

The Morganeer

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Autumn MOG 38 *Cooperstown, New York*



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

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Richard Welsh Point Pleasant, NJ
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FROM THE PRESIDENT



Truly Scrumptious: "What an unusual car."

Jeremy: "Daddy made it."

Truly Scrumptious: "Oh? And it actually goes?"

Jemima: "It's called Chitty Chitty Bang Bang."

Truly Scrumptious: "That's a curious name for a motorcar."

Jemima: "But that's the sound it makes. Listen."

Caratacus: "It's talking to us — all engines talk!"

Jemima: "What's it saying? It's saying Chitty chitty, chitty chitty, chitty chitty, chitty chitty, Bang — Bang!"

(Chitty Chitty Bang Bang 1968)

Never a dull ride....

This Thursday, I thought I was just headed to the library, post office and so on. Apparently not. Not only did taking the Baby Car out for a spin have its usual effect of brightening my day, I got a reminder on how much enjoyment our cars can bring to other people as well.

Take the nice lady at the wine store, who not only didn't call it an MG, but placed it's birthday within four years! Apparently when she was "a youngster living down state" she dated a young man with a dashing deep blue '63.

The clerk at the UPS store came out to take a peek; he works Thursday nights at a local BBQ place that has Thursday Night Classic Cars—but he had never seen one like this before! He thought his '68 Charger was a sweet ride until I parked next to it. Turns out, he had bought it for a song fresh out of high school

and learned how to fix it up—a stellar job too! This was its first day out after its final touch-up, so I wasn't the only one glorying in the sunshine on a new paint job!

Bikers from the annual Americade Motorcycle Rally in Lake George were wandering back through town on their various ways home, and the Baby got a lot of thumbs up and shout-outs as the 20-strong Harley parade rolled down Broadway.

But the best of all was at the library, where a 5-year-old and her little brother got to touch the "Chitty Chitty Bang Bang car" and beep the horn. Mom and dad took cell phone pictures and posted them to friends. As for the kids—well, it was too bad I couldn't make the car fly for them, but Dick Van Dyke was out getting coffee. They understood, when I explained it to them, that 'Chitty' was tired since it had to fly so far to get here.

In an hour of causal errands, what I thought would be just an enjoyable ride for me turned out to be a reminder that Morgans bring a lot more to the world than just being a 'sweet ride'!

Looking forward to seeing all of you at Cooperstown this fall! WHO knows, if you come you might get to see a Morgan fly!

photos: **TOP:** Our president at work
And those fingers play Beethoven?

BOTTOM: If ever a Morgan could fly
it would for sure be Herb's



FROM THE EDITOR

If you looked closely you may have noticed that our cover presents the new and improved version of the Autumn MOG poster and logo. In the background now is not the original Cooperstown Baseball Hall of Fame façade, but that of Hyde Hall, which will be the site of the AM Concours. With the details for our annual BIG club event entering their final phases, this event is shaping up to be one not to be missed. And the location is sure to bring in fellow Morgan owners from some of our sister clubs in the US and north of the border, making it a true international event. And you can now register on line on our club website. Easy peasy – see you there.

But before we rush into the end of the season, this issue covers numerous area club events in our traditional ‘summer events issue’. With good weather and a good number of events to choose from, our Morganeers have been out in force in all areas of the club and beyond.

Frequent reporter from the New Jersey/Atlantic area **Fred Cohen** actually covered two events. First was the dustoff hosted by **Jim and Corrine Vollmuth**, who stepped up to organize the first event of the season in the ‘southern’ area of the club previously hosted by the Hunters. A good turnout, lovely weather, a pleasant scenic drive and lunch by the lake is a combination that always works.

Next Fred covers the perennial favorite ‘Lobster MOG South’ hosted again this year by **Bob and Jeri Cohn**. A very robust turnout of members brought their appetites to this gastronomical delight. I did not hear about any tire kicking going on, but there were a good number of Morgans in attendance.

And this is exciting news. Not only do we now have new a New York/Metro Area Captain, **Pat Cyrgalis**, but he also already organized the first of what I’m sure will become a regular NYC luncheons, harkening back to the very early days of the club, when these events were de rigueur among some of our founding members. **Doug Constant** reported on this event, which even included a special menu for the gathering. Way to go Pat!

Well, the weather does not ALWAYS cooperate for our events, as witnessed by another of our active Area Captains, CT/New England South captain **Andrea Lucas**.

Despite the impending rain, a good



turnout of our club members attended the British By The Sea event in Waterford, CT, although only one Morgan filled out the Morgan field.

And rounding out the area events, New England North was not to be outdone, with the **Kings and Sheehans** co-hosting a fine and well attended dustoff, reported on by your humble editor. Sadly, it was sort of the last hurrah (or more appropriately ‘huzzah’) for Brad and Linda, who announced they will be returning to England early this fall. I’m sure we will still hear from them from the other side of the pond, however.

Speaking of the other side of the pond, our faithful Parisian correspondent **Douglas Hallawell**, has contributed his latest Morgan article on perhaps one of the most famous ‘iconic’ French citizens of our generation. Douglas also allowed *The Morganeer* to have first reprint rights to this article, which appeared in a recent MOG magazine. I won’t ‘reveal’ any more about the subject here. You’ll have to read on and discover it for yourself. “Oo – la, la!”

There is also another ‘international’ entry in this issue. Aussie **Stan Jodeikin**, whom you may recall traveled way out of his way from Boston to Maine to attend our Autumn MOG concours and banquet, tells the story of that side trip in Part Six of his Morgans Over America series which is featured in our Australian sister club’s newsletter *The Morgan Ear*. The quite striking gold Morgan Owners Club Australia badge which Stan presented to the club at the AM banquet will be auctioned off to a lucky bidder at this fall’s Autumn MOG. (Hint, hint)

Well, it is another fine sunny summer day, and I have finally finished the inputs for another issue of *The Morganeer*. I think I’ll push the Drophead out of the garage (my ritual), fire it up and go for a ride, ignoring my erratic Temp gauge. Remember – you must drive it!

The Road Goes On Forever,
Frank

TO THE EDITORS

Hi Frank and Spider,

Thank you for the latest issue of the Morganeer, a really good read as usual! Douglas’ Concorde article has come out really well. It benefits from being given a bit more space than I gave it, and using more of the photos.

Would you mind my reprinting Spider’s article about the headlight wiring? It’s an entertaining tale with some very good advice. I would of course credit you and the Morganeer.

Best regards,
Charles Neal
Editor, *Miscellany* magazine

(Wow! The Miscellany editor asking to reprint one of OUR articles! Such an honor! ed)

Spider,

Just read your article in latest Morganeer. Your last paragraph is the icing on the cake, for messing about with Morgans is always as good as messing about with boats whether shared with a new or old friend.

Jerry Murphy

PS One of these days I’ll make some new interior panels for my Plus 4, but meanwhile it drives pretty well!

WEIGHTY WORDS (OF WISDOM)

They say that famous British race car driver Sterling Moss would lose several pounds during a race. This gave rise to the old adage “A rolling Moss gathers no stone.”

MORGAN STORIES



The Pretenders

Susan Ro

Dean and I drove the Morgan yesterday to a local Southwest restaurant for dinner. We opted for outdoor seating in view of the parked Morgan. Sometime later, a group of diners came out of the restaurant including a little girl of about 6 years old. She took one look at the Morgan, and said to her father, "Oh look Daddy! Is that a pretend car? It's so little!"

