

The Morganeer

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Issue 1

TOK 258 at *The Le Mans Classic*



Photo by Eric Audas

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FROM THE PRESIDENT

After a wonderful holiday season by the fire, lighting my car Menorah (see my last year's December article for full details) and sending my car's wish list to Santa, I kicked back with a glass of something tasty to plan my year of Morgan enjoyment. And I started wondering. (That of course comes as no surprise to anyone who knows me.) I mean, why just ask Santa? I know in my heart we have all prayed to the car gods. I may have, in fact, actually cursed them a few times, but we won't get into that.

Even in the names of cars we can see a large amount wishful thinking, personification, and a longing for the mighty. Think about the Pontiac *Firebird*, or shall we call it a Phoenix? I had one of those back in the day. The Skoda *Yeti* might make me hesitate. At no point in any discussion with my car have I ever exclaimed "Curses! if only you were a Yeti!" or "My kingdom for a Gremlin!"

On the more reptilian side, Vauxhall has its *Wyvern*. Kaiser its *Dragon*, and TVR its *Chimaera*. Again, not the subject of many outcries in time of need on my part. Some concepts are better chosen: take the Volkswagen *Eos*. This goddess, from Greek mythology, is the goddess of the dawn. She was tasked with opening heaven's gates so the sun could rise each day. Since the VW Eos is a hardtop convertible, the name is quite fitting! And I can see myself simply kicking back and enjoying the sun in my Morgan. "All Hail Eos", many have heard me proclaim.

I love a quick turn of speed. That makes you appreciate Mercury, the Roman god of speed and transportation, the feeling of the wind. I'm guessing serval of you drove one—recall that the Mercury car brand was named after the Roman god and the logo was a side profile of the Mercury's head, complete with winged helmet!



One can find many car references in the Bible, too. We're told that "The sound of Moses's Triumph was heard throughout the hills". Okay so he had a Plus 4. Woulda thought a Plus 10. And it has come up over and over again, "What would Jesus drive?" although, groan, he did "*not speak of my own Accord*." (John 12:49) In our Morgans, we feel like demigods ourselves. We praise the sun, we curse the rain, we ride the wind. We pray they will start, we curse their gremlins. We know there's no worse vengeance than an angry car god.

So in the spirit of Janus, the two-faced god who looks back at the year's Morgan events and lends his name to the new year of Mogs and Noggins, we salute the Morgan season to come, from its Alfa (Romeo) to its Omega (Vauxhall). The end.

Maura

TO THE PRESIDENT

Maura,

I enjoyed your comments in the latest Morganeer – I'm thankful that children and adults all smile and wave when I drive by – and not for me, but for the MOG.

Thanks for your work. Hope to attend a get together one day.

Daniel P. Barbiero

FROM THE EDITOR

There is definitely something magical about seeing one of the most famous Morgans of them all, the prototype for the coveted Plus 4 Super Sports, winner of the 1962 24 Heures du Mans with Chris Lawrence and Richard Shepherd-Baron driving, once again tearing up the track at the Le Mans classic. Okay, granted there were many other equally classic classics competing there also. But how many could actually boast having won the real deal 24 hour race? Kudos to Keith Ahlers for caretaking, maintaining and continuing to race this iconic Morgan. And Eric Audas photo certainly depicts TOK 258 in its natural environment.

Well, we could call this Morganeer 'the Winter issue', but that would be just too dreary. So, Based on our Parisian correspondent **Douglas Hallawell's** excellent article on the Le Mans Classic, we will go rather with 'the racing issue'. The classic, scheduled every other year as a promo to the real deal 24 hr race, brings in classic sports car drivers from the far corners of the world, and last year included an amazing number of Morgans. See more of Eric Audas photos of the classic in the centerfold, with a few lead-ins featuring our Lime Rock racers.

Also in this issue, **Jonathan Kinghorn** once again offers another one of his very interesting and well researched articles, this time a short history of the use of wood as a structural material in early motorcars, all leading up to its current use to perfection in our venerable Morgans. Interesting to note that even axles of early cars were made of oak. And as we all know 'wood absorbs vibrations and stress better than steel'. Right? (Nod your head and say 'yes')

Our only post Autumn MOG event reporting in this issue is a 'Fall Outing' hosted by **Dean Meyer** and **Susan Rho** and reported on by **Pat Hennessy**. An event at the height of leaf peeping season was probably called for, since the fall colors were just starting to



show in western MA and the Berkshires on the first weekend of fall at Autumn MOG. There was no photographic evidence provided, however, that any of this outing's participants showed up in their Morgan.

A few further vignettes provided by Club Historian (and our latest new Area Captain for the newly established New York Hudson Valley) **Jim Nichol** on some of our more notable club members. One, Tom Hooker, still with us and another, Harry Carter, who sadly left us much too early in life. I guess the message here is that, as current custodians of these very special sports cars, we should drive them as often as we can during our short driving season.

Lastly, we have a final Treasurer's Report from our club Treasurer for the past 5 years, **David Root**. I feel obliged to note that Autumn MOG went slightly into the red this year. But I can attest that a good time was had by all and our club treasury is still healthy. And, oh yes, if you have not yet renewed your membership for next year please do so by the end of January to keep our trusty Registrar Jack Flynn happy.

Hopefully, by next issue we will have at least a start on some events for the coming season to publish in our upcoming events schedule. I did hear that Lime Rock will be featuring our Morgans as a featured marque in one of their late season events. More details on that in the next issue, but it is definitely something that we should try to support with robust attendance.

So until Spring returns, the snow covered road most likely goes on forever (who knows),

Frank

TO THE EDITOR

Hey Frank,

Great job on the new issue of The Morganeer. You captured the heart and soul of Autumn MOG with your editing and fine selection of photos. The cover shot was beautiful. My article 'It's a Bug's Life' was headed by a nice shot of Bugattis on the Sam Posey straight. Great coverage of the Banquet and awards. The shot of me accepting "The Pen is Mightier Than the Wrench" award is a nice tribute. Give yourself a big pat on the back for another winner.

All the best,
Steve (Scheffbauer)

Thanks Steve. Just remember, old boy – uneasy lies the head that wears a crown.

Ed

To Spider (Plus 4 Tech Rep),

Regarding the overheating discussion in your recent Tech tips - My old reliable Plus 4 that I drove for 28 years, often at sustained interstate highway speeds, initially had the same heating problem. One winter I fashioned my own air scoop below the bumper and made an air dam of heavy-duty rubber hanging from the radiator mounts down to near pavement level. Make the dam wide enough so as not to interfere with front wheel right-to-left movement. PROBLEM SOLVED - RUN COOL!

Our Plus 4 guru, Ron Garner, said the air dam was the answer and my scoop was unnecessary - too late. In very unscientific terms the air dam changes the high/low pressure zones around the moving vehicle so that air goes through the radiator and not under it. I have plenty of material for making a dam if anyone wants to pick it up at my home.

Frank - once again, another great issue.

