breaking, and eventually it had to be abandoned at a garage. They all got into Fred’s brother’s car, but by then it was getting cold, and dark. Then the lights failed. Some sort of repair was made and they were able to continue on their journey. Then they ran out of petrol. They had to wake someone up to get fuel. Needless to say, when they finally got home, the children’s mother was not amused.

Uncle Fred died in 1949, at the age of 66. His funeral was held with full military honours, including a horse-drawn hearse. My wife was born earlier that year and, as the funeral procession passed, she was held up to see the proceedings. Not surprisingly, she doesn’t remember the event.

There is only one photograph of Uncle Fred and his Morgan and I’ve included it here. It’s obviously a Blackburne-engined car but beyond that, I have no idea. Mid-twenties I’d guess, but I don’t believe it’s all original. If anyone has any suggestions, I’d love to hear from you. My email address is grain@ns.sympatico.ca



photo:

**ABOVE:** Uncle Fred driving his Three Wheeler





BUCKINGHAM PALACE

1918.

No. 728, L/Cpl. F. Aspinall. 15th Hussars.

The Queen joins me in welcoming you on your release from the miseries & hardships, which you have endured with so much patience & courage.

During these many months of trial, the early rescue of our gallant Officers & Men from the cruelties of their captivity has been uppermost in our thoughts.

We are thankful that this longed for day has arrived, & that back in the old Country you will be able once more to enjoy the happiness of a home & to see good days among those who anxiously look for your return.

George R. I.

## IS YOUR MORGAN CLUB ABOUT TO CELEBRATE AN IMPORTANT ANNIVERSARY?

Do You Need a Custom Badge for Your Event?

### MORGAN CAR BADGES

Offers a Full Range of Badge Services  
Including Helping You to Create a New Badge  
Designed Specifically for Your Club's Needs.  
Concerned About Cost? Contact Us to Discuss  
Your Options with Regard to Funding, for Both  
Individuals and Clubs, Morgan & Non-Morgan Alike.  
From Conception to Completion

We Make Launching Your Badge Easy!

Send us an e-mail at [morgancarbadges@outlook.com](mailto:morgancarbadges@outlook.com)  
or visit us online at [www.morgancarbadges.com](http://www.morgancarbadges.com)

**MorganCarBadges.com**

**THE Website for All Your Badge Needs**

**Buy • Sell • Trade • Create**



New Hawaii Morgan Badges in Stock!



**MORGANCARS-USA.COM 415.433.1344**



**1979 MORGAN 4/4**

Propane Powered • Now in Stock



New Morgan 3 Wheeler Sales  
Consignment Sales of Used Morgans  
Restorations & Conversions

Serving Morgan  
Owners and Enthusiasts  
Nationwide for 45 Years

**SALES • SERVICE • SPARES • SUPPORT**

**ISIS IMPORTS LTD. SAN FRANCISCO • SONOMA COUNTY**

**BILL BRAVO** AUTOMOTIVE PORTRAITS

**The Morganeer**

A CLASSIC  
MORGAN PORTRAIT



*Does Your  
Morgan merit a  
fine Portrait  
like this  
cover?*



• We travel to the car and photograph it thoroughly (in NY, NJ, CT, PA, DE, MD) for prices starting at \$390.

• We can also work with photos you provide for \$250.

• All customers receive 24 varied designs from which to choose the one version that's most appealing.

• The selected print comes matted; available in a variety of colors.

• [www.BillBravoStudio.Com](http://www.BillBravoStudio.Com) •

Email: [bbravo@epix.net](mailto:bbravo@epix.net) • Cell: 570.280.6410



## FOR SALE: 1966 PLUS 4 – FOUR SEATER

Current owner for 27 years. This reliable trouble-free driver will get you anywhere. White, black leather interior; Wire wheels – 60 spoke, 2 new, 2 trued. Aluminum radiator; 6-blade engine cooling fan, auxiliary electric cooling fan; Stainless exhaust system, exhaust headers, Gear-reduction starter, alternator. LED turn signal, brake, and running lights, electronic ignition; Rebuilt engine, transmission, rear axle, rear and front suspensions; Bonnet air scoop with C & N filters; Wood steering wheel, back-up lights; Custom interior ventilation, chrome luggage rack

VIN #6140 \$23,000/ obo phone 201-447-6982.



# DOWNEAST AUTUMN MOG 2015

Planning is well underway for our BIG club event of the season, Autumn MOG, to be held this year at the Samoset Resort in Rockport, Maine and Owl's Head Transportation Museum in nearby Owl's Head, Maine. I would like to first of all thank all of you who answered the call and made your reservations early. As of this writing, ALL 35 of the rooms in the original bloc have been reserved and an additional 5 rooms added to the bloc. There MAY be more rooms available if these additional 5 rooms are reserved, but this will be on an as available basis and may not be at the original bloc discount rate.

So if you are going to join us and have not reserved your room as of yet – don't delay.

I am pleased to announce that a robust and enthusiastic group of our fellow club members have volunteered to chair the various admin tasks and activities which we have all come to enjoy as the complete Autumn MOG experience.