Okay, often times we're asked if the Morgan is a Kit Car, but never have we heard "pretend car"? -- how cute was that?

Morgan In A Looking Glass

Steve Schefbauer

According to Martyn Webb, Archivist at Morgan Motor Company, chassis # 5496 was originally red with black leather trim and disc wheels. This 1964 Plus 4 was dispatched 16th October 1963 to Fergus Motors, New York, USA. The "model year" ran from October to October when any changes were usually made at the British Motor Show. The factory records show a total of 271 Plus 4s were dispatched in 1963 and 293 Plus 4s dispatched in 1964.



Fast forward to approximately 2006 when the car was purchased by a gentleman from Ohio who began to do a body off restoration over a four year period and converted that red Morgan with black leather and disc wheels into a BRG Morgan with tan leather and painted wire wheels. Unfortunately, he passed away before he had the opportunity to enjoy his Morgan and the car sat garaged for two years. Interest-

ingly, but not unusual, there were no records kept of the restoration because the gentleman did not want his wife to find out how much money he had spent in the process. The family ultimately consigned the car to Dennis Glavis of Morgan West in Santa Monica, CA.

I had been looking for about two years for a descent Morgan at the right price (the ultimate challenge) and found chassis # 5496 on the Morgan West website.

Much communication and negotiation between Dennis and I but we finally agreed on a price and I purchased the Morgan in April of 2013.

I was playing with iPhoto after taking pictures upon delivery of the car and thought the sepia tone and vintage frame displayed the timelessness of the Morgan design.

End of story (so far).

NEW JERSEY SPRING DUSTOFF

Fred Cohen

April was a wonderful month in New Jersey for gardeners. Light rain about every other day. For Morgan people chaffing at the bit to get started with the new driving season it has been a bit frustrating.

However Saturday, April 30th, was a pleasant surprise. No rain and cool temperatures. Perfect for Corrine and Jim Vollmuth's Morgan Dustoff. We met at their lovely home for coffee and pastry. Next we checked out the garage filled with Jim's Morgan, Jag E type, Austin Healey and early TR3. All four are immaculate cars in very good running order.

In addition to Corrine and Jim our group included Bob and Louise Nunnink, Jim Nolan, Lenny Mandel, Eric and Joanne Singer, Scott Willoughby, Orrin Longbothum, Bob and Randy Koetzner, Burt and Mary Hunter, and Lita and Fred Cohen.

We then set off on our hour long drive through the back roads of New Jersey, passing many charming homes some dating back to the 1800's. Our destination was The Boat House Restaurant on Swartswood Lake. It was just the right setting for our lunch group. Delicious food and drink. Much good conversation followed - about cars, interesting driving roads, beautiful homes and gardens!

Thanks to Corrine and Jim. A very enjoyable start to the Morgan driving season.

photos:

TOP: Handsome lineup at the lake

MIDDLE: Lunch with smiles all around

BOTTOM: 'Ba- bye!



LOBSTER MOG MIGRATES SOUTH TO JERSEY

Fred Cohen



Each Spring, prior to the dash to their summer home in Maine, Jeri and Bob Cohn host the Morgan Club in New Jersey. Lobsters, clams, corn and potatoes were the lunch time show stoppers. The lobsters from Maine are always the treat that invariably brings out a large group of Morganeers.

The weather was sunny and warm with just enough of a breeze to dislocate Bob's improvised canvas sunroof. It certainly did nothing to disturb the ardent lobster eaters!

Conversation at the four tables seemed to cover everything from Autumn MOG, to the terrible Sunday traffic, to summer travel plans and of course politics. However, everyone seemed to be on their good behavior.

At desert time a cake and candles appeared to celebrate Jim Dickson's birthday. Fruit and pie helped make it appear as though our cars had mysteriously shrunk a size or two when we approached them for the drive home.

In addition to Jeri and Bob our group included Mary and Burt Hunter, Corrine and Jim Voll-



muth, Leslie and Hugh Heller, Dawn Heflin and Jim Nolan, Joanne and Eric Singer, Susan Rho and Dean Meyer, Rina and Jim Dickson, Jane Mattson and Steve Shapiro, Joan and Les Neuman, Lita and Fred Cohen and Peggy Newton. Another sellout crowd for this crowd pleasing event.

Special thanks of course to Jeri and Bob. Each year through a prodigious amount of work and preparation they bring us a touch of Maine down south in New Jersey.

photos:

TOP RIGHT: The ever gracious and stylish host and hostess

MIDDLE RIGHT: Bring on the crustaceans!

BOTTOM RIGHT: Morgans wait in the shade

BOTTOM LEFT: Lobsterman at his work



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NY METRO EVENT LUNCH IN MANHATTAN

A New NYC For Lunch Bunch Begins?

Weep no more NY/Metro members – a new Area Captain has stepped up. ed

Doug Constant

May 1st found us in the car on our way to Manhattan for lunch with our new New York Metro area captain and new member, Pat Cyrgalis and his daughter, Jenna. Pat had booked a long table for us at “Blue Smoke”, a premier barbecue place on East 27th Street. The restaurant was recommended by Marc Wunderman as one of the gathering places of the old Manhattan lunch club. As we sat down I had a vision of Spider et al and the genesis of the 3/4 club.

Pat is a real live Morgan guy - his first car was a Morgan and his mother forced him to sell a Super Sports after only one month of ownership. He will be teaching his daughter Jenna to drive his Morgan. Quite a brave man since Jenna has not driven a shift yet!

Morgan stalwarts Andrea and Ted Lucas arrived with their daughter, Jackie, who works in mid-town in advertising for boutique hotels. Ex-president, Burt Fendelman, arrived and then Richard Actis-Grande and his old friends Denise and Richard Solay. Richard Solay is on the board for the NYC “fire boats” and kindly offered to take us out on a boat in the future. He gave contact information to Andrea and Pat. Denise Solay designs jewelry and owns a store on West 57th St. It is always delightful to meet new and interesting people.

Long time club member Burt Fendelman allowed that he has regretted selling his flat rad, the car once owned by John Erickson. Burt had given the three Lucases a ride in his flat rad in the Po-



conos over 18 years ago before Ted acquired his Morgan. He was surprised to see a grown up Jackie Lucas. Will he be at more club events in the future? We hope so.

Andrea pitched her June event at Harkness State Park in Waterford, CT called ‘British by the Sea’ on June 5th. The food and company were terrific, but all good things inevitably must end and the Constants left the party at 3:15 for the long trip home.

photos:

ABOVE: Past/present/future – a NYC Morgan club gathering

BELOW: A Special Menu for the 3/4 Morgan Group! Only in NYC!





NORTHERN NEW ENGLAND DUSTOFF

The King's Last Stand Frank Wnek

I guess we all knew it was going to happen eventually, but I must say I was somewhat saddened to hear of Brad and Linda King's decision to end their stint in 'the colonies' and return this fall to Mother England. They have been such gregarious and active club members. Who can forget the image of Brad in his white 'Bentley Boys' coveralls, leather helmet and goggles uniform at the past two Autumn MOG concours. Or his totally entertaining and insightfully witty tales of his Morgan rebuild in the Morganeer (WHAT HAVE I DONE?). And Brad and Lin also know how to throw a party, which is exactly what they decided to do to celebrate their last season stateside.

