

# The Morganeer

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## *Dreaming of Spring*



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



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## FROM THE PRESIDENT

A Plethora.....

I was working with some of my students this past week, preparing them for upcoming performances and competitions. As I poked around through my various textbooks, blogs and notes, visualization kept popping up as a hot topic. A plethora of recommendations suggested ways a student could help themselves have a positive experience. So, I figured checking out visualization sites and strategies would be a great homework assignment for them. Sadly, I was bombarded with emails from my students who got lost in that “plethora” of options. Too much to handle.

So I did what any seasoned teacher would do: gave up on grading and went outside to visit the cars.

I personally feel that there are philosophical moments in even the most mundane aspect of life. Even sitting at a stop light can sometimes bring the moment of clarity I might be seeking all morning. And as I wishfully dusted off the cars, I thought about all that they provide us. A new perspective. Just what I had been trying to teach all week. It occurred to me that the paradigm shift, the change in perception of events that I was trying to convey to my students, is a key to the way the Morgans affect our view of the world.

Think about your local roads. In the Morgan, the roads seem to change. The drive to the local park changes. The tone of the exhaust, the acceleration and feel of the shift, the dashboard controls, the feel of the curves, this all makes the road into something completely different than when I drive it in my Toyota. It might as well be a parallel universe. (hmm, a topic for another letter...)

In musical performance, even a small amount of peace helps us arrive at a better performance place. We tell students to picture themselves as a relaxed and confident performer, encourage them to keep perspective, see the happy out-



come. We help them want to repeat that experience and enjoy the experience of performing. That's what the plethora of visualization options was all about.

And as I puttered around the garage, I realized that's exactly what I was doing. I was picturing the roads I love to ride on, seeing in my mind's eye the Charlton Tavern for lunch, which is way too far in a regular car, but just the right distance away in a Morgan. I can already see the admiring glances as the car makes its spring debut downtown, sharing the joy of a beautiful car with everyone on the sidewalks, bringing the promise of sunshine to all.

I can picture gathering with my friends at dust-offs, noggins, over lunch, and of course at Autumn MOG, chatting about repairs and projects, lifting a glass, sharing a story and making more.

So, what did I take away from my “garage visualization” exercise? Aside from some inner peace and a smile, I realized that my poor students will be listening to my car stories for weeks to come!

Visualizing a great season and seeing you all in September at Autumn MOG!

Maura

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## FROM THE EDITOR

**W**ell, I suppose the groundhog is back in his cozy burrow curled up and snoozing away, and there are no crocuses peeking through the last of the crusted snow in my yard. I don't know about you, but I for one am more than ready for Spring! The lovely Spring scene, a Morgan Plus 8 with trailer hitched to the back and what looks like a Vermont license plate, is one of the collection of John Erickson's Morgan portraits that no one claimed as their own, thus it had not previously graced the cover of *The Morganeer*. I am hoping that someone will now come forward and claim its ownership and also offer a story about how this portrait came to be. I am also secretly hoping that it will serve as a magic harbinger of an early Spring. Hope 'springs' eternal, as they say.

In this dead of winter 'Dark Ages' issue I was once again fortunate enough to have a few very interesting articles appear out of nowhere (actually it was the netherworld of the world wide web, but that's close enough to nowhere for me). We start off with a delightful article by **Mark Braunstein**, president of MOG South and editor of their newsletter, on a select group of vintage Morgan Three Wheelers invited to take part as a Special Class in the Amelia Island Concours last Fall. As always, this select group of historically significant and lovingly restored Morgans attracted more than their fair share of attention at this major Concours d'Elegance event.

The only club event to be reported on this issue was the Northern New England Area Captain **Larry Sheehan** and his charming wife **Susan's** hosting the NNE Holiday Party (traditionally held between New Years and Ground Hog Day). The event had a good turnout of hearty New Englanders, two of whom amazingly arrived in their Morgans.

Someone sent me a harrowing video clip of the Pikes Peak hill climb - think of a hill climb on steroids on mostly unpaved roads with switchback and hair-



pins and NO guard rails and a finish line at above 14000 ft altitude. I passed it on to a few of our autocrossers and received an interesting reply from **Steve Scheffbauer** stating . . . 'well, I never raced UP Pikes Peak but I DID do a bicycle ride DOWN.' My reply, of course, was that he needed to write it up for *The Morganeer*, thus we have another of Steve's amazing adventures as only he could tell.

Also included in this issue is a pair of sign-off/sign-on articles by our beloved **Spider** and **Steve**, Spider announcing his retirement as *The Morganeer* Editor-At-Large, and Steve (having lost his senses) taking over that important, keep the Editor at least semi-rooted on this planet and on task. All I can say is 'SPIDER - HOW CAN YOU DO THIS TO ME?' and 'Steve - good luck old boy!'