These include:

Registration/Welcome Packet Chair  
Event Poster/Logo Design  
Hospitality Suite Logistics  
Friday Night Lobster Dinner/Rally  
Master/ Rockland Police Liaison  
Autocross

Rally Masters  
Concours Chair & Assist  
Live/Silent Auction

Marsha Carter/Maura Hall  
Brian Jouris  
Jack & Lorna Flynn

Gordon Baxter  
Sam Selby and Mid Coast Maine  
Sports Car Club  
Brent and Ann Follweiler  
Larry Sheehan and Fred Schuchard  
Janie Mattson & Mary Leong



The schedule of events is still in development, but here is a rough outline. Since a good number of attendees will be spending several days on the road enroute and arriving early on Thursday, there will be a bonus event for early arrivals – a wine tasting with selections from the nearby Cellar Door Winery on Thursday, probably from 5 to 6:30 PM. After the wine tasting, we highly encourage staying on site and having a no host dinner at the excellent Italian theme restaurant at the Samoset.

We will not include prepaid breakfast tickets as part

of the registration fees or packet, so breakfast will be on your own. Full and continental breakfast options are available at the Samoset. The first big event for Friday will be the autocross, to be held at the nearby Owl's Head Transportation Museum, a 15 minute drive from the Samoset. The Camden based Mid Coast Maine Sports Car Club will be conducting the event (Scott W can finally take a break and just participate). We will have the course set up by 10 AM and after the safety checks and course walk though the first heat should be on the course by 10:30 to 11AM. Lunch will be available there. During the lunch break, our own WW I aviation historian, Brad King, will give a presentation on what it was like to be a WW I fighter pilot, with several of the



museum's WW I reproduction aircraft as a backdrop.

Friday night dinner will be a special Downeast treat – lobster, of course. We will have a private second floor room at a local waterfront restaurant in Rockland for this traditional Maine seafood staple. Following dinner there will be a final surprise treat so totally cool I am keeping it a secret. But I can assure you, it will be a perfect end to the day.

Saturday, after breakfast, we will form up and fire up and proceed once again to Owl's Head museum with police motorcycle escort for the Concours. Our Morgans will be positioned around the gazebo island and all museum visitors will have the opportunity to admire them. Lunch will again be available there, and after lunch we will launch on our traditional rally with two options – a scenic non-competitive coastal tour or, the longer competitive clue rally.

The Saturday events continue back at the Samoset with a 5 – 6:30 with cock-

tail hour in the ocean view Schooner Room followed by our Awards Banquet in a nearby conference room. As you will see from the registration form, the dinner will be a sit down and served at table three course dinner with 2 choices of first course and dessert and 4 entrée options plus a vegetarian choice.

We are considering several new options for our traditional AM fundraising auction. One idea is to have the silent auction set up late Thursday through Saturday in the Registration room, and, if we have a live auction, doing the live auction following the lobster dinner Friday night.

Our hospitality suite will be one of the ocean view top floor suites at the Samoset, which has a rather large deck and two rooms, each having patio doors out to the deck. Our complementary beer, wine and snacks will be set up there.

Other amenities at the Samoset include an indoor (and outdoor) pool, health club, tennis courts, golf course and

spa. There are also several interesting museums in the area, including the Farnsworth Museum (3 generations of Wyeths), a Lighthouse Museum and of course the Owls Head Transportation Museum. Your AM registration will entitle you to visit this museum on both Friday and Saturday during the autocross and concours events.

So I hope everyone enjoys the 'driving season' about to begin and makes plans to end their season with us here in Maine for a Downeast Autumn MOG. It's not too early to make your room reservation at the Samoset and send in your reservation form, which you will find in this Morganeer and also posted on the club website.

Your Downeast Autumn MOG team



**Under 18 FREE**  
**VISIT TODAY!**  
Enjoy our world-class vintage collection proudly on display or operating in their full glory.

**HISTORY takes Flight**

**OWLS HEAD**  
TRANSPORTATION MUSEUM, MAINE

OPEN DAILY, YEAR ROUND Antique aeroplane performances at most shows. 117 Museum Street, Owls Head, ME 207.594.4418 [owlshead.org](http://owlshead.org)

The advertisement features a large biplane with a black and white checkered pattern. Below the biplane, there is a row of seven small images showing various vintage cars and people at the museum.