So knowing that this might be my last chance to visit with the Kings, despite the long drive (5 hrs down, 4 hrs back) and also my Drophead's recent

faux overheating episodes (covered elsewhere in this issue) and considering the good weather forecast, I decided I should make the trek. I drove down on Friday afternoon and arrived just in time to shake off the road dust and head off to one of Brad and Lin's favorite local haunts for dinner. I accepted their offer for an overnight stay despite the fact

that they had just put their house on the market and in fact had a first showing scheduled just before the dustoff began the next day. Such generous hosts.

In front of the King's lovely bungalow style home in Westport, MA is a strip of tarmac just wide enough to park cars perpendicular to the road, and at the end a now abandoned doughnut shop, which had been a local fixture for many years. With the Kings preoccupied with a realtor, I became the organizer/official greeter. I thought the front of the shop would be a perfect place to display several Morgan banners. No sooner had the banner gone up and cars started arriving on Saturday morning and parking nose out along the parking strip then passersby started screeching to a halt and looking the cars over, some wondering if a new car dealership had



photos:

ABOVE: Yes! Morgans For Sale! Come right in!

BELOW: Oh! The house is for sale also? Package deal?

just opened. If I'd had my wits about me I could have made a few quick sales and pocketed some serious cash before the distracted Morgan owners socializing and chatting nearby knew what was happening.

The final assemblage included Larry and Sue Sheehan, Steve and Beate Vavak, Bill and Maura Gartland, Lee and Ann Higdon, Jerry Murphy and Cameron Tucker, Jim and Nancy Reardon, Morgan Malone and Alison DeKline, Tom and Elaine Austin, Glenn Bryant and Helen Kain, Shayna Loeffler, the Kings and myself. I was particularly pleased to see two Drophead Coupes (Malone and Reardon) in addition to mine among the assemblage of 4/4s, Plus 4s, Plus 8s, one MGB and one Mini.

After all had arrived, Squadron Leader Brad called us to attention and gave us all directions for our scenic drive (also passing out survival rations should anyone suffer a breakdown in

the hinterlands - every man for himself!). We would meander south, crossing the border from MA to RI and end up in the little strip of RI to the east of the Sakonnet River known as South County, do a quick hi/bye turnaround at the Sakonnet Point marina and double back to a bonus event - a visit to a small private car collection.

Brad had first planned a visit to the Battleship Cove museum of which he is Executive Director. But after meeting a distinguished gentleman (and considering the difficulty of leading a Morgan 10 car caravan into downtown Fall River) he had come up with an alternate plan. Thus our caravan arrived at a lovely farm in Little Compton owned by J. William Middendorf. Proudly wearing his WW II veteran ballcap and warmly greeting us as we arrived, Bill described his property, which has been in his family since prior to the American Revolution (re-

ferred to by Brad as the American Colonial Insurrection). In fact, Bill mentioned that a skirmish between colonists and Indians during King Philip's War had taken place on the farm. He then led us inside a newer structure next to an old barn.

Inside Bill's 'new' barn was an eclectic collection of vehicles from the brass era to a WW II era Jeep, a fire engine, a Packard. Bill had stories he delightfully told about all the cars, and also answered any and all questions. Equally interesting was the extensive display of posters which literally covered every inch of wall space, including (somewhat out of place) an Elvis poster signed by the king himself.

Very warm and unassuming, Bill seemed to truly enjoy our visit. After serving as a Naval Officer in WW II in the Pacific, he had attended Harvard and, after an initial career as a banker, had entered government service, appointed Ambassador to The Netherlands by President Nixon and then serving as Secretary of the Navy under president Ford. During the American Revolution Bill's family had given two ships to the fledgling American Navy, one of which was named the "Hornet". As Secretary of the Navy when the latest fighter/attack aircraft was in development, Bill thought it appropriate that it be named the F-18 'Hornet'.

After our tour at the Middendorf farm/museum, our caravan meandered back to the King's bungalow for what our club seems to do best - noshing and socializing. I particularly enjoyed getting to know a coupe of other DHC owners, Bill Reardon and Morgan Malone. Fabulous food, from Brad's barbecue ribs to Larry's trademark stuffed quahogs was duly consumed while being washed down with copious amounts of beer and wine. Oh, the things we must endure to be active members of our



photos:

LEFT:
At the
Middendorf farm

RIGHT:
Bill Middendorf



illustrious club! Well, someone HAS to do it.

When time came for dessert, co-host and Area Captain Larry Sheehan said a few words, as he is wont to do on such occasions, followed by some kind words by Brad about their acceptance, as foreigners, into our merry Morgan band of misfits (Brad not realizing that he FIT right in). And then a final surprise – a lovely Bon Voyage cake.

“Just a minute” Brad exclaimed as someone was ready to cut into the cake. He ran off to his office and reappeared with a (only slightly rusted) cavalry sabre, with which he and Lin duly bisected the hapless cake. Smashing! And SO Brad!

In late afternoon the participants reluctantly began breaking off for home after what had been a delightful day. Certainly one of the best dustoffs in my memory, I mused while driving home and watching my Temp gauge drifting from N to H. And certainly Brad and Lin, in their bright red 4/4, will remain



burned in our memory as totally British club members. Wait a minute! They ARE British! Somewhat Americanized now though, I would think, whether they realize it or not!

Thank you Brad and Linda, for hosting another fine event and being such

a wonderful part of our club. And remember, wherever you may end up - we know where you live!

photos:

ABOVE: So where's our leader?

BELOW: Cut the cake? I've got just the thing!

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ICONIC MOGS

Model's Choice

This article was first published in MOG magazine. Reprinted here with kind permission of MOG editor James Ball and the author.

A-list celebrities have often picked a Morgan as their sports car of choice. Mick Jagger famously drove a bright yellow Plus 8, and Ralph Lauren has a drophead coupe in his collection. However, there may be one celebrity who outshines them all – Brigitte Bardot.

Douglas Hallawell

By the time the 1959 Paris Show took place, Brigitte Bardot already had a penchant for open air cars. She had replaced her ragtop Simca with a white convertible Renault Floride which, incidentally, was gifted to her by Renault in August 1959, two months prior to the car show. The car maker realised the potential of using the charms and sex-appeal of France's budding actress for boosting sales of their cars and in particular for launching their latest model, the Floride. Moreover, Bardot could be seen on several magazine covers announcing the October car show, seated on the bonnet of her very own Floride as the "marraine" (patron) for Renault's new model. General de Gaulle was later to declare that Bardot alone generated more income for France than the combined sales of Re-

nault's cars in 1960!

In July 1966 32-yr old Bardot married jetsetter Gunther Sachs and was often to be seen riding around in his chauffeured RR Silver Cloud II. His insatiable appetite for refined cars probably had

a say in guiding Bardot when the time came to ordering her Morgan, and a few months later, her Austin Mini Moke. Furthermore, Morgans had become very fashionable in the mid-60's among French filmstars like Anna Carena, Catherine Deneuve, J-Paul Belmondo and Claude Brasseur who all chose to drive Plus 4s though, strangely, Deneuve acquired her RHD drop-head coupé from the London dealer Basil Roy. This trend surely encouraged Bardot to follow suit and instruct her secretary to phone the Savoy dealership with a view to placing an order for a Morgan capable of taking more than just two on board. Browse the million and one photos of Bardot on the web like I did, and you will eventually come across the one of five of her dogs crammed into her Mini Moke. Obviously, the choice of a 4-seater sportscar was, to



photos:

TOP LEFT: A young Brigitte

MIDDLE: Why won't it start?



some extent, animal-dictated!