Bob Cohn

Continued on next page

TO THE EDITOR CONT.

Hi Frank!

Oh my word, the best Morganeer ever!!! We are still in stitches over Jim's commentary on the rally and the pictures were fabulous! Well done and well laid out!

Our ad on the back cover however is 2 years out of date.... But really, kudos!

Best, Linda (Eckler)

Sigh! Always something. We will get your ad updated next issue Linda. ed

Spider,

Read your article on keeping Morgans cool, (aren't they all?). I have never had a problem with the Plus 8, but the Plus 4 is a different story. Tried most everything. The best solution after doing the other things was an electric fan mounted in front of the radiator. My neighbor friend was a Harley parts dealer. He got me a H-D oil cooler that I mounted between the spin on oil filter adapter and the filter. It is made of machined solid alloy billet. It fits nicely along the bottom edge of the TR engine. and looks pretty good. Not sure how well it works, but it does add to the oil volume. Can send picture if interested.

John McNulty

Frank,

I finally found my copy of the latest Morganeer (buried in a stack of miscellaneous magazines) and read your Shakespearean autocross article. Very nice! I kept thinking of the St. Crispin speech from Henry V, but that might have been too serious for the tone you wanted. Anyway, I enjoyed the article and learned a bit about how the event came together.

Jack (Flynn)

Thanks Jack. At least ONE of our readers appreciates Shakespearean parody. ed

HARRY CARTER



In a brief window of spare time I was digitizing a few old slides and came across this one from the summer of 1980.

It was taken on Sunday, August 17 and may be the last photo of Harry prior to his passing just a couple of days later. My memory of that Sunday is (I think) pretty clear. Harry had called and asked us if we'd like to join him at Lyndhurst, so off we went. Meeting Harry in Tarrytown, we entered the grounds together and spent most of the day wandering around the cars and into the mansion.

Harry was as animated and happy as every other occasion we'd ever seen him. We were unbelievably shocked to hear of his passing. It's difficult to believe that it was nearly forty years ago.

To me this shot epitomizes Harry.

Club Historian Jim Nichol

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RHD 1966 Series V Morgan 4/4 chassis #B1247. Restored to factory register specs as alloy bodied car in 2009. Partial highlights: upgraded chassis by legendary chassis builder, Don Simpkins; new wood paneled in aluminum by Ron Garner; factory leather interior; 1.5L Ford GT engine rebuilt by Bob Couch; Ford T9 five speed gearbox w/ Quaife shifter; fold-down wind screen; Spax tubular shocks.



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A MORGAN It's Got a Wooden Chassis, Right?

Jonathan Kinghorn



Figure 1. Franklin

The old chestnut about Morgans having a wooden chassis still appears all too regularly. It stems, of course, from a confusion between the wooden frame for the car's body and the steel chassis—also sometimes called a frame—that underpins it. Despite the use of materials like fiberglass and carbon fiber, we have become so used to all-metal cars that people are astounded to learn that they can be made, at least partially, out of wood. It just sounds so quaint!

Yet wood is an amazing material, with countless structural and decorative uses. It was what ships and carriages were made of for centuries and it has been used more recently for aircraft and even for bicycles. It is flexible, strong, affordable, easily worked, and readily available. What's not to like?

We might scoff at the notion of a car having a wooden chassis, but they were once the norm. Early cars were little more than carriages with motors bolted on. It wasn't long, however, before chassis needed to be stronger and manufacturers began using flitch-plated rails

(a sandwich of timber and steel). The first to use pressed steel exclusively was Darracq in 1904, and others quickly followed. Despite this trend, in the U.S. Bush were known for using oak rails and hickory axles on their light vehicles from 1907 to 1913, and Franklin, who believed that wood absorbed vibrations and stress better than steel, continued using laminated ash chassis rails on their big and heavy cars until 1928.

Plywood has been used structurally in aircraft since the monocoque fuselage of the Deperdussin monoplane racer in 1912. Famously, in the UK De Havilland developed beautiful plywood racing and passenger aircraft in the 1930s, culminating in the legendary Mosquito "wooden wonder" bomber of World War Two. Plywood has also been used successfully for car chassis. In 1959 Frank Costin (who had worked for De Havilland) built the first prototype of the Marcos sports car—a marque that continued to use light and strong marine ply monocoque chassis well into the 1960s.

Early car bodies were minimal and made almost completely out of wood. Into the early 1930s boat-tailed roadsters might feature actual decking (and other nautical details) and exotic car bodies were sometimes made entirely out of timber. The most famous is probably the fabulous Hispano Suiza H6C clad in 1924 with a body made from a gazillion strips of tulipwood fixed with copper rivets. As late as 1956, *Mechanix Illustrated* published plans for a racy DIY motorcycle engine-powered two-seater inspired by boat building

Photos:

Figure 1.

A wooden Franklin chassis at the Gilmore Car Museum in Hickory Corners, Michigan. (Greg Gjerdingen)

Figure 2.

A Marcos Luton Gullwing of 1961 or 1962 vintage (with a plywood chassis) at speed on the track at Nürburg. (Krummi)



Figure 2. Marcos

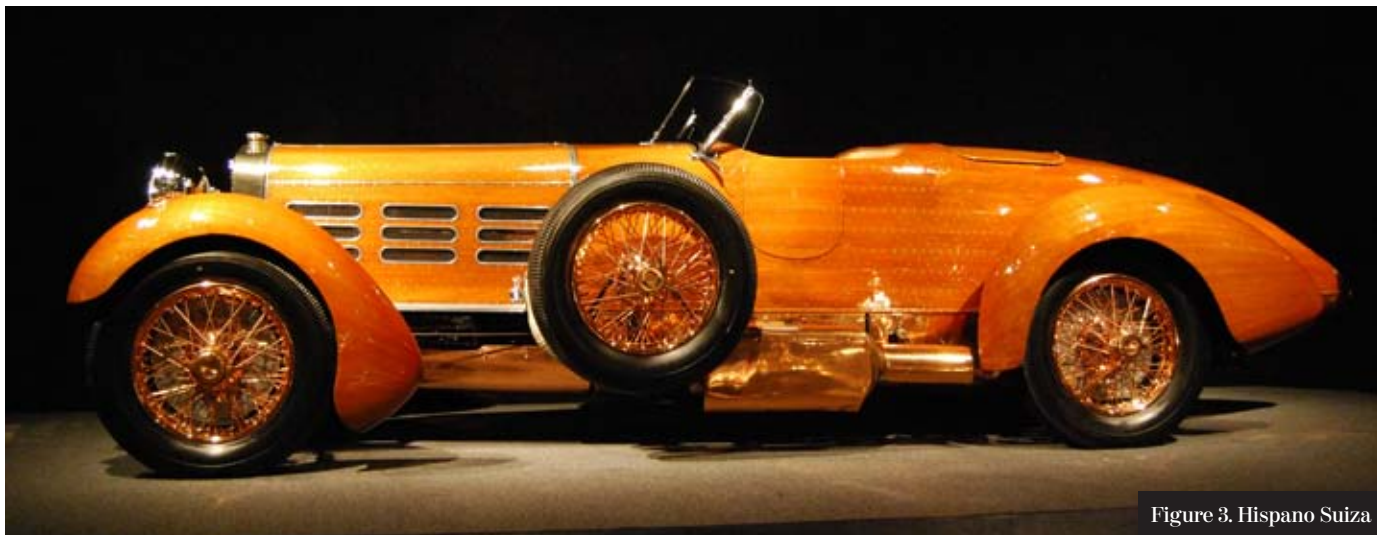


Figure 3. Hispano Suiza

techniques; it had both a 2" x 4" oak chassis and a body of 1/4" x 1" mahogany planks on plywood bulkheads. There are photos in the article, so at least one was built.