**Autumn MOG Registration**

**Samoset Resort, Rockport, Maine. October 2 - 4, 2015**

**Make check payable to: 3/4 Morgan Group Ltd. and send with completed form to:**

**Maura Hall, 25 Webster St., Saratoga, NY 12866**

**email: *etudes4@verizon.net***

**DRIVER:** \_\_\_\_\_ **SPOUSE/COMPANION:** \_\_\_\_\_

**ADDRESS:** \_\_\_\_\_

**OTHERS IN PARTY:** \_\_\_\_\_

**HOME PHONE:** \_\_\_\_\_ **CELL PHONE:** \_\_\_\_\_

**EMAIL:** \_\_\_\_\_

**Hotel Arrangements:** Call Samoset Resort Directly (reservations 800-341-1650  
mention Autumn MOG 2015)

**Other Hotel (name)** \_\_\_\_\_

**If known, arrival and departure date:** \_\_\_\_\_

**MORGAN(S) AT A MOG \*\*Please ensure that this section is completed whether Judged or People's Choice\*\***

**MODEL** \_\_\_\_\_ **YEAR:** \_\_\_\_\_ **2 OR 4 SEATER** \_\_\_\_\_

**CONCOURS CATEGORY (please circle choice):**      **JUDGED**      **PEOPLE'S CHOICE**

**MODEL** \_\_\_\_\_ **YEAR:** \_\_\_\_\_ **2 OR 4 SEATER** \_\_\_\_\_

**CONCOURS CATEGORY (please circle choice):**      **JUDGED**      **PEOPLE'S CHOICE**

***\$250 per couple after September 5th!***

**Two People** (*Sat. concours, rally, and banquet and 3 day access to Hospitality Suite*)      \$240/couple \$ \_\_\_\_\_

**One Person** (*Sat. concours, rally, and banquet and 3 day access to Hospitality Suite*)      \$130/person \$ \_\_\_\_\_

**Saturday Banquet "Only"**      Number \_\_\_\_ \$ 75/person \$ \_\_\_\_\_

**Friday Night Lobster Dinner**      Number \_\_\_\_ \$ 55/person \$ \_\_\_\_\_

**Saturday Banquet:** Three course meal all inclusive; beverages extra

First course (please indicate number) \_\_\_\_ Lobster Bisque \_\_\_\_ Tomato Mozzarella Salad

Entrée (please indicate number) \_\_\_\_ Chicken Samoset \_\_\_\_ Baked New England Haddock

\_\_\_\_ Grilled Marinated Flank Steak \_\_\_\_ Cedar Planked Salmon \_\_\_\_ Vegetarian Pasta Prima Vera (gluten free/vegan)

Dessert (please indicate number) \_\_\_\_ Blueberry Pie \_\_\_\_ Tiramisu

**GRAND TOTAL ENCLOSED: (check payable to 3/4 Morgan Group Ltd.)**      \$ \_\_\_\_\_

# THE BEST IN SHOW TROPHY

As the story goes, Bennett was sitting back admiring the club's Best In Show Trophy (colloquially known as the Phillips Cohn trophy in honor of its creators), after enshrining it in his trophy case following last year's Autumn MOG, when he suddenly decided something was missing. He had an inspiration. He decided what was missing was the names of ALL the Best in Show winners since the humble beginnings of our Autumn MOG tradition.

So, he dashed off emails to our long time members and historians, Spider and Jim Nichol, and started compiling a list of the 'missing' BIS winners. This is the list they came up with. Also enlisting the help of Steve Vavak, who has an acquaintance who is an engraver, the plan is to have this list of names engraved on plaques and added to the trophy. But before etching it in stone, so to speak, we would like everyone to look this list over and review it for correctness. All the names on the list (so far) have been documented through past issues of *The Morganeer*, (then) President's newsletters, or actual pictures of an award. If you find a missing awardee or would like to make an edit to the list, please help us document the edit or addition. As you can see there are several years missing. Bonus points for anyone who can come up with a name for those years!

Once we are reasonably certain that the list is accurate to the best of our collective memories and archival records, the plaques will be engraved. And here is the best part (also the grand finale of Bennett's idea). Before awarding the trophy at this year's Autumn MOG, we will have a NEW Best In Show Trophy re-commissioning ceremony, and reveal the new and improved trophy. Just another reason to come to Autumn MOG (have I mentioned that elsewhere in this issue?)

Thanks to Bennett, Spider, Jim and Steve for making this project happen. And look for the final BIS Award listing on the Awards page of our club website currently being compiled by Spider and Bill Clark.



## *3/4 Morgan Group, Ltd. Autumn MOG Concours Best in Show Winners*

1979 - Stephanie and Spider Bulyk, 1957 Plus 4 Four-Seater  
 1980 - Olga and Andre Von Hoyer, 1959 Plus 4 Four-Seater  
 1981 - Robert Yeager, 1952 Plus 4  
 1982 - Henry Angel, 1934 Super Sport  
 1983 - John J. Jennings, 1965 Series V 4/4  
 1984 - John J. Jennings, 1965 Series V 4/4  
 1985 - John J. Jennings, 1965 Series V 4/4  
 1986 - Mike Walsh, 1967 Plus 4  
 1987 - Peter Arabolis, 1965 Plus 4  
 1988 - Mike Walsh, 1967 Plus 4  
 1989 - John Abreau, 1987 Plus 8  
 1990 - John J. Jennings, 1965 Series V 4/4  
 1991 - Josh Herman, 1981 Plus 8  
 1992 -  
 1993 - Paul Donaghue, 1986 Plus 8  
 1994 - Paul Donoghue, 1986 Plus 8  
 1995 -  
 1996 - Tom Perkins, 1964 Plus 4 Super Sports