According to Claude Savoye, when Bardot's secretary solicited a discount for her, he politely but firmly turned down the request. Whether or not Claude let her jump the queue on his waiting list is another matter. Ask Claude and he'll probably smile back mischievously... Perhaps Bardot wasn't aware that Savoye was the exclusive (Morgan-appointed) importer for France and that the few Mogs that constituted the dealer's quota in those days made them relatively easy to sell. To put things into context, Savoye's quota then was approximately 15-20 cars a year, in sharp contrast to today's figure of nearly 100. It was only 40 years later that the success of the redesigned tourer launched at the Geneva show in 2006 was such that sales in France in 2007 were boosted to a record 70 cars, partly attributed therefore to the elegant restyling of the 4-seater's body & hood. MMC's then recently recruited design-

er in charge of the project was the talented 21-yr old Matthew Humphries.

The keys to Bardot's 'Westminster' green Plus 4 tourer bearing chassis number 6621, dispatched from MMC on October 20th 1967, were handed over to her shortly after she turned 33, and two months after (front) seat belts had become compulsory in France. And as options recommended by Claude Savoye, the Morgan came equipped with natural leather seats, wire wheels, a wood-rimmed steering wheel, a heater,

windscreen washer, tonneau cover and a chromed luggage rack. On the rare occasions it returned for servicing, Claude would invariably instruct his service manager to take the Morgan – along with a generous bouquet of flowers – back to its mistress.

Having a residence in Paris enabled Bardot to register the car 317 UL 75, the last two digits representing Paris (75) as the department. At this time in her life she was spending a lot of time

there which is why the tourer could often be seen parked in front of Fouquet's on the Champs-Élysées, one of her regular haunts. Outside her apartment at 71, avenue Paul-Doumer, the Morgan, like Sach's Rolls, was always left parked on the street for lack of private parking. Interestingly, only his Rolls regularly accumulated parking tickets, much to the amusement of Bardot. As it turned out, the local wardens quickly cottoned on to the identity of the Morgan's keeper!

The photo of Bardot, now aged 35 and shown standing behind her Morgan, was taken in the summer of 1970 during filming of "Les Novices" in Paris. On the same day she was photographed on her black Velosolex, though the white stockings hardly do her legs justice! Two months later, Bardot finally bought her own Rolls, a sublime dark blue 1962 convertible Silver Cloud, prompting her to part soon afterwards with her Morgan. Acquired from crooner Charles Aznavour, her Rolls was sold off after only 2 years; it re-surfaced at Rétromobile's auction in 2014 - where it fetched 286000 € - then was prominently displayed at Chantilly's 'Art et Elegance' event in September 2015.

Bardot's Morgan was sold to a French couple (with kids) who registered it 83 HH 65 in the 'Hautes-Pyrénées' and



photos:

TOP LEFT: Posing behind her Morgan Plus 4 4 seater

BOTTOM RIGHT: Advertising for Renault

subsequently resprayed it in an unusual shade of red. It remains unclear to me what happened to it in the following 10 years. However, it was sold and exported to USA approximately in 1980/81 judging by the French road tax windscreen sticker '80' (representing the year), still on the car when it resided in Culver City, California. By this stage, the very unorthodox bonnet-mounted mirror on the driver's side had been removed, replaced by side door mirrors. During Bardot's ownership of her Mog, most cars in France usually only had a single exterior mirror. Furthermore, wing-mounted mirrors have always been banned by French law because the exterior mirror must always be adjustable by the driver when seated behind the wheel. Maybe Bardot didn't fancy having hers mounted on the door...

According to Gerry Willburn, a prominent member in the Morgan fraternity and multiple past president of the Morgan Club of Southern California, the famously owned Morgan continues to thrive and survive on the west coast. Now whether or not Bardot was ever aware of MMC's use of animal glue (in the '60s) to stick the wooden frame together is anybody's guess. I very much doubt it!

photos:

TOP RIGHT: Riding her Velosole motor bike

MIDDLE RIGHT: Giving her friends a ride in her Mini Moke (note 2 English Setters) **LUCKY DOGS!**



CATHERINE DENEUVE'S MORGAN

Another, perhaps lesser known French actress, Catherine Deneuve, also drove a Morgan. And she also had the sense of style and good taste to choose a drophead coupe. Tres chic!



SPRING SPRINTS AT LIME ROCK

IT has been a while since we have had any reports from our Morgan racers. Good to see we are still well represented at Lime Rock. ed

Mike Virr

Hi Frank:

I managed to lift these photos off Facebook which were taken by Dow Smith. He won't mind you using them for the Morganeer.

The first one is of Larry in the ex Shaun Plus 4 in the drivers training school.

The second photo is Chris Town-er's Flat Rad, the third is Joe Fuller in the ex Dow Smith Plus 4 and the last is Chip Brown in his '57 Plus 4.

So Morgan's were pretty well represented for the first race meet-ing of the season. Pity it was so wet but that always puts the 4/4 at an advantage.



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MORGAN MOTOR COMPANY

MORGAN FACTORY TOUR

*Up Close
And Personal*

Kayda and I made the pilgrimage to The Factory yesterday. The tour featured a new introductory video on a big screen, but the factory walkthrough was still so intimate that we got to speak with many of the workers. Too bad that I am such a traditionalist that the latest colors, shapes, and details don't appeal nearly as much as the older stuff. But to the Company's credit everything is selling well. They plan to produce a thousand cars and three wheelers this year!

Sam Selby





T Shirts ____@\$13 (XXL add \$2)

Indicate size/ sex , quantity and design (AMog or Splash)

Men's Small ____ Med ____ Large ____ XL ____ XXL ____

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Pint glass ____@\$7 AMog ____@\$7 Splash Mug ____@\$10 AMog ____@\$10 splash

Personalization for mugs if desired _____



Hello all, touching base with you to remind you to check your calendars and get your dates in order for Autumn Mog 2016! Included with this reminder is your order form for shirts, glasses and mugs. Enjoy our updated event logo above!

Our registration is now available online for your convenience, just go to the Morgan 3/4 website to take register online. Event gear may be ordered when you register, or if ordering separately, please remit order via snail mail— to Maura Hall 25 Webster St Saratoga, NY 12866.

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MORGANS OVER AMERICA - *Part Six*

As you may recall, the author of this article made an appearance, having gone far out of his way, at last years Autumn MOG in Maine. Part One of his Morgans Over America was printed in a previous Morganeer. Here we have the story of his New England trek. This article first appeared in the Morgan Ear, newsletter of the Australian Morgan Club. It is reprinted here with kind permission of the Morgan Ear editor and the author.

Stan Jodeikin

Back in the USA! from our Canadian, Prince Edward Island and Nova Scotian sojourn proved to be very different from when we left the USA some two weeks earlier. It was obvious driving in open cars that the weather had started to cool and that the “fall” had commenced. This was the very reason why we were here at this time of year, to witness the beautiful colours of the falling leaves.

After our arrival in Portland, Maine, the contingent of Morganeers continued their journey south towards North Conway, New Hampshire and Mt Washington, however we were keen to visit the annual 3/4 Morgan Group's Autumn MOG Concours in Rockport, Maine. This was also going to be an opportunity to meet up with our friends Ron and Kathy Garner from Boston whom we toured with on our trip to UK, Le Mans, France, Belgium and Holland in 2012.