Actually I will really miss Spider's guidance and suggestions. And I have a feeling we will still hear from him from time to time pointing out our inevitable mistakes.

While perusing the Morgan Motor Company official website I discovered another special story which I thought was worth retelling. With their kind permission we read the story of a very special Morgan race in the UK, the Race of Remembrance, a charity event that raises money for the care of injured UK service members. A noble cause indeed.

Well, if you have read our illustrious President's column on the opposite page and did not hear previously, we are excited to announce that this year's Autumn MOG is officially ON, with **Tom Austin** graciously volunteering to chair. Stay tuned for further details. Most of the event chair positions, due to Tom

and Maura's persuasive persistence, have also been filled.

SO, daylight savings time starts this month (March), the days get longer, the temperatures will slowly start climbing to that magic 50 degree threshold (for me anyway) and it will SOON be time to go wake up the old Morgan and change our Winter dreams once again to reality, for as we all know by now,

The road goes on forever,  
Frank

## TO THE EDITOR (And Editor at Large)

Dear Spider,

I thought I'd weigh in on the overheating question, although I have to say that my car never actually boiled over. Part of this may be because it's spent most of its summers in a suburban or rural environment, except for a couple of trips to Fergus Motors in midtown Manhattan in the summer in the mid-sixties.

Until about 3 years ago, my car always ran hot. I could stop at a traffic light and watch the temperature needle go up. I solved the overheating problem with these steps:

1. Starting about 6 years ago, I ran heavy duty radiator cleaner every spring for 3 years in a row. That got rid of a lot of built-up crud.
2. I got rid of the useless electric pusher fan in front of the radiator.
3. I put an air dam below the radiator, to create more of a vacuum behind the radiator.
4. I made a scoop out of heavy duty aluminum flashing to direct air from below up into the radiator. It's homemade, and looks it. The Ecklers have one that looks, and probably works, a lot better.
5. I started running straight water instead of an antifreeze mix. Plain water is a much better heat transfer fluid than ethylene glycol. I add Water Wetter, which claims to increase the thermal conductivity of water.

*Continued on next page*

## TO THE EDITOR (And Editor at Large) Continued

Whether this is true or not, I don't know, but it does have the rust and corrosion inhibitors you lose by not using antifreeze.

6. I got the plastic fan from the Ecklers. Some years back (maybe 40), a Morgan owner had a friend of his, who was an expert in truck cooling systems, analyze the Morgan cooling system. As I recall, his conclusion was that the system in general, including the size of the radiator, was adequate for the TR engine. The problem was with the airflow under the car, with air coming up from under the car, hitting the firewall, and compromising or eliminating the vacuum behind the radiator. The Ecklers' fan is rally aggressive, and pulls a lot of air through the radiator. Two downsides: it's noisy over 2500 rpm, and it probably takes a few horsepower.

Unless it's really hot, my engine now sometimes runs too cool. I used to run 20w-50 oil, but I noticed that the oil pressure didn't drop below much 50 psi at idle, which meant that the engine was getting almost the same amount of oil at 3000 or 4000 rpm as it did at 1000, so I've been using 10w-40 the last couple of years.

Everything here, except the fan, which is \$125, and the scoop, if you don't want to fabricate your own, is cheap.

This may have all been covered before, but I thought I'd pass on my experience with the Morgan cooling system, for what it's worth.

David Miles

Frank,

Another (Forgive my language) Triumph! After skimming the fabulous looking pierces, as is my wont in winter, I've only just begun (I need to make *The Morganeer* last!) and find it yet another marvelous issue.

Enjoying Maura's greeting (She always makes each one unique and engaging!), I had to hold back from capitalizing 'holiday' and 'gremlins,' though 'speed' would only have bothered me if it had been followed by 'Six.' As to 'Accord,' those of us in this area of The Empire State are and were drawn to the Ulster County hamlet of the same name which does explain why I refer to the Honda model as an ACK-kord.

With 'holiday' in mind (Yes, I did work during my high school years at the local Oldsmobile dealer), I did take exception to the Omega referred to as only Vauxhall and not as that GM offshoot that we referred to as a 'Novamega.'

With any luck as I try to organize my mother's finances, I can jump to read more of *The Morganeer* to relax my thoughts!

Thank you again, Frank!  
Jim/Plug (Nichol)

*After this missive, Spider and I have decided to dub Jim 'Editor of Automotive Cultural Trivia'.*

*Well spoken Jim, and thanks for the . . . . plug. ed*

Frank,

The wooden car article by Jonathan Kinghorn was great. Because I enjoy old canoes as well as old cars, I can add one other vehicle of interest. The Rocket was a wood-bodied (inverted canoe) Stanley steam car that set the world land speed record at 127 mph in 1906. I never knew my canoe was amphibious.

Bob Cohn

Frank,