1997 -  
 1998 - Rena and Jim Dickson, 1961 4/4  
 1999 - Dean Meyer, 1964 Plus 4 Four-Seater  
 2000 - Mary and Burt Hunter, 1966 Plus 4 Super Sports  
 2001 - Burt Fendelmen, 1953 Plus 4  
 2002 - Gayle and Bob Perry, 1978 Plus 8  
 2003 - Joy and Frank Mariano, 1966 Plus 4  
 2004 - Chris and Skip Day, 1965 4/4  
 2005 - Margaret and David Jacobsen, 1953 Plus 4  
 2006 - Mary and Burt Hunter, 1966 Plus 4 Super Sports  
 2007 - Beate and Steve Vavak, 1970 Plus 8  
 2008 - Steve Kramer, 1966 Plus 4  
 2009 - Jack Blakeney, 1960 Plus 4  
 2010 - Mary and Burt Hunter, 1966 Plus 4 Super Sports  
 2011 - Mark Mason, Robin and Ron Garner, 1934 Super Sports  
 2012 - Joanne and Eric Singer, 1966 Plus 4  
 2013 - Marlene Riehle and Lee Debrish, 2005 Roadster  
 2014 - Mary and Bennett Shuldman, 2003 Plus 8, 35th Anniversary



# SPIDER'S TECH TIPS

*On a tiny obscure island in the Carribean rests a Morgan in need of restoration (do I hear a Jimmy Buffet song in the background?) The perfect excuse for a little winter break vacation? ed*

Spider,

I saw this car in its condition today on a lot. Car is sitting on a small utility trailer. The Morgan will be someone else's dream as I am working on a private yacht these days. Pass the cars location and condition on to a friend or perhaps a former friend. Lots of Cleveland's to get her straight.

Brad Sellew



Brad,

I have a neighbor who's father is restoring one on Curaçao; I have a photo stream of the project. The trick is to restore it where it lives - in your case, St. Maarten, I believe. Don't use any replacement parts. Most of the native population should be more than capable of assembling the car, rewelding frames, fixing woodwork, and redoing engines/gearboxes/rears, and paintwork. They may substitute parts from other local cars (fuel pumps, carbs, brakes, etc.) but the car will run for the most part like a Morgan. Labor down there is much less expensive than the replacement parts. The only thing wrong will be that the end-car will not be completely "Morgan-like". If you kept the car on the Island, that wouldn't be a problem and you could drive it around down there. Sell it when you've had enough.

Run cool,  
Spider



# EVENTS, EVENTS, EVENTS!

.....

## THE CT MG CLUB'S BRITISH BY THE SEA GATHERING JUNE 7TH HARKNESS MEMORIAL STATE PARK, WATERFORD CT

*On The North Shore Of Long Island Sound*

British By The Sea is not a Concours event, but rather, it is a popular vote, fun Gathering. At the 2014 event, our final count was over 430 British vehicles displayed in 35 Classes, with etched glass mugs being awarded for first, second and third place in each class. While we do have four excellent food vendors, we also encourage you to bring your own food, snacks, and refreshments. You can also walk the beach, or tour the Mansion Eolia and enjoy the gardens that were originally designed by Beatrix Ferrand. For the past 21 years, the CT MG Club has been providing a yearly monetary donation as well as "People Power" to plant the gardens, bringing them back to their original grandeur.

If you wish to attend, you may request additional information and registration materials from the show's co-chairpersons, Annie and Steve Wincze via email at: [MGTD52@comcast.net](mailto:MGTD52@comcast.net), or via phone at (860) 693-4249.

For more info, and aerial video go to [WWW.CTMGCLUB.com](http://WWW.CTMGCLUB.com)

---

## ENJOY A MAINE CLAMBAKE IN NEW JERSEY

Sunday, June 14 @ 1:00 PM

Hosts: Jeri and Bob Cohn Place: 61 N. Pleasant Ave., Ridgewood, N.J. 07450

Sunny day: drive your Morgan Rainy day: We eat under cover

Lobster, clams, corn, potatoes @ \$20 per person. BYO beverages !

All non-Lobster eaters can forget the check and are encouraged to join the party.

The grill will be ready to cook anything you bring.

The wood-fired steamer limits us to the first 34 lobster-eaters who send their checks to:

Call 201-447-6982 for directions, if needed

---

## DRIVE AND SWIM

Saturday, June 20 from 11:00 a.m. to 4:00 p.m.

Hosts: Lynn and Marc Wunderman Place: 11 Topstone Road, Redding, CT

Description: Country drive of one hour and swimming in a heated pool.  
(Bring bathing suit and towel.) Sandwich lunch with soft drinks provided. BYO beer, wine.

Fee: \$15 per person to defray costs Contact: 914-649-7985 (c), 203-664-1531 (h)

Rain date: Saturday, June 27

---

## ENGLISH TEA

Sunday, August 9 at 2:00

Hosts: Margaret and David Jacobsen; Dean Meyer and Susan Rho

Place: 233 Mountain Road, Ridgefield CT

There is no fee for this event. Contact: 203-263-0769

## POOLSIDE BARBEQUE

Saturday, August 22 from 11:00 a.m. to 4:00 p.m.