Frank Wnek, organizer from the 3/4 Morgan Group welcomed us to the Owl's Head Transportation Museum in Rockland, near Rockport, which has an impressive car collection, fleet of flying vintage aircraft, many other vehicles as well as boats and stationary engines on display. The Museum has one of the few in the world, authentic replica crafted

1885 Karl Benz cars made by the factory, to celebrate the Mercedes Benz centenary in 1985. The major features of the two-seater, three wheeled vehicle, was the compact high-speed single-cylinder four-



photos:

TOP: The Benz replica at Owl's Head Transportation Museum, Maine

MIDDLE: Fall in New England means pumpkins – orange and white

BOTTOM: The 3/4 Morgan Group Autumn MOG Concours



photo: The boys hanging out in Boston

stroke engine installed horizontally at the rear, the tubular steel frame, the differential and three wire-spoked wheels. The engine output was 0.75 hp (0.55 kW). Details included an automatic intake slide, a controlled exhaust valve, high-voltage electrical vibrator ignition with spark plug, and water/thermo siphon evaporation cooling. On January 29, 1886, Benz applied for a patent for his "vehicle powered by a gasoline engine." The patent – number 37435 – may be regarded as the birth certificate of the automobile. We were treated to a wonderful demonstration of starting, hearing and seeing the vehicle drive.

Eleven Morgans were entered in the Judged Classes of early and late Classics, and the Peoples Choice categories featured examples of most Morgans including modern and vintage three wheelers. A very impressive display indeed. Bill Alexander and the Willburn family, whose team efforts resulted in the restoration of a 1952 flat rad drop-head coupe won Best In Show.

The welcome sunshine warmed up the Saturday afternoon and we spent a great time meeting up with members of the group.

That evening the awards Banquet was held in a large ballroom at a resort in Rockport. I was invited to address the gathering and presented the club with one of our MOCA 50th anniversary badges, which was appreciated and acclaimed by all. We had a lovely dinner and spent time with the Wilburns and Garners.

I was also fortunate to meet up with John McNaughton and his wife Gladys, who completed an amazing trip around the world in 1994 in their 1966 4/4 Morgan. This was done at the same time as the French Tour du Monde group, but in an anti-clockwise route, from USA, Japan, Russia, Europe and UK. His autographed book of the adventure now proudly graces my Morgan library.

That night was spent in most unusual accommodation in camp cabins, tinier

than a shoebox on the shores of beautiful Penobscot Bay. However, the discomfort of the night was rewarded by the most stunning sunrise, atmosphere and views of the surrounding area. All too soon we were back on the road to catch up with our main MOA group from which we had broken away to divert several hundred miles to the 3/4 Morgan Group event.

Our catch-up to the MOA group involved a 350km's drive from Rockport, Maine to White River Junction in Vermont, via the White Mountain National Forest and the Kancamagus Highway pronounced as "Kank- ah-mah-gus." The locals call it the "Kanc".

The Kancamagus Highway is rich in history that dates back to the Indian Tribes of the 1600's. The 60km long road takes you to an elevation of just under 1,000 metres at its highest point near Lincoln, New Hampshire. As there are no petrol stations or shops on the route, Jen and I stopped at Conway Village and prepared for a picnic on Mt Kanc Pass. The scenic route had the most breathtaking views of the White Mountains, Swift River, Sabbaday and Lower Falls and Rocky Gorge.

The mountains surrounding the Kanc are named after some of the earliest and most notorious residents along the route, like Kancamagus "The Fearless One" who was the grandson of Passaconaway "Child of the Bear". Passaconaway passed along his offers of peace to other tribes and united over 17 Indian tribes within central New England in 1627. This unification formed the later known Panacook Confederacy which lasted until 1684. The arrival in 1690 of English settlers erupted into violence and war and soon after that the local Indians left the area and headed north towards Canada.

Our re-uniting meet-up with the MOA group in White River Junction was like a good welcome home. Next day we set off for Boston, Massachusetts, via Concord and Portsmouth. Some retail therapy for the ladies was passed by with Phil and myself on the husband's bench outside!

As was our custom, once arriving in Boston we immediately joined the Hop-

on-Hop-off Trolley tour, which enabled us to see the sights and city very quickly. We were also very fortunate to again meet-up with our friends the Garners. Ron and Kathy were the most incredible hosts as they took us on a walking tour of the historic city of Boston. We followed the Freedom Trail and visited places such as Bunker Hill, Copp's Hill and Granary burying grounds, Old North Church, Paul Revere's House, Faneuil Hall and site of the Boston massacre, Old State House, Old South Meeting House, Old Corner Bookstore and so much more. As Ron and Kathy knew all the back streets and local places, we stopped for the freshest oysters at the Union Oyster House, which is America's oldest Restaurant, washed down with the freshest, coldest local Boston Ale. Lunch was at Durgin Park market dining rooms, established "before you were born".

Later that day we traveled to the Garners home in Hull, some 45 minutes outside of Boston for a wonderful visit to their stunning waterside home. Ron is a noted restorer of Morgans and his workshop did not disappoint, especially his unique three wheeler 1930 Aero delivery vehicle, with beer on tap!

Next stop: Newport, Rhode Island via Plymouth.

Footnote:

1) Back in the USA was a song written by Chuck Berry in 1959 based upon him returning to the USA following a trip to Australia and witnessing the living standards of Australian Aborigines.

photos:

TOP: Ron Garner's Beautifully restored 3 wheeler beer wagon

BOTTOM: The girls out shopping



BRITISH CARS BY THE SEA

JUNE 5, 2016

HARKNESS STATE PARK, WATERFORD, CT

Andrea Lucas

A dark cloud has been following me this 2016 season with my third event yielding pouring rains. Luckily, the first two provided shelter. The rain at event three, British Cars by the Sea at Harkness Park, held off until we were on the road heading home at 1:45 PM. The event

also left early at the first sign of impending rain and fortunately made it home to Old Lyme and got the car in the garage just before the rain hit.

My daughter Jackie was a great help and we managed to set up a group picnic under our EZ-up tent that we patched at home on Saturday. It had some holes which we discovered as the

tent slid down the main top pole during our "trial run"! Ted was unable to attend the event due to a severe sinus infection so we had to soldier on without him.

Our fearless Morgan group included the two Lucas women, Carl Kaufman, Andy Traggis, Nancy and Ken Mull (in their MG), Barbara Fuller and her two delightful interns, Alexandra and Maria from the Slovak Republic. The two are students studying Business Management- Horticulture and will be working under Barbara's tutelage at Clinton Nurseries in Clinton, CT for one year. Spider, a usual regular at Harkness, unfortunately could not attend due to Canadian and Italian houseguests coming and going. We certainly have several gracious U.S. ambassadors representing us in the Morgan Club.

Although it rained early in the morning before the event started, the rain held off from 10:00 to about 1:30 so we had a group picnic with gourmet sand-



officially ends at 3:00 PM and I could only imagine the CTMG Club coordinators dismantling their tents in the pouring rain.

A much smaller showing than previous years, the 3/4 Morgan Group did have one brave member, Andy Traggis, arrive in his 1974 Plus 8 (See photo). Thanks for representing us Andy! He

photos:

ABOVE: A Morgan field of one

BOTTOM RIGHT: Well, at least there's food under a tent!





wiches, salad, dessert and drink contributions from all and time to walk about the grounds. Jackie and I spotted the 1928 "Sedation" (an electric wheelchair) and as we took photos, we knew time was running out since "thunderstorms" were predicted at about 2:00 PM. We returned to our picnic and with all the ladies' help, were able to fold table, chairs, EZ up tent and all other paraphernalia into our 1995 Range Rover before the rain hit.