Woodies—utility vehicles and station wagons with rear bodywork consisting of a timber framework and infill panels—became popular in the U.S. in the 1920s. By the 30s they were usually built on new chassis; their bodies were generally of birch, mahogany, and ash, and could weigh 200-300 pounds more than their all-steel siblings. Woodies were labor intensive and expensive to make, disruptive to the production process, slow to sell, and hard to maintain; by the mid 1950s they were extinct. In the UK, similar vehicles called shooting brakes were made in the 1930s and

40s. They were usually built on recycled luxury car chassis to transport shooting parties and run errands on aristocratic estates. Their popularity grew after World War II because of their practicality, the extreme scarcity of steel, and certain tax advantages (wagons are still called estate cars in the UK). The last true mass-produced British woodie was the Morris Minor Traveller (1953–71), but the look is still occasionally rendered in the U.S. using faux timber and printed vinyl.

Woodies gloried in showing off their naked and beautifully varnished bodies. Most cars, however, even before the advent of all-steel construction, went to great lengths to conceal the fact that there was any timber in them. Dashboards and interior trim might feature

richly figured veneers and inlays, but for decades panels of metal or fabric concealed the body's wooden frame. This is, of course, just the type of body built at Pickersleigh Road. To combat the rattles and squeaks inevitable from a wooden frame mounted on a less than rigid chassis, Charles Weyman patented the use of bracing and springy metal joints in 1921. Weyman licensed many coachbuilders to employ his method, but it was abandoned after a decade or so and Morgans—which never used it—still creak.

Each variety of timber has its own properties, and ash has long been the prime choice for car body frames. It is strong for its weight and durable, its grain is usually straight, and the shock resistant qualities that make it great for hockey sticks and cricket bats suit cars too. It is easily worked with either hand tools or machines, responds to steam bending, and copes well with being glued. The down side is that it has—as Morgan owners know well—no particular resistance to rot or insects. Various species grow widely in Europe, Asia, and North America, but Morgan Motors uses European ash. This once came exclusively from Belgium (and sometimes contained tool-damaging wartime shrapnel) but today kiln-dried English timber is sourced.

Early car makers usually built just a rolling chassis which the customer sent on to an independent coachbuilder of their choice for the body to be added. This might be an off-the-shelf



Figure 4. Woodie

design with dimensions tweaked to fit the chassis, or a custom project if the client was wealthy and particular. Because carriages were made long before autos, many coachbuilders were well-established. Of the more venerable British companies, Barker was founded in 1710 and Rippon was active in the sixteenth century! Coachbuilders were to be found in most major towns and cities, and in London around 1910 there was even a Morgan & Company (no relation).

Coachbuilding was a specialized trade but for reasons of economy some car makers, Morgan Motors among them, chose to do their own coachwork. Others (such as Rolls Royce) later acquired ailing coachbuilders. Morgan Motors quickly became proficient. The quality that could be achieved at the works was demonstrated in 1934 when a body designed by H.F.S. Morgan was built for his new Rolls Royce Phantom II and met with the full approval of the car's notoriously picky maker.

Not all Morgans were bodied in-house, however. Bodybuilding and trimming were bottlenecks in production. In the difficult years after World War II when supply could not meet demand, the company was happy to sell rolling chassis. Close to 200 left the works



Figure 5. Plus 4 Saloon

unbodied. At least three 4/4s were given up-to-date drophead bodies by City Garages of Exeter in 1947, for example, and Leacroft created a startlingly modern two-seater in 1949. Another Exeter garage even prototyped a Morgan woodie; it boasted 40 cubic feet of space behind the seats but was heavy, expensive, and unsuccessful. Perhaps the best-known of these independently-bodied cars today is the Plus 4 saloon (sedan) crafted by Cooper Motor Bodies of Putney in 1952.

The body frame for a Morgan two- or four-seater is relatively simple, although as anyone who has studied how the doors curve in two dimensions knows, not quite as simple as it looks. The body for the prototype 4-4 drophead coupe (Uncle George's Winter Carriage) was obtained from the New Avon Body Company in 1937 with a view to its being copied to provide a top-of-the-line addition to Morgan's range. The elaborate framing of its elegant curved tail proved, however,

Photos, opposite page:

Figure 3.

The tulip wood-bodied 1924 Hispano Suiza H6C. (Craftsmanship Museum)

Figure 4.

A 1934 Buick Woodie station wagon. (Greg Gjerdingen)

Photos, this page:

Figure 5. The unique Plus 4 saloon body built by Cooper Motor Bodies of Putney in 1952. (Kit Foster)

Figure 6. The framing for a Morgan two-seater body. (Kinghorn)



Figure 6. Tub

too complex to be reproduced economically and the production dropheads were given a much-simplified version. Even so, drophead coachwork was labor intensive by Morgan standards and because the market would bear prices only so high, profits were limited. The frame for the four-seater “Snob Mog” drophead was so much more work that the company lost money on every single one and the style was abandoned in 1955 after only 51 had been built.

Traditional coachbuilding for volume car production was killed off by the development of all-steel bodies and unitary construction from the 1920s. Car makers catering for the mass market could cut costs dramatically following this route but doing so required major spending on dies and machinery that only the biggest companies could afford. In contrast, traditional coachbuilding required little capital investment. It survived in-house or outsourced to the rapidly dwindling number of independent coachbuilders, into the mid-1950s. Among the last popular British models to use it were Triumph’s Renown



Figure 7. Snob Mog

and Mayflower and the Riley RMs. For low-volume/high-price car makers like Bentley or Alvis it survived into the 1960s for regular models (Rolls Royce’s first unibody vehicle debuted in 1965) but it has now virtually disappeared.


The Morgan’s wooden chassis, like George Washington’s wooden teeth, is a

myth. And there is nothing particularly remarkable about the Morgan’s wooden body frames—except of course for the extraordinary fact that they are still being made.


Figure 7. The much more complex frame for a four seat Morgan “Snob Mog” body. (Brian Snelson)

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BOXING DAY THOUGHTS

(From Our Club Historian)

Merry Christmas!