Hosts: Mary and Bennett Shuldman Place: 6 Eustis Lane, Ridgefield CT

Description: Poolside BBQ (hamburgers, hot dogs with watermelon dessert). Soft drinks and beer provided. BYO personal drinks, other food and bathing suit (optional). There is no fee for this event.

Contact: 203-438-1668 (home) 203-685-9866 (cell)

## CAR SHOW IN PERTH, ONTARIO

Sunday, August 23

See a new part of the world and enjoy a day in Canada with the Jaguar and Porsche car clubs. Hosted by 3/4 Group member Leo Lee, this event is a fundraiser for the local Rotary club. There will be a large, secure area for our cars, with nearby vendors, local entertainment and a microbrewer beer tent. Perth, famous for historic preservation of its stone buildings, is located on the Tay River, 50 miles southwest of Ottawa.

For more information, contact Leo Lee at 1-613-264-1146 or leomankinglee@gmail.com

## CHRISMACHA

Saturday, December 12 at 7:00 p.m.

Hosts: Lynn and Marc Wunderman Place: 11 Topstone Road, Redding, CT

Description: CHRISMACHA! A fitting occasion for the holidays. Good food, libations, cameraderie

Fee: \$20 per person to defray costs Contact: 914-649-7985 (c), 203-664-1531 (h)



**BRITISHCARCLASSIFIEDS.COM**  
THE GLOBAL BRITISH CAR SALES NETWORK

**SPECIAL OFFER FOR 3/4 MORGAN GROUP CLUB MEMBERS!**

**Step One:** Go to BritishCarClassifieds.com

**Step Two:** Create Your Account

**Step Three:** Click the "SELL A CAR" Link and Select "Gold Plan"

**Step Four:** Enter Coupon Code **morgan34** on the Checkout Screen

**Step Five:** Click "Apply" then "Next Step" to Launch Your Free Listing

Your listing will run for as long as it takes to sell your car.

**GET YOUR FREE LISTING TODAY!**

# The Morganeer

### 2014 ADVERTISING RATES

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

#### AD SIZE ANNUAL FEE

Full Page \$300 per year

Half Page \$200 per year

Quarter Page \$100 per year

Business Card \$40 per year

All advertising is billed on an annual basis with full pre-payment due by March 15, 2014.

New ad materials must be sent to:

**Morganeer Editor**

Email: wnek\_fm@comcast.net

Payments should be made to:

**David Root**

Treasurer, 3/4 Morgan Group

52 West Cedar Street

Boston, MA 02114



NEW **2014 MORGAN 3 WHEELER** Brooklands Racing Green - the last one!

NEW for **2014**, The **MORGAN ROADSTER '65** Maybach Himalayan Grey Metallic body/Black wings, two tone Anthracite/black leather/red piping; 340HP 3.7 Vee6 with 6 speed manual transmission

NEW **2014 MORGAN 3 WHEELER** Black/Black leather/Black painted nose cowl, Black exhaust and black heat shields

NEW **2014 MORGAN 3 WHEELER** ONE OF A KIND: S&S 2138cc engine, special exhaust, special suspension; Jaguar dark grey metallic, brown leather quilted seats, engine turned dash, leather covered steering column

LIKE NEW **MORGAN 3.7 "ROADSTER '65"** Aston Martin Racing Pale Green Metallic Pearlescent 1,246 miles

LIKE NEW **2013 MORGAN 3 WHEELER** Imola Red

NEW **2012 MORGAN 3 WHEELER** Sport Red, Full Warranty 2014 suspension upgrade

LIKE NEW **2012 MORGAN 3 WHEELER** Sport Green 1,532 miles!!!, Tan leather interior, as new at bargain pricing!

**2010 MORGAN AERO SUPERSPORTS** Choose from Zurallic Blue Metallic + Beryllium Metallic

**2005 MORGAN ROADSTER** Pozzi Blue

**2003 MORGAN PLUS 8** 35TH ANNIVERSARY EDITION, Dark Red Cherry Metallic

**1983 MORGAN PLUS 4** Aluminum bodied

**1964 MORGAN PLUS 4** FOUR SEATER, Ivory

**1955 MORGAN PLUS 4** FOUR PASSENGER DROPHEAD COUPE 2 Tone Blue

**1952 MORGAN PLUS 4** FAMOUS RACECAR "Butterscotch"

**1934 MORGAN 3 WHEELER** //Big Price Reduction



MORGAN THREE WHEELER



[WWW.MORGANWEST.NET](http://WWW.MORGANWEST.NET)



[WWW.ALLARDWEST.COM](http://WWW.ALLARDWEST.COM)

[WWW.PERANAWEST.COM](http://WWW.PERANAWEST.COM)