So, this was only the second time in 30 years that it rained for the "British Cars by the Sea" event. Since we are now due for several years of good weather, try to make it to the event next year (the first Sunday in June).

Don't be discouraged Andrea. It could not POSSIBLY rain at another Morgan event where you were present – at LEAST for the rest of this season. So PLEASE come to Autumn MOG!

Ed

photos:

TOP: The assembled group - (L to R) Nancy Mull, Andy Traggis, Ken Mull, Maria Mokrisova, Barbara Fuller, Carl Kaufman, Andrea Lucas, Jackie Lucas, Alexandra Machova

BOTTOM: Classic (Morgan inspired?) electric '3 wheeler' wheelchair



A FURTHER TALE OF THE AVATAR CAR



The John Erickson Morgan Resurfaces

Spider J.C. Bulyk

I received a VERY interesting email several weeks ago from club member Steve Schefbauer.

Spider - Saw this in Sports Car Digest this morning and wondered who in the club drove the California Mille this year. Great looking Morgan. Any clue?

There, all by itself at the bottom of the email, in full color glory, was a photo of a car I could recognize anywhere in under 3-notes! Parked on the street with the 'California Mille 2016' emblems on its doors was none other than John Erickson's '53 Flat Rad – it had to be! Naw... it couldn't be. But there it was.

Immediately I wanted verification so immediately wrote Gordon Craig, Editor of Morgazette on the Left Coast, who didn't know but promised to publish it in the next issue. Next a call to Larry Eckler, "Was it you who restored the car for Burt Fendelman after John died?" Indeed it was! Burt had purchased the car and Larry then turned it into a masterpiece.

Meanwhile, Steve wasn't asleep at the wheel, managing to get the owner's name – one Tor Perkins - by contacting organizers

of California Mille, Dan Radowicz and David and Howard Swig. Passing himself off as "Her Majesty's Royal Archivist", Steve contacted Tor. Tor responded that none other than Hermen Pol confirmed that this was indeed the John Erickson car!

Tor was going through some family issues and Steve warned me not to expect any immediate response. So I gently sent Tor a short précis (not my usual, this time maybe only 20 or 30 pages or so) of the car and the John Erikson character who had owned it previously.

Tor wrote back and attached a photo of himself and his fiancé Shani in the car during the Mille. Very cool! Serious Panache! John would have approved! Tor's own words describe driving the '53 Flat Rad in the Mille:

Wow! Thank you so much Spider! My father passed away last week. Your message has really helped to lift my spirits and put a smile on my face!

Shani (my fiancé) and I had an incomparably wonderful time driving this excellent car (hard) during the recent California Mille (see attached photo). It easily kept up (and more typically passed) just about any car on the rally as long as the road was curvy and tight. The AC Bristols and Ferraris would only pull away on the straits.

I've assumed the redline for the car is 4200 (which is that of the Vanguard engine that I understand the car would have originally had). I note that the engine number has an "ME" suffix. Does this mean I have a TR4 with a redline of





It never ceases to amaze me how these cars can become AVATARS for their owners. I saw this photo from Steve and almost could see John's BIG GRIN behind the wheel immediately. When Stephanie and I sold The Hope to Royce, I'm sure there were times when he showed up and someone said (something like), "Who's that getting out of Spider's car?"

With Tor campaigning the car, a new character can add to the '53 Flat Rad's persona. Keep at it Tor! Somewhere, John is (still) grinning!

Now this is a story John Erickson would have loved! Ed

5000? The Bonham's auction page also mentioned the 5000 RPM figure.

I learned a lot more about how to best drive the car during the rally. Above all, it is predictable. On a fast approach to a hairpin, the rear likes to "pop" around, just once, and with great stability. While that's happening, double-clutch down to 2nd and it's max throttle on out. The most fun I've ever had at 15 MPH... :^)

I'm tempted to ask for the photo. It's beautiful! But I realize that Bob wanted you to have it and I think it has a perfect home in your workshop. I'm heartened knowing that you are frequently reminded of your friends and the car. It makes me happy to discover this car has such an illustrious history and that others are thinking of it and the adventures of John.

The painting is fantastic and I would make an offer to purchase it from the current owner should you ever discover who that is.

I made a new friend at the rally named Larry Anderson. As the only other Morgan owner at the rally, together we comprised "Team Morgan". Larry contacted Hermen and I

learned that John was the owner at that time. I note that Hermen is CC'ed above and I've taken the liberty to CC Larry as well as I think he might be interested in what Spider has shared.

After the rally, I "googled" John+Morgan and stumbled upon a seemingly new copy of his book "Morgan: Isn't That a Horse?". I look forward to spending some time with it.

Thanks again Spider! Tor

photos:

OPPOSITE PAGE

TOP: John's painting of his Morgan
BOTTOM: John in his beloved Flat Rad

THIS PAGE

TOP: John's Morgan at a MCCDC MOG
BOTTOM: The rally car and current owner



The 3/4 Morgan Group, Ltd.

EVENT CALENDAR 2016

Including Multi-Marque Classic Car Events

<u>DATE</u>	<u>EVENT</u>	<u>CONTACT</u>
Jul 16	Old Rhinebeck Aerodrome British Car Day - \$5 Rhinebeck, NY www.olderhinebeck.org	Plug Nichol 845-229-5088 jhalfdime@aol.com
Jul 16	Cardone & Daughter Open Shop Old Saybrook, CT-Porsche/T-Bird Clubs www.cardoneanddaughter.com	Andrea Lucas 203-421-4650 andrea.lucas@snet.net
Jul 23	Show of Dreams - British Cars New Hampshire 9am – MORGAN is the Featured Marque Alvirne Hills House, Hudson, NH	Norma Karle 603-480-6115 www.bcnh.org
Aug 6	Pennypacker Mills Brit Car Day Delaware Valley Classic MG Chapter Schwenksville, PA	Paul Phillips 610-792-1158 carshow@dvcmg.com details see page 34
Sep 4	Gathering of the Marques - Lime Rock Park Lakeville, CT - RSVP to Steve -9am-arrive by 8am http://limerockhistorics.com/marques/	Steve Schefbauer 203-459-4959 sschefbauer@aol.com details see page 34
Sep 11	Caffeine & Carburetors 8-11am, arr before 7am Pine & Elm St New Canaan CT	Tom Smith 203-331-7254 tsmith@faesy-smith.com www.caffeineandcarburetors.com
Sep 16-18	The British Invasion - \$15 pre-register Rolls Royce, Bentley, Austin Healey featured Stowe, VT	Linda Baker 802-434-2084 lindabaker8847@gmail.com www.britishinvasion.com
Sep 24	British Wheels On The Green – \$15 register Jaguar Club Southern New England 10am - Boston Post Road, Madison, CT	Andrea Lucas 203-421-4650 andrea.lucas@snet.net www.jcsne.org
Sep 30- Oct 2	The 38th Annual Autumn MOG – pre-register Cooperstown, New York Multi event Morgan Meet - details see page 31	Maura Hall 518 587-7581 Etudes4@verizon.net www.morgan34.org
Oct 16	Caffeine & Carburetors 8-11am, arr. before 7am Waveny Park New Canaan, CT	Tom Smith 203-331-7254 tsmith@faesy-smith.com www.caffeineandcarburetors.com

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

NEW **2016 Morgan 3 Wheeler:**
Tourist Trophy Editions w/
polished alloy bodies/Blue
leather/special AR exhausts

NEW **2016 Morgan Roadster**
'65: MountBlanc White,
Yarwood Cinnamon leather

NEW **2016 Morgan Roadster**
'65: MountBlanc White,
Sable Tan leather,
340HP/6 speed.