In the post the other day was a letter from a one-time Morganeer of some note, Mr. Thomas Hooker of York Haven, PA. For those unfamiliar with the name, Tom's Morganeering goes back past the first MCC DC MOG. He is past custodian of a LeMans Replica 4/4, flat-rad 4 seater, and a '05 Roadster among others.



As a member of both MOPs and 3/4 Group, Tom held weekend Morgan get togethers at his and Betty's Hay Run Farm in Lock Haven as well as driving his Moggies to numerous meets throughout the Northeast.

With that brief Morgan related bio, Tom posted me a wonderful surprise look back at literary works of the past. When we think of James Thurber in an automotive vein, generally "The Secret Life of Walter Mitty" is the piece that first pops into our minds. Tom, always full of surprises, sent a copy of "A Ride with Olympi," a short story of 1930s France with a wee bit of Morgan included. "A Ride..." was first published in The New Yorker, then appeared in a couple of Thurber anthologies.

With that in mind, the thought occurred to me that a worthwhile winter's day activity might be to research literary Morgan connections. For those of us in this section of the states where we often find ourselves housebound during winter storms, it might liven things up (Assuming the power isn't lost).

Just a Boxing Day thought.

Jim Nichol



Photos:

Top: Tom and Betty Hooker at MOG 35 2005. **Bottom:** Tom's Le Mans Replica 4/4

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*This article first appeared in the August 2018 MOG Magazine.
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LE MANS CLASSIC 2018

Douglas Hallawell, photos pages 10-13 by Eric Audas

Two essential ingredients alone explain why this 9th edition of the Classic is in a league of its own in Europe: the bi-annual event is held on the most legendary of all circuits, and secondly, is hosted by both the A.C.O. (Automobile Club de l'Ouest) and Peter Auto. Any of you who have attended the 24-hour annual race at Le Mans know that the A.C.O. has been the organising body since Day One. Combine their experience and logistics with Peter Auto's 'savoir faire', and the resulting formula is a retrospective of the greatest endurance race in the world. Initiated in 2002, Le Mans Classic coincided with the 40th anniversary of TOK's class win at Le Mans in 1962. So it didn't take the Morgan community in UK (and to a certain extent on the continent) to think twice about where to celebrate that anniversary!

For that inaugural event, Morgans from all over Europe converged on

Le Mans. So it was little wonder then that more than 250 were accounted for in the allocated Morgan Club de France/MSCC parking zone near the Dunlop Bridge that benefits from a semi-shaded and central location. Ever since 2002 the Classic event has continued to lure classic car buffs from all over the planet. Regular Mog attendees from abroad include the Fishers from California; one of the reasons they keep a Mog in UK all year round is to be able to attend the event in a Mog! The Classic is of course number 1 on the French club's agenda and what a great job they do organising it with J-Louis Moreau at the helm. The same goes for Quentin English who quickly made a name for himself, organising on behalf of MSCC in a manner that can only be qualified as very professional and dedicated. For the 50th anniversary of TOK's win in 2012, the Dutch club teamed up with MCF; combined Mog attendance that year hit the 300 mark. To put things into perspective, the six Porsche clubs this year lined up close to 1000 cars. But that's far

too many for the cosy Mog parking area within the Bugatti circuit that can only cater for roughly a third of that number.

Starting in 2016, however, and following a change in club policy regarding how the Classic was to be organised, the MSCC appointed a commercial operator to arrange the Classic for its members but this move was very unpopular amongst the regular attendees with the result that almost all chose to travel with a newly registered French association - VinMog. At the 2016 event Morgan Club de France and VinMog were the only two clubs listed as representing Morgan. VinMog has since raised attendance – 140 in 2016 – to 190

Photos, this page:

Above: Keith Ahlers in TOK one foot ahead of a '59 Osca Maserati 2000S and a '60 Austin-Healey 3000 (MOG magazine cover photo)

Photos, opposite page:

Top: One of the 3 Flat rads, pursued by a Talbot 105, pulls away amidst fierce competition

Bottom: King/St Claire in their '37 Flat Rad 4/4

crews (plus a couple of dozen members of race teams) this year. Combined with MCF, both clubs attracted 240 Mogs on the Saturday with 50 more crews in other classic cars. Altogether, including several Mogs scattered around the circuit, some 260 four-wheeled Mogs were present at this year's edition.

Public attendance was up 10% to 135000 spectators and for the first time ticket sales for the paddocks sold out at the weekend. The weather was glorious throughout the weekend and no doubt contributed to making this year's edition a success. The club parade laps are always a hit with the clubs and they took place early on Friday and Saturday mornings. Several period service vehicles including WW II Jeeps and military personnel carriers took care of transporting the drivers and VIPs around the site. Gendarmes in period attire on matching classic BMW motorcycles constituted further attractions along with swarms of colourful scooters. Combined with live entertainment, the bars and vendors, the atmosphere could only be described as frenetic. Vintage buses took spectators around the 13.650 km circuit while other spectators headed



for the Mulsanne Straight or the bends at Tertre Rouge, Arnage or Indianopolis to get different views and photos of the racing. Meanwhile, British and French moggers mingled together for the traditional 'aperitif' at midday. And ATF, the Amicale Tricyclecariste Française, was no exception to the rule. Their members are considered to be the most eccentric of all club-members at Peter Auto events, much to the delight of Patrick Peter himself, who dropped by several times at ATF's privileged parking space to admire the 3-wheelers and cyclecars on display. Incidentally, most of the trikes were either Morgans, Darmont Morgans or Darmonts, all blessed with gobs of patina.

So much so for the clubs... The races themselves, involving 700 historic cars and their 1000 drivers, were enough to keep the spectator busy all 3 days and alone warranted investing 10€ in the comprehensive 183-page programme. Essentially speaking, there are six racing grids encompassing six different racing eras from 1923 to 1981, with a 10-yr hiatus due to WWII and the circuit being totally destroyed. But there's lots more to complete the picture... There was also the Jaguar Classic Challenge, Group

C Racing and the Porsche Classic Race Le Mans. The major newcomer - Global Endurance Legends - allowed 78 GTs and prototypes from 1994 to 2014 to participate on track Friday & Saturday, albeit as demonstration runs and not as races. Three of them were Mogs: a 1996 Plus 8 GTR and two LMP 2s (2010 & 2012) with, respectively as drivers, Adrian Van Der Kroft, J-Marc Merlin and Christian Philippin. Last but not least, the customary Little Big Mans Race took place on the Saturday afternoon. With a traditional Le Mans start, Amandine (daughter of Mog dealer Philippe Bouleau) went on to enjoy herself thoroughly in a scale model of TOK, built for her in France.