#### OTHER MARQUES

New 2014 Allard J2X

2012 ZOLFE ROAD ROCKET

PERANA Z-ONE

PERANA Z SILVER

2008 Tesla ROADSTER

1941 Buick SUPER MODEL

56C CONVERTIBLE COUPE

# Morgan

WEST

Authorized Morgan Motor Car Dealer

**(310) 998-3311**

[DENNIS@MORGANWEST.NET](mailto:DENNIS@MORGANWEST.NET)  
DENNIS GLAVIS, MANAGING DIRECTOR | 3003 PICO BOULEVARD, SANTA MONICA, CA 90405

## 2015 Schedule of events

DATE	EVENT	HOSTS
May 15-17	<b>All Area Dustoff</b> Saratoga Auto Museum, NY <a href="http://www.saratogaautomuseum.com">www.saratogaautomuseum.com</a>	<i>Larry Sheehan</i> <a href="mailto:larry_sheehan@post.harvard.edu">larry_sheehan@post.harvard.edu</a>
Jun 7	<b>Brits By The Sea</b> <b>Harkness Memorial SP Waterford, CT</b>	<i>CT MG Club</i> <a href="http://www.ctmgclub.com">www.ctmgclub.com</a>
Jun 12-13	<b>British Motorcar Festival</b> <b>Bristol, RI</b>	<i>Mike Gaetano</i> 508-395-6663
Jun 14	<b>*New Jersey Clambake</b> <b>Ridgewood, NJ</b>	<i>Bob &amp; Jeri Cohn</i> 201-447-6982
Jun 20	<b>*Drive and Swim</b> <b>Redding, CT</b>	<i>Marc &amp; Lynn Wunderman</i> 914-649-7985 (c), 203-664-1531 (h)
Jun 19-21	<b>MOG 45 MCCDC</b> <b>Gettysburg, PA</b>	<i>Jay Gift</i> <a href="mailto:rgift@pa.us">rgift@pa.us</a>
Aug 9	<b>*English Tea</b> <b>Ridgefield, CT</b>	<i>David &amp; Margaret Jacobsen</i> <i>Dean Meyer &amp; Susan Rho</i> 203-263-0769
Aug 22	<b>*Poolside Barbeque</b> <b>Ridgefield, CT</b>	<i>Bennett &amp; Mary Shuldman</i> 203-438-1668 (h), 203-685-9866 (c)
Aug 23	<b>*Car Show Perth, Ontario</b> <b>Jaguar &amp; Porsche Clubs Canada</b>	<i>Leo Lee</i> <a href="mailto:leomankinglee@gmail.com">leomankinglee@gmail.com</a>
Sep 13	<b>Caffeine and Carburetors Car Show</b> <b>New Canaan, CT</b>	<i>Tom Smith</i> 203-331-7254
Sep 18-20	<b>British Invasion</b> <b>Stowe, VT</b>	<i>Mike Gaetano</i> 508-395-6663
Oct 1-3	<b>Downeast Autumn MOG</b> <b>Samoset Resort, Rockport, ME</b> Details p.21-22	<i>Frank Wnek</i> 207-729-6300
Dec 12	<b>*Chrismacha</b> <b>Redding, CT</b>	<i>Marc &amp; Lynn Wunderman</i> 914-649-7985 (c), 203-664-1531 (h)

\* See details on pages 26-27.



**MADISON BEACH GRILLE**

1320 Boston Post Road • Madison • CT • 203-318-8362  
[www.donahuesmadisonbeachgrille.com](http://www.donahuesmadisonbeachgrille.com)



**Olde World  
Restorations**

Call Penny Bates for Parts,  
Service, Restoration  
PO Box 111  
Huntingdon Valley, PA 19006  
215-947-8720  
[OldeWorld@iglide.net](mailto:OldeWorld@iglide.net)



# TO THE EDITOR-AT-LARGE

*This is a response to the publication of Spider's 'Drive It' Op Ed in the UK Morgan Club Magazine Miscellany. Spider continues to collect more pen pals from international Morgan owners. In this case, one from the UK with MANY stories. ed*

Hi Spider! Or perhaps I should say howdy? Thanks for contacting me in response to my email. It is very nice to communicate with a Mogman from the big country!

Firstly, I would like to say how much I like the look of your Plus 4 car, very original and a good colour! It is good to hear how much use and enjoyment you have had with your car over many years. As you say, "DRIVE IT!"

My first experience with Morgan cars was when I was about ten years of age. I saw this green Morgan outside a garage in Bristol. I looked around somewhat sheepishly to see if anyone had noticed me! Then, I could not resist it, I had to try the driving seat out for size! Obviously, I loved it! However, an old man who happened to be passing at the time said, (in his very broad local accent), "Y ou'll never be able to afford one of them my Son!" This, of course only made me even more keen to have one one day! I remember thinking, yes I will!

It was many years before I was able to buy my first Morgan, having achieved all the other things people normally do, getting married, having a family and buying a house! My first car was a 1980 4/4 4 seater, in Royal Ivory, with red leather seats, (my favorite colour - still is!) This car I cherished and lovingly worked on for about ten years, using it every day all the year round, open, regardless of the weather, as I have with all my cars.