NEW **2016 Morgan**
Roadster '65:
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Black Wings, 2 tone
leather, 340HP/6speed.

NEW **Morgan 3 Wheelers:**
choose from **2016** Triple
Black or **2015** Matte Silver/
quilted red leather **2014**
BROOKLANDS EDITION, 300
miles, 1 of 50 ever built

2015 3 Wheeler Black,
Electric Blue leather

2012 3 Wheeler Ferrari
Rosso Fiorano Metallico,
Bone Yarwood leather

2012 3 Wheeler Sport Green,
black leather, as new

2009 Morgan AeroMax, 1 of
11 in the US, SilverBlue Met/
Blue leather, 2,700 miles

2005 Morgan Aero 8 LeMans
Blue Met/Dark Red Yarwood

2005 Morgan 3.0 Roadsters,
choose from: Two Tone Blue
Metallic; Merlot Metallic/
Dark tan, 3,700 miles; BRG
Metallic/tan, 1,800 miles; BRG
Metallic/Tan, 6,700 miles.

2003 Morgan Plus 8,
35th Anniversary (1/100)
Panama Green Met./Sand
leather, 4.4k miles

1992 Morgan Plus 8, BRG/
Tan leather, 7k miles

1967 Morgan Plus 4, four
pass SuperSport perfect clone,
ground up restoration

1966 Morgan Plus 4 DHC, White/
Black, chrome wires, ground
up restoration // PRICE DECREASE

1962 Morgan Plus 4 Four Seater,
Red/Black leather // AUTOMATIC TRANS



DRIVEN AT HEART



1959 Morgan Plus 4 FOUR
PASS, Ivory/Green leather,
older beautiful restoration

1959 Morgan Plus 4 DHC, BRG/
Black Wings, black int. very nice

1955 Morgan Plus 4 FOUR
PASS DHC, LHD, two tone blue,
beautiful older restor. 1 of 51

1955 Morgan Plus 4 Twin
Spare/Curved Cowl, transition
model 1 of 43 ever built

1951 Morgan Plus 4 DHC FLATRAD,
ground up restored; very famous
Morgan Factory Team racer

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2012 Perana GT, last one ever
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AUTUMN MOG UPDATE

Why The Bonnet Belt?

Maura Hall and Pat Hennessy - Autumn MOG chairs

Morgans draw curious onlookers wherever they go. To prep you for the stir they're likely to create in Cooperstown—and for the myriad foolish questions they're likely to pitch—we've caught a dozen possible answers to the most common queries you'll encounter. Let's start with the obvious question: "Why does it have that buckle thing on the hood?" While we will address other possible questions and answers in upcoming issues, first things first.

You may encounter this question as you pull into the Best Western parking lot, where you may respond, "Because it's not a relaxed fit," or "It keeps the gremlins from escaping."

As you enjoy the short drive to the Friday dinner at Brewery Ommegang's Belgian brewery, you might respond with "It holds the car together, of course," or "So she can keep her pants up."

The barbecue dinner on Friday may field a number of inquiries, but the best time to hear the full gamut of questions will undoubtedly be during the Con-

course at Hyde Hall, overlooking the Glimmerglass. As onlookers persist with their quest for information, you may wish to slow them down with some more specific responses, "It's my mother-in-law's seat belt," or for the more fashion conscious, "It's sorta like a bra...I guess."

Preparations for the rally around the lake might prompt you to mention that the strap "Holds back the horses," if you are feeling particularly frisky.

Of course, no fears of any of that at Autocross—just seeing the daredevils in their racing cars will render most spectators speechless. And please recall while racing:

"You'll find a slight squeeze on the hooter an excellent safety precaution, Miss Scrumptious." (Caracticus Potts: Chitty Chitty Bang Bang 1968)

Authors' note—all the above answers were furnished by actual Morgan 3/4 Group members.



photos:

ABOVE: Bonnet belts in a row

BELOW: WNY MOG Cooperstown Hyde Hall 1998

AUCTION DONATIONS

The Autumn MOG auction committee is looking for donations of food, wine, art, home made quilt, etc.

Perhaps you could offer your vacation home or your home made craft beer. What about that Morgan memorabilia that doesn't fit into your new down sized condo? Be creative and think outside the box.

Please no junk. We really don't need your worn out spark plugs or old slippers.

If you have any questions you can contact:

jericohn@yahoo.com



Autumn MOG Registration
Cooperstown, NY, Sept 30-Oct. 2
Make Check Payable to: 3/4 Morgan Group Ltd
Mail with completed form to
Maura Hall, 25 Webster St, Saratoga Springs, NY 12866 etudes4@verizon.net

Driver _____ Navigator _____

Address _____

Others in party _____

Home phone _____ cell phone _____

Email _____

Morgans at the MOG

Model _____ Year _____ 2 or 4 seats _____ people's choice / premier class

Model _____ Year _____ 2 or 4 seats _____ people's choice / premier class

Please note only 3/4 Club Members are eligible to win best in show

Are you a 3/4 Club Member? yes / no

If not, would you like to join our club? Contact me _____

Event costs-

\$240 /per couple: After Sept 5, cost per couple is \$250

\$130 / single: After Sept 5, cost per single registration is \$140

Registration includes Autocross, Rally, Saturday Banquet and Hospitality

Saturday banquet only (attending no other events) Number _____ @ \$75 each = _____

Banquet includes buffet at the Templeton Hall and cocktail hour.

If requesting a vegetarian dinner, please indicate number _____

Friday dinner – Brewery Ommegang– not included in registration _____ @ \$42 each

Total for Friday and Saturday event _____
(see newsletter for all menu details)

T Shirt and glass order

Shirts \$13 each - ad sm _____ ad med _____ ad large _____ ad XL _____ XXL (add \$2) _____

Indicate mens or ladies sizes

Pint _____ @ \$7 each Splash design _____ autumn mog event glass _____

Mug _____ @ \$10 each Splash design _____ autumn mog event glass _____ Name if desired _____

Grand total events and regalia \$ _____

(Check payable to: 3/4 Morgan Group Ltd)

SPIDER'S TECH TIPS - *Hot or Not?*



My Dear Mr. Spidey,

I hope you can help me. The strangest thing happened to me today while I was out for the first drive of the season in my Plus 4 Drophead Coupe.

It still has the original temperature probe and gauge as far as I know. For years it has run with the Temp gauge needle varying from the top end of the N band to half way between N and H. My 'instrument scan' is to always look at the Temp gauge after checking the tach. So when I first checked the gauge after starting out this AM the needle was pegged at the top of the H band. I knew the engine had not been running long enough to be overheating, so I kept an eye on it as I drove along. But it stayed right at the top of the H, not budging a bit. I started thinking about what it could be and came up with 3 possibilities; 1) the gauge, 2) the wire running from the temp probe at the back of the radiator had overheated in the engine bay one too many times and had lost continuity, and 3) the loop connector where the wire was connected to the back of the probe had come loose.