The Jaguar Classic Challenge, reserved for Jag owners, saw a horde of C-Types, D-Types and E-Types pitched against XKs and Mk I/II saloons. It was the second time the Jaguar company organised the race at the Classic. As concerns Group C Racing, the 51 cars represented yet another golden age of racing (1982-1993) with Flat-6 Porsche Turbos, Sauber-Mercedes V8s, Ferrari V8-engined Lancias, V12 and (the later) V6-turboed Jags plus V8 Cosworths supplying the power in mid-engined layout. Yes, high speed and lots of decibels guaranteed and delivered! The Porsche race, involving 75 cars, comprised a wide variety of

models - from a 1952 Porsche 356 to half a dozen 1974 Porsche 911 3.0i RS coupes. Furthermore, for its 70th anniversary, the marque had 70 cars on exhibit in the 'Village' to showcase its long-term involvement with 24-hr racing at Le Mans. What would the endurance race be without them?

But for Mog content, nothing beats three of the six racing grids. A total 445 cars were listed (plus a few reserve cars) of which 11 were Morgans but only

10 actually participated due to Richard Thorne's absence in Grid 2 with a 1954 Plus 4. The 10 were all driven by well-known Mog racers and included Frenchmen Gael Regent and co-driver Jeremy Garamond who, by the way, put on a memorable show at Tour Auto last year in Gael's (ex-Kremer) 1962 Plus 4, aka 122 GWP. In Grid 1 were three Flat Rads driven by teams Sebba/Cole, King/St Clair Tisdall (both in 1937 4/4s) plus the Goddards/Smith trio in the ex-

John Clarke 1939 4/4. The only Mog in Grid 2 was entered by Leigh Sebba and Peter Cole. Grid 3 is the one, however, that attracts the most Mogs given the era (1957-1961) so, unsurprisingly, there were six Plus 4s including two Super Sports; three of the drivers were Adrian Van Der Kroft, John Emberson and Keith Ahlers in TOK. The newcomer to the group was jovial Dutchman Jochem Kentgens who finally decided it was time to try his hand at the Classic. Like the rest of the group, Jochem was generously sponsored to the tune of 775 € which explains why all 10 Mogs that raced sported VinMog stickers.

Apart from the racing scene and club displays, of notable interest was the exclusive Le Mans Heritage Club where only cars having raced at Le Mans are eligible for display. One of the 24 cars, a 1960 Triumph TRS was exhibited by its owner, Mike Otto. Had British Leyland not shelved Triumph's racing programme after their takeover late in 1961, that particular TRS would have been TOK's principal contender in the 2-litre class at Le Mans in 1962. The 'Village' and its 200 stands is where auto-related merchandise was centralised with several official LM Classic boutiques spread over the site selling specific LM Classic-related gear. A Loire valley museum, Dufresne, had a blue 1950s Plus 4 on prominent display that it has owned for ages. And Francois Bruere, the official Le Mans artist (since 1996), had his usual selection of prints for sale including one of TOK in 1962. On Saturday Artcurial held its usual auction (115 cars) totalling a record 12748930 € of which 53640 € for a 1965 TR4A. The single-owner 1963 Mercedes SL roadster - with a mere 1380 kms - fetched 3143000 €, setting a record for this model at an auction. Hang on to your Morgans!



Photos, this page:

Top: Leigh Sebba/Peter Cole team with a '53 Plus 4

Middle: Sebba/Cole team in their '37 Flat Rad 4/4

Bottom: Goddards/Smith team in their '39 Flat Rad 4/4

Photos, opposite page:

Top: The Le Mans Classic circuit

Bottom: Non racing Morgan attendees in the paddock



The race results in the three grids were as follows:

Grid 1:

Overall winner of the 69 cars was a Talbot 105 & in the Performance Index, a 1928 Bugatti 35B.

The 3 Morgans were placed overall:

King/St Clair Tisdall - 33rd

Goddard/Smith - 37th

Sebba/Cole - 44th

In the Performance Index:

King/St Clair Tisdall - 7th

Goddard/Smith - 21st

Sebba/Cole - 41st

Grid 2:

Overall winner of the 72 cars was a 1955 Jaguar D-Type & in the Performance Index, a 1954 Triumph TR2.

The sole Morgan was placed overall:

Sebba/Cole - 30th, & in the

Performance Index 26th

Grid 3:

Overall winner of the 79 cars was a 1958 Lotus XV & in the Performance Index, a 1961 Lotus Elite S2.

The 6 Morgans were placed overall:

Keith Ahlers - 10th

Emberson/Bell - 15th

Van Der Kroft - 16th

Regent/Garamond - 19th

King/St Clair Tisdall - 32nd

Van Thiel/Kentgens - 49th

In the Performance Index:

Van Der Kroft - 10th

King/St Clair Tisdall - 28th

Keith Ahlers - 29th

Emberson/Bell - 31st

Regent/Garamond - 35th

Van Thiel/Kentgens - 52nd

As for prize-giving in Le Mans Heritage Club, Best of Show was the Toyota 94CV.

1st in class 1923-1939 went to the Adler Trumpf Rennlimousine and

1st in class 1961-1971 went to the Sunbeam Alpine that raced alongside TOK in the 1962 edition.

F.F.V.E.'s prize went to the Tracta Gephi.

Prize-giving in the Clubs Competition:

1st prize: Original Flat 4 Drivers Club - 10 track sessions at the 2020 edition

2nd prize: ATF - 10 picnic baskets for the 2020 edition



While we wait for the next edition of the Classic in 2020, there are several exciting French events to look forward to in 2019 starting with the Vintage Revival Monthlery on May 11-12, followed by Chantilly Arts et Elegance on Sunday July 7th which is now a bi-annual event alternating with the Classic c/o Peter Auto. At the Vintage Revival there will be a major celebration for the 110th anniversary of the Morgan marque. VinMog is already taking reservations for the Classic in 2020 so there's plenty of time to plan for that event. Just make sure you don't miss out on these three superb events!

OUR FAMOUS FEARLESS MORGAN RACERS

At Lime Rock Park

Mike Virr tops the hill passing a pesky Bug



Larry Eckler in his Plus 4



Chip Brown holding off a competitor in his Plus 4



Chris Towner in his vintage racing 3 wheeler



.... AND AT THE
LE MANS CLASSIC

Keith Ehlers waves to the crowd in TOK 258



The classic Le Mans start



THE LE MANS CLASSIC

6-8 July 2018

Photos by Eric Audas



A VISIT TO SHIFTRIGHT'S SPANNER AND MALLET WORKS

Frank Wnek

After several duly noted false starts, I finally made it ALL the way to mid coast CT to visit with pal Spider in October. In addition to a lovely luncheon arranged by SNE Area Captain Andrea Lucas with the Madison Beach crowd at their local haunt, the Madison Beach Club, Spider insisted on taking me for a visit to his local guitar shop where everyone knew Spider by name (as one fo their best customers no doubt) and every one of the beautiful high end acoustic guitars I got to try out (pretending to be a serious customer) seemed to turn to gold in my hands.

But the highlight of the visit, other than Spider and Stephanie's wonderful hosting of course, was several short but productive sessions in Spider's shop assisting with reassembly of the Great White Hope, which is progressing rather well and looks probably better than it did coming off the Morgan assembly works on Pickersleigh Rd, Malvern WAY back in '59.