Then, one fateful day, my wife and I attended a Mog event and there, sitting in the sunshine, was a 1990 Plus 8 in Jaguar Old English White, with red leather seats, nicely piped to match, with low mileage and for sale! I was tempted by the condition also. Morgan friends were saying "go on, treat yourself!" The agent offered me a good trade in price for my car, so I bought it! It was the SOUND of a Plus 8 I think I wanted most at the time! Even this was not enough, so when a friend of ours in the club came round to my garage and set out a new twin stainless exhaust system on the floor, I had to buy and fit it! This was a fateful mistake! Having carried out the work, the car would just not run correctly! The first trip out was to work on the Monday morning. I only managed about a mile and had to take the car back home! Consequently, I was late for work that day!

The car was then transported to a Morgan specialist to be 'sorted out' (?). I waited and waited. It was returned to me a couple of times, only for me to seek further help. It was quite a head scratcher, even for the experts!

Eventually, the car was running well enough for me to sell it. I had not become attached to the car, or felt completely comfortable driving it (I also missed my my old traditional 4 seater very much!, those lovely comfortable seats, the high windscreen and much more room!) I could even take the back seat out and I had a pick-up truck - handy for a couple of bags of cement!, Also, more sensibly for our holidays, there was the other advantage that I could work on it! No electronic devices to play up! Also, another problem! - it had carpets! Not a lot of good to me! I like rubber mats and big holes in floor to let the water out! I also walk a lot, sometimes in very bad weather. Therefore, the car has to cope with me getting in and out rather worse for wear at times!

Oh yes, I must just tell you about this! Upon purchasing the car, I discovered that the previous owner was a well known comedian!!!! I even had a picture in an old Miscellany magazine showing the owner with my car on a car transporter, the car having broken down! I reckon the laugh was on me when I bought this car!

One problem with it that I never did solve, was that when I left the car in the garage overnight, I could not engage reverse gear to back it out in the morning! What was I going to do, leave it in reverse in preparation, then back it out when ready? I wonder what had caused this problem? Anyone have any ideas? I would be interested to know!

So, what to do next? It had to be quick! I wanted to have my old car back, or as close to it as possible. I felt I was coming off drugs, I missed my car so much. Then, luckily, a four seater in Royal Ivory, all aluminium body with red leather seats, came up for sale south of London. So, my wife and I rushed up to view the car - I bought it there and then! The only difference was that this car, which I still own, has the advantage of the five speed gearbox; also, the CVH engine.

Over the years, I have used and enjoyed the car so much - always doing something to it, as we do! Always spending on it, as we do! Always loving the look of the car, the way it drives, always rushing up to the garage to take it out for a run or simply, just to tinker with it! Recent work carried out - new gear reduction starter motor; new alternator, also, a new Weber 32/34 DMTL carburettor with K&N Filter.

I often wonder how many Morgan owners are like me, admiring the look of the older

style four seater cars as much as I do? (I accept that with the hood up, it is not the best looking car on the road!, in my opinion, It becomes a noisy mobile tent to drive - a good reason to avoid it if possible, as I do!)

I would just like to mention my lovely wife, Jeanette, who has been quite the hero over the thirty years or so we have had a Morgan, putting up with me wanting to take the Morgan everywhere regardless of the weather! (I will admit that, at times, we have had words about the suitability of the car for the journey we were undertaking!) Does this sound familiar to anyone? Isn't this what the tonneau and reclining seat is for? Seriously though, we have had a lot of fun with our cars and made great friends!

Oh yes, I must mention this. I was so keen to use the car that, when our youngest son Jason was about four years of age, I made a rear screen that fitted down into the head restraint holes, also fixed to the sidescreen knobs. This enabled him to be belted into the rear seat, behind this screen, where he could play happily with his toys as we went along. Problem solved!

I will just tell you about this. One day, against the advice of my wife, as keen as ever to use the car (the weather was awful!) I went off to a funeral in the Morgan - I never made it! I had an accident at a junction and met two Police Officers, one playing the nice guy, the other, the nasty one! Mr. Nasty condemned my handbrake as being faulty!

I demonstrated how it worked but he would not listen and wrote it down in his report! I could not convince him that that is how a Morgan handbrake works! Just sit in the car and do the right thing! Luckily, I had a friend in the club who was a mechanical engineer and Morgan expert. He collected the car, transported my car away for repairs, and also wrote to the authorities to explain about the handbrake. I went home on the train! When I got to the door, it opened and my wife said, "I told you not to go!" (I must remember to listen to her indoors!)

It is a standing joke with some members of the club that I do not know what a hood looks like! My answer has always been, "I could draw you a picture though!"

I have, at long last, seen the error of my ways and admit to sometimes taking the tin top out when the weather is very bad. I must be getting old! But when I only have myself to think about, there is only one choice!, I DRIVE IT!

Thanks once again for the interesting article. It has been great fun making contact! Best wishes to you and all your club members! And happy Morganeering!

Mike May mmay4@sky.com  
Stone Rise, 96 Knights Road,  
Bearwood, Bournemouth, Dorset,  
BH1 9SY. 01202 570878.