After making my fuel stop for some fresh gas I popped the bonnet and, sure enough, the wire was loose at the probe. So I added an extra lock washer, tightened the screw and was off again. The next time I scanned the Temp I was pleased to see the needle back in its normal top of the N band position. Checked a few more times as I drove home and it was the same. Great! Problem solved.

But NO! A few miles later I checked the Temp gauge again and to my dismay the needle was again up at the top of the H band. DARN! In my next scan I watched it slowly drop down below the N band. It has NEVER run that cool. WHAT is going on?

VERY curious! My best guess is that

there is some problem with using different metal washers on the post where the wire is attached to the temp probe, since I don't understand how the change in temperature can be transmitted via one small wire to the temp gauge and then converted to a meaningful temperature range on the gauge anyway. But I'm sure you can explain all this and diagnose this perplexing problem. After all, you've done it SO many times before.

I await your sage advise and explanation.

The Mad Hatter

Dear Mr. Hatter (I won't be so presumptuous as to call you Mad),

Here is what I suggest. The following assumes that your gauge reads "C" when the ignition key is OFF.

1. Power to the Temp Gauge: There are two terminals on the back of the gauge. According to the wiring chart through the 60's, power flows from the switched (ignition key) side of the fuse box to one terminal on the fuel gauge. The fuel gauge terminal acts as a distributor and sends power to one terminal of the temperature gauge. So, in terms of getting power to the temp gauge it goes: fusebox—>fuel gauge—>temp gauge. When you turn the key to ON, your test light should show power at those points.

2. Temp Gauge: The temp gauge is calibrated to read temperature on a continuum of H/N/C based on (most likely) current flow. This current flow is regulated by the sender in the cooling system.

3. Sender: Inside the sender unit is (most likely a thermally variable resistor) regulating the current from the gauge to ground. When cold, the resistor is at its maximum, allowing virtually no current to flow to ground and the gauge reads "C". As the resistor heats up, it reduces resistance allowing more current flow through the gauge to ground, thus the gauge starts to read towards "N" - at some point this stabilizes at your usual running temperature. If the coolant becomes very hot, the resistor allows full current through the gauge so it reads "H".

4. What's Happening? Let's start by assuming the actual temperature of the cool-

ant has not changed. Then there are questions requiring answers:

a. With the key ON, there is power to one of the temp gauge terminals (test light): Yes/No. If No, you need to trace this back to the fuse box (#1 above)

b. If YES, briefly ground the other terminal of the temp gauge and it should run up to "H": Yes/No. If no there is a gauge problem or go back to #1.

c. If YES, start simple by cleaning the contact at the wire-to-sender end. Maybe some TarnX on a rag? Gauge now works? Yes/No

d. If NO, insure that that any fasteners are conductive and that no stray strands of wire are touching areas around the sender. Gauge works? Yes/No

e. If NO, disconnect wire from sender and from gauge and check continuity of wire. Continuous? Yes/No?

f. If NO, you will need to get continuity from the gauge to the sender. If YES, then the sender is faulty or not grounded to chassis.

g. If sender is located in the radiator, check continuity radiator grounded to chassis. There are rubber grommets at the bottom brackets.

As I understand, replacement for the original sender is now unobtainium. Morgan Spares sells a new one but requires a small electrical box installed behind the gauge - the box serves to recalibrate the new sender to the original gauge. If any of the above troubleshooting steps give contradictory information, lets discuss. Unfortunately, my car is not currently wired so I have no way to play with it at my end. Don't print this until we resolve it so I don't look quite so foolish.

Run cool, Spider

Dear Spider,

I knew a spider once. Odd fellow. Always climbing walls and tying knots in things. Run cool! Yes, good advise (and a bit cheeky), BUT...

Anyway, this troubleshooting business is WAY too confusing old boy. Any chance for a tech assist visit? I notice you have performed this service for several of our other privileged members. If you come I'll introduce you to Alice! Lovely girl. Address is Throughthelookingglass Lane, Wonderland, ME.

To be continued?



IF SHAKESPEARE OWNED A MORGAN

*He forsooth surely
would have written this:*

Giddy Fortune is painted with a muffler afore her eyes,
(unless you're running straight pipes)
To signify to you that Fortune is blind;
and she is painted also with a wheel, (disc or wires)
to signify to you.... That she is turning,
and inconstant, and mutability, and variation:
And her foot.... is fixed upon the spherical stone,
which rolls, and rolls, and rolls. (Hopefully, ever hopefully.)

Henry V III.6 Really! Look it up!
(Well, actually it was sent to Spider by club member
Steve Scheffbauer.)

*Do you have a verse which may have been written by the Bard
whilst driving his three wheeler? Alas, poor Yorick – send it in!*
ed

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EVENTS, EVENTS, EVENTS

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BRITISH CAR DAY AT OLD RHINEBECK AERODROME

Saturday, July 16 <http://www.olderhinebeck.org>

British Car Day at Old Rhinebeck Aerodrome has been a stalwart on The 3/4 Morgan Group calendar for over 4 decades. This year's "History of Flight" show will feature the Aerodrome's new Spirit of St Louis replica, a project begun by the Aerodrome's founding father, the late Cole Palen. Including its original Wright J5 radial engine, the Spirit is a faithful replica - double-checked for accuracy with the Smithsonian's original - of Charles Lindbergh's NY-to-Paris Ryan.

The cars will be parked together on the Green amid the hangars at the south end of the facility and the 17th is set aside as the rain date.

Jim Nichol
845-229-5088
jhalfdime@aol.com

10th Annual Pennypacker Mills British Car Day

August 6th, 2016 Schwenksville, PA

The Delaware Valley Classic MG Chapter is holding our Tenth Annual Pennypacker Mills British Car Day. The show promises to be a terrific family event with a picnic area, nature trails, and free tours of the Pennypacker Mansion. Again this year, we will be hosting the event in association with the Mansion's "In the Good Old Summertime" Festival.

Paul Phillips
610-792-1158
carshow@dvcmg.com

Vintage Fall Festival at Lime Rock Park, Lakeville, CT

Sunday September 4, 2016 <http://limerockhistorics.com>

By local law, there is no racing on Sunday at Lime Rock Park.
Instead, the entire racecourse is open to the best car show in the North East.

There are two venues for that day. You can apply to show in the Concours D'Elegance held on the Sam Posey Straight: think Pebble Beach or Amelia Island. Experienced judges will present awards for about 7 classes and Best in Show.

The casual alternative is Gathering of the Marques, held around the rest of the track, with a specific area for Morgans, and an award for each marque. There is no limit on numbers, but we do need a car count for Lime Rock.

Expect to see huge displays of Shelys, BMWs, Corvettes, Jaguars and MGs... Astons, Rolls and Loti... Porsches, Peugeotts and Panteras... Volvos, Saabs, Minis, Mercurys, Mercedes and Mopars, Fiats and Lambos.

Purchase \$20 Day-Tickets in advance and plan to arrive before 8:00 AM; track opens to the public at 9:00 AM.
Please RSVP to me so I can give a preliminary Morgan car count to the Lime Rock coordinator.

Steve Schefbauer
Monroe, CT
203 459-4959
sschefbauer@aol.com

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- Mailed photos will be returned if requested.
- Caption photos to identify cars, people, locations, dates, events, etc.

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