Here we see Spider and Dr. Destructo, implements in hand, ready to do some 'fine tuning' on the front shim damper blades and headlamp assemblies. "We'll MAKE it fit!" my recurring rebuild mantra. (Yes, Spider was not terribly sad to see me go.)



Photos: **Top:** In Spider's shop

Bottom: Lunch at The Madison Beach Club



FOR SALE

2013 Morgan 3 Wheeler, 1990 cc S & S Vee-Twin,
5 speed Mazda gearbox, Tonneau cover,
new battery, Factory photo build book,
Upgrades: Comfort Kit and Chassis upgrade.
Approx. 5500 miles

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A FALL OUTING CLOSES THE SEASON

Pat Hennessy

“Remember to wear comfortable walking shoes,” read the final email from Susan Rho and Dean Meyer. We all did, along with warm jackets, and came well-prepared for a lunch and exploration of the 80 acres of open space at Grace Farms in New Canaan, CT, on November 3.

We gathered first for lunch at the Commons in their River Building. As its name implies, the building meanders gently down the natural slope of the land. It has been recognized as one of the top architecture destinations to explore in New England.

With fall foliage nearing its gentle end, 15 Morganeers gathered to explore the site: Pat Hennessy, Paul Fredericks, Andrea and Ted Lucas along with their daughter Jackie, Dan and Lois Kobal, Anne and Asghar Alam, Jeri and Bob Cohn, Lita and Fred Cohn and Dean Meyer and Susan Rho, who organized the event. We were joined by Dean and Susan’s neighbor, Adam Thatcher, Director of Operations for Grace Farms.

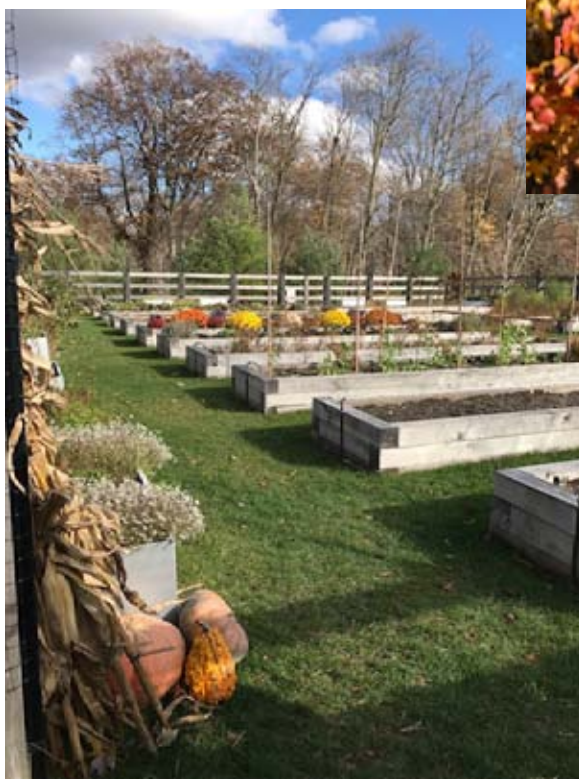
Adam graciously led us on a fall foliage walking tour through their diverse natural habitat. Grace Farms is one of the last remaining large parcels of open space in Fairfield County. Originally a patchwork of small farms later consolidated into one, it was slated for development before a group of

individuals came together save it. Grace Farms Foundation is slowly helping the land return to original state, while inviting visitors to enjoy the property’s beauty and serenity.

Our fall foliage walking tour led through a diverse natural habitat. It had rained heavily the day before, so we were much appreciative of Dean and Susan’s warning to wear sensible shoes. Adam led us on a hike around Cattail Pond, lush and

full to overflowing after the fall rains. Along the way he explained the diverse plant communities and long, open views we experienced and talked about the intense work involved in restoring the land to its natural state.

This may have been the last time our Moggies take to the road before warmer weather rolls around again. (Yes, some brave folks drive them all year.) The crisp fall air, the camaraderie and the chance to share a new experience together put a perfect close to this year’s top-down opportunities. Can winter noggins and holiday parties be far behind?



Just In Time For Christmas

New 4 Wheel Morgans Arrive At Morgan Motors Of New England!



Well okay, Christmas Day has gone by, but MAYBE if you were a good girl or boy last year and your spouse/significant other wanted to give you a BIG surprise (and why NOT) and put down the deposit for a brand NEW Morgan Plus 4 (Ford VTEC 4) or Roadster (Ford V-6). And if not, there is hopefully still time to place an order for yourself.

Jim Nichol, managed to schedule his working at Morgan Motors of NE precisely to the day these two beauties arrived. While Linda and Larry were otherwise engaged, he managed to scoop these photos of the still plastic on the seats, brandy-new Morgan arrivals.

If you've ever had the privilege (and thrill) of being the first to drive a brand new Morgan you know the feeling. It's close to the first drive in your newly RESTORED vintage Morgan ('Gee, this feels ALMOST like a NEW car'). But there's no substitute for the real thing.

Brand new 4 wheel Morgans are once again available in the US. Oh happy day! Does one have YOUR name on it?

Meanwhile, Spider sent me this link to a Youtube video of the last test drive of the last production BMW V8 powered Plus 8 - V8 The Final Performance.

<https://www.youtube.com/watch?v=4kJXrjOwEec>
(also available on morganmotors.uk website)

One era ends as another (reimportation of 4 wheel Morgans to US) begins. But the Morgan legend continues.



Morgan Motors OF NEW ENGLAND



The New Plus 4 and Roadster **THEY'RE HERE!**



From Morgan Motors

We have just taken delivery of our first V6 Roadster and Plus 4. They are beautiful! If ever there was a time when you were thinking of a new Morgan, the time is now.

There are less than 50 V6 engines left and the Plus 4 engine supply is also limited. Every state has different replica/component build vehicle laws. We would encourage you to look into the laws in your state regarding registration/inspection. If you need help, please let us know. We have covered a few states already.

The base price of the Plus 4 is \$67,000USD and the V6 Roadster is \$79,000USD plus options. Local taxes and registration fees not included in a above pricing.

A \$10,000 deposit is required to reserve a build slot. Please email morganspares@fairpoint.net for options list and further details, or call 518-329-3877.

Come Springtime it may be too late so don't delay. All cars will come with special 110th Anniversary badging as well.

Linda & Larry

“Gentlemen (Ahem, Boys and Girls) START YOUR ENGINES!”

Does anything seem out of proportion in this photo? If you look closely you will notice that the racing cars are slightly scaled down in size AND the drivers also a bit more diminutive, shall we say. This is the ‘Little Big Mans’, an interesting and popular event for both spectators and participants in the Le Mans Classic. It starts with the traditional ‘Le Mans start’, with the drivers running across the track, hopping into and starting (or is it pedaling?) their racers and tearing down the track. This event no doubt insures that there will always be a next generation of drivers and competitors for this iconic and historic endurance race.