## CLUB OFFICERS

**David Jacobsen, President**  
76 Hurd's Hill Rd  
Woodbury, CT 06798  
(203) 263-0769  
dmjacobsen@charter.net

**Jane Mattson, Vice President**  
286 Richards Avenue  
Norwalk, CT 06850  
(203) 838-6009  
mattsonjd@optonline.net

**David Root, Treasurer**  
52 West Cedar Street  
Boston, MA 02114  
(617) 723-5141  
djr177@verizon.net

**Ruth Bonomo, Secretary**  
364A Heritage Village  
Southbury, CT 06488  
(203) 586-5052 h  
(203) 856 5609 c

**David Crandall, Inter-Club/  
International Liaison Officer**  
23 NE Morgan St  
Portland, Oregon 97211  
(503) 894-8669  
mogdriver@gmail.com

**Jack Flynn, Registrar**  
388 High Head Road  
Harpwell, Maine 04079  
jvflynn@jvflynn.com

## AREA CAPTAINS

**New England South Area**  
Norm Hugo  
37 Carriage Lane  
New Canaan, CT 06840  
(203) 966-2434  
normanehugo@optonline.net

**Metro New York Area  
(vacant)**

**New England North Area**  
Herb and Shayna Loeffler  
53 Spy Pond Rd  
Arlington, MA 02474  
(781) 643-1649  
herb.loeffler@verizon.net  
Shayna.Loeffler@verizon.net

**Atlantic Area**  
Jim Nolan  
507 Manchester Avenue  
North Haledon, NJ 07508  
(973) 476-1151  
illbetcha2@gmail.com

## TECHNICAL ADVISORS

**All models, Morgan Spares,**  
Larry and Linda Eckler  
(518) 329-3877  
MorganSpares@Taconic.net

**Three Wheelers, Jim Perman**  
(203) 375-6095  
Fax (203) 375-6769  
Parentof2@optonline.net

**4/4, Les Neumann**  
(914) 645-1919  
LesNeumann@optonline.net

**Plus 4, Spider Bulyk**  
(203) 640-5700  
shiftright@icloud.com

**Plus 8, Scott Willoughby**  
(908) 638-6364  
Garudaville@earthlink.net

## MORGANEER STAFF

**Editor, Frank Wnek**  
Frank Wnek  
56 Headland Rd  
Harpwell, Maine 04079  
(207) 729-6300  
wnek\_fm@comcast.net

**Editor-at-Large**  
Spider Bulyk  
(203) 640-5700  
shiftright@icloud.com

**Graphic Designer**  
Nicole Kachmar  
nlkachmar@gmail.com

### Advertising Director (Vacant)

Payments should be made to:  
David Root  
Treasurer, 3/4 Morgan Group  
52 West Cedar Street  
Boston, MA 02114

**Webmaster, Bill Clark**  
20 Rack Rd  
Chelmsford, MA 01824  
billclark424@gmail.com

**Regalia, Doug and Karin Constant**  
P.O. 225  
Orient, NY 11957  
(631) 323-2646  
info@douglasconstant.com

## SUBMISSIONS

THE MORGANEER is the official news magazine of the Morgan 3/4 Group, Ltd., a nonprofit corporation dedicated to furthering the use and appreciation of Morgan sports cars. It is published bimonthly, all issues printed and mailed to current members and also electronically via email attachment, and may also be accessed on the club website.

Deadline - 5th of the first month of issue.

Address all copy and photographs to the editor. Please observe the following guidelines:

**Copy:** Send text as e-mail attachments in Microsoft Word format to the editor. If you do not use Word, then send copy as a text (.txt) file or rich text format (.rtf) file. If you do not use e-mail, send to the editor's address.

**Photos:** Send no more than four photos for an article, preferably digital photos sent as e-mail attachments in .jpg format. In the e-mail message, include the filename and a caption for each photo, identifying people, vehicles, site, etc. Also note whether a photo should be put in a particular place in your article. Printed photographs will be returned if you write your name and address on the back of the picture.

To place ads, please contact the Advertising Director. Submitted material which has appeared in a copyrighted publication must include written permission from the copyright holder for reprinting.

For changes of address allow 4 weeks for change.

If Undeliverable Please Return to:  
Jack Flynn • Registrar  
388 High Head Rd  
Harpwell, Me 04079

PRESORTED STD  
U.S. POSTAGE PAID  
BOSTON, MA  
PERMIT NO. 54302

bring on the curves

### for everything Morgan

- Largest inventory of Morgan parts and accessories outside the UK
- Service, repairs and upgrades
- Award winning restorations
- Complete mechanical rebuilding
- Specialists in cars 1950 to current
- Buy, sell or trade a Morgan
- The best technical service anywhere
- Visit our comprehensive website
- Family owned and operated since 1977

**Morgan Motors**  
OF NEW ENGLAND



**Morgan Three Wheeler**  
Now Accepting Deposits for 2015 Production  
Factory Authorized New Morgan Dealer

*Our illustrated parts  
catalog available free  
online or call for a  
printed copy*



www.morgan-spares.com • morganspares@taconic.net • Parts (888) 345-6647 • Tech (518) 329-3877