Treasurer's Report

3/4 Morgan Group, LTD.

December 26, 2018

To the officers, directors and members of –
The 3/4 Morgan Group, Ltd.

I have compiled the accompanying balance sheet of the 3/4 Morgan Group, Ltd. as of December 26, 2018 and the accompanying statement of revenues and expenses for the year then ended.

The accompanying notes are an integral part of these statements.

Respectfully Submitted,
David J Root, Treasurer

NOTES TO FINANCIAL STATEMENTS

YEAR ENDED DECEMBER 31, 2018

BASIS OF ACCOUNTING

The 3/4 Morgan Group, Ltd. employs, with two exceptions, the cash basis of accounting; recording and reporting income when it is received (as opposed to when it is earned), and expenses when they are paid (as opposed to when they are incurred). The two exceptions are (a) deferring the cost of a contract deposit for the following year's Autumn MOG (none this year) and (b) prepaid dues revenues for the following year.

Member dues revenues are recognized as income in the year to which the dues relate. Dues paid in one year for the next year are classified as deferred revenue.

STATEMENT OF ACTIVITIES

CHANGES IN ASSETS

REVENUES:

Membership Dues	11,075
Morganeer Advertising	574
Regalia Sales	359
Autumn MOG	10,977

OTHER CHANGES IN ASSETS:

Deferred Membership Dues	(1950)
--------------------------	--------

Total: **21,035**

EXPENSES:

Regalia	220
Bank Service Charges	0
Website	1,884
Autumn MOG Exp	14,395
Area Events	250
Morganeer	6,844
Insurance	2,349
Directory	0
Miscellaneous	0

Total: **25,941**

INCREASE OF ASSETS: **(4,906)**

ASSETS, BEGINNING OF YEAR: **16,124**

ASSETS, END OF YEAR: **11,218**

OPERATING NET: **(2,956)**

BUDGET COMPARISON

	BUDGET	TO DATE ACTUAL	DIFF
REVENUES:			
Membership	9,850	11,075	1,225
Morganeer Advertising	680	574	(106)
Regalia, net of expenditures	200	139	(61)
	10,730	11,788	1,058
EXPENSES:			
Morganeer	7,200	6,844	(356)
Insurance	2,300	2,349	49
Website	1,450	1,884	434
Bank Service Charges	0	0	0
Area Events	500	250	(250)
Autumn MOG Exp	1,000	3,418	2,418
Miscellaneous	100	0	(100)
Directory	0	0	0
Total:	12,550	14,744	2,194
NET:	(1,820)	(2,956)	1,136

3/4 Morgan Group Annual General Meeting

September 23, 2018 Jiminy Peak Resort

Call To Order

The meeting was called to order by Club President, Maura Hall.

General Discussion:

It was stated that going forward the club will have no Metro Region Area Captain as current Metro AC Pat Cyrgalis is retiring.

Atlantic Area Captain Jim Nolan has also asked to be replaced.

The question was raised of whether the current area definitions accurately reflect the current realities of the group. This question was not resolved.

It was agreed that all members should be notified for all club events. In the past efforts have been made to only notify members of events in the areas in which they reside, but it was recognized that for some events members are willing to travel greater distances.

It was suggested that the Club might investigate merging with the Western New York group, or at least routinely inviting members of that group to 3/4 Group events. Same suggestion for members of other clubs.

It was pointed out that for our group there is financial strength in numbers as fixed costs are then spread over a larger member pool.

A member expressed a wish for less ambitious but more spontaneous events, and raised the question of how these might be publicized (through on-line groups, etc.).

Reports From Officers:

Treasurer:

Through Maura Hall the incoming treasurer assured the group that the Club is solvent, but wants to re-organize the books before providing a detailed statement.

Registrar:

The Registrar reports that the Club presently has 190 members. There have been 17 members not renewing in the recent renewal period and 8 new members added.

Morganeer:

The newsletter is the Club's largest expense, currently costing approximately \$800 per issue. The membership has consistently expressed a preference for continuing to publish a paper version of The Morganeer. Editor Frank Wnek said that he believes he has a succession plan in place and that a replacement editor is "on the horizon" and should be on board in 2020. As is always the case, the membership expressed appreciation for the quality of the newsletter.

Officer Vacancies:

Finding volunteers to serve as officers continues to be a major problem.

The club currently has no Vice President, no Metro Region Area Captain, and the Atlantic Region Area Captain has asked to be replaced.

Maura Hall has served two terms as President, and while she will continue in that position in the interim she does not intend to serve indefinitely and wishes to identify a successor.

Autumn MOG:

So far no one has offered to serve as Autumn MOG Chair for 2019. It was made clear that, in the future, no Chair will mean no event.

Maura again asked that anyone with an idea for a future Autumn MOG or other events should summarize it, forward it to her and she will bring it to the BOD for consideration.

It was pointed out that the autocross presents one of the biggest challenges in organizing Autumn Mog. The idea was raised that this could be held as a stand-alone event at an existing venue, such as Lime Rock Park, and that this might be considerably easier than finding locations that will let the group hold an autocross close to the group's hotel accommodations during Autumn MOG.

Meeting Adjourned:

President Maura Hall thanked those present for their participation and the meeting was adjourned.

Respectfully submitted,
Marc Wunderman, Secretary 3/4 Morgan Group



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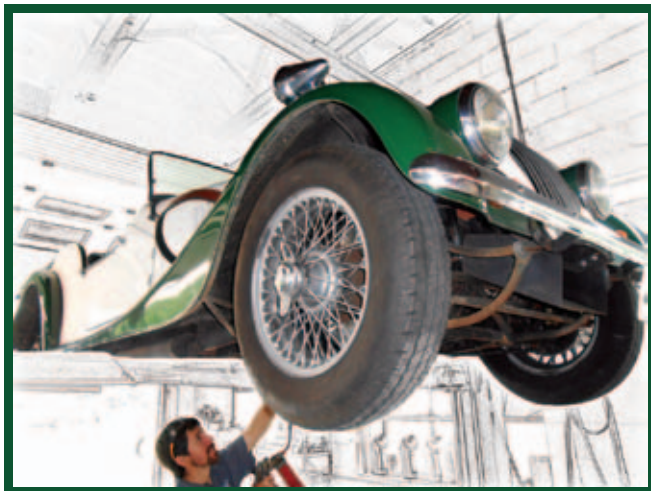


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FOR SALE

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



FOR SALE: *1934 MX4 Super Sport*

Extensive restoration completed in 2009. Runs strong, looks good. Titled and registered in Hull, MA, USA.

To see full details visit:

www.madaboutmorgans.com/1934-super-sport-hg-2549/
\$50,000 USD

Ron Garner Ron@madaboutmorgans.com



The Morgan Motor Company has agreed to supply us with new Plus 4 and new 3.7 V6 Roadsters as rolling chassis, to be fitted with new Ford 2.0 Duratec 4 cylinder engines and new 3.7 liter Ford V6 engines, no variations from these engines or transmissions allowed.

The program begins immediately so get your order and deposit (5,000 GBP, about \$6,700 at today's exchange rate) in as we expect a huge number of US orders! The standard equipment and options will be priced identically and are available on the Morgan Factory website and on our's shortly, all prices quoted in Pounds Sterling and include the price of purchasing the engine and transmission and of having the engine and transmission installed.

The final price in US Dollars will be determined by the \$/GBP exchange rate the day that you pay for the car less your deposit) Base price should be equate



to \$69,995 (subject to changes in the exchange rate) + any and all options, applicable taxes, component car licensing fees in California if registered here, fob Santa Monica for a Plus 4; \$79,995 (subject to changes in the exchange rate) + any and all options, applicable taxes, component car licensing fees if California registered for a 3.7 liter V6.

(Just about every state now has SEMA SB100 or component car licensing....please check with your state to become familiar with what is required)

Call Dennis at 310 998 3311 office/408 813 2480
cell/or email: dennis@morganwest.net



3 WHEELERS:

2018 Morgan 3 Wheeler
Heritage Edition Aston
Martin Glacial Blue Pearl

New **2018 Morgan 3 Wheeler** Polished Alloy Body/nose cowl, Black Wheels, Mulberry Yarwood Leather interior // MORGANWEST EXCLUSIVE, BATTLE OF BRITAIN LIMITED EDITION #1

New **2018 Morgan 3 Wheeler** Geneva Show car Heritage Edition Rolls Royce Woodlands Green Metallic

2013 3 Wheeler Grabber Blue, Red racing stripe, getting all 2018 upgrades!!

ROADSTERS:

2005 Morgan Aero 8
Silver Shark Metallic, Navy Blue leather, 34K miles

2005 Morgan 3.0 V6 Roadster Dark Silver Metallic, Yarwood Pale Grey

2005 Morgan 3.0 V6 Roadster Rolls Royce Garnet Metallic, Yarwood Chocolate leather interior, piped in red



2003 Morgan Plus 8 35th Anniversary Edition, Jaguar Platinum Silver/ Muirhead Mulberry Leather Sport Seats

2003 Morgan Plus 8 35th Anniversary Bugatti Blue/Black leather with blue piping

2002 Morgan Plus 8 LeMans '62 BRG body-white hard top/Black leather // RIGHT HAND DRIVE - #01 OF 40

1967 Morgan Plus 4, DHC, Ivory/Green Wings, Ivory leather // New greatly reduced pricing makes this is the bargain of the decade! Dropheads of this quality were selling for about double what this one can now be purchased for at MorganWest!!

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

1964 Morgan Plus 4 DropHead Coupe LHD, BRG/Camel Tan leather // HUGE PRICE REDUCTION!

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

OTHER MARQUES:

Allard J2X, Mk III

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Welcome to Winter



Frank... thought you'd get a kick out of this. Here is an idea for Malvern. For those who need to justify to their significant other... the purchase of yet another Morgan. Thankfully, after one test drive at the factory my wife beamed and declared... "We should have one of these!" The most fun we have ever had going down the road.

Warren Mann

Warren - Great photo. And yes, I put the blame for our early Winter squarely on you. It was not 2 days after I received this photo that the first of two major snowfalls occurred before Thanksgiving!

Since we are in the middle of already 4 - 5 inches of snow, and not yet over here in ME. I could definitely use this rig today! And if I had a snowblower I would definitely be interested in the M3W self-propelled 'accessory package' shown here. Or is it the other way round?

Good engineering concept. But I would suggest that a nice Fisher plow (made in Maine of course) might be more effective. But I wonder if they make chains for that size wheels/tires?

Thanks for this, which will make an excellent 'Welcome To Winter' for the next Morganeer. ed

Yes, good concept Warren. I had always thought of an underbelly 3-blade mower deck for the "wide body" Roadsters. Spider

Yes, and then jack up the chassis, add all wheel drive and BIG tires! Everyone else (including Rolls Royce and Bentley now) has an SUV - why not Morgan? ed (again)

The Morganeer

2019 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, 2019.

New ad materials must be sent to:

Morganeer Editor

Email: wnek_fm@comcast.net

Payments should be made to:

Jamie Goodson

Treasurer, 3/4 Morgan Group

37 Carolina Trail

Marshfield, MA 02050



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GET YOUR FREE LISTING TODAY!



Well, Morgan owners and enthusiasts, **HAPPY NEW YEAR !!!**

Once again its that time of year: time for our WINTER HOLIDAY PARTY.
And once again, Sue and I will be hosting the party here at our home on Cape Cod.

Our address is 32 Clowes Drive in Falmouth.

We will gather here from noon onward on the last Saturday in January (the 26th).
Sue and I will provide the entrée as well as libations. However, we would ask that everyone bring along one of the following: hors d'oeuvres, salad, casserole, dessert.

And of course we need to know who is coming. So kindly let us know
(our e-mails are larry_sheehan@post.harvard.edu and susansheehan@comcast.net).

The Yankee Swap activity will also be "on" so if you wish to participate,
please bring along a Morgan oriented gift (wrapped) of approximately \$25 value.

In years past a number of our members have made a weekend of it and taken a hotel room
the night of the party. (Call us at 508-388-7849, and we can make suggestions for hotels or B&B's).
For those who are staying, I'll be doing a home-made pancake breakfast on Sunday morning.

Although the weather can change precipitously, thus far it has been extraordinarily warm,
if not dry (albeit today was sunny and 55 degrees).

So this may well be the year for you to make the trip offshore to Cape Cod.

In addition to all the usual suspects,
we hope to see many of our members that we have not seen in a while.
Looking forward to the mayhem and frivolity that customarily ensues.

Party On!
Larry

In Memorium

It is my sad duty to report the passing of 3/4 Morgan Group member Alan French of Warwick, RI, who passed away on November 7th at age 84. Alan was born in Belfast, Northern Ireland and came to the US in 1951. He attended Rhode Island School of Design and later became an adjunct professor there. His '55 Flat Rad Plus 4 graced the concours field at several of the Newport, RI Autumn MOGs.



We also just received the sad news of the passing of a founding member of our sisters club, the Western New York Morgan Club member Desiree (Desi) Benet, who passed away on her 68th birthday Dec 27th. As founding member of WNYMOG, she was a great Morgan enthusiast, driving and maintaining her '66 Morgan Plus 4.

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Welcome to our NEW MogParts website.

We are proud to say that we continue to have the largest parts store outside the Morgan factory. Parts available for cars from 1936 to present day. In our parts store you will be able to find Morgan factory parts at their retail prices or less

POPULAR ITEMS



Drop into the site and get excited
www.mogparts.net



Luggage racks



Chrome parts



Instrument restoration (before)



Instrument restoration (after)



Moto-Lita steering wheels



Brooklands steering wheels

Visiting the UK?

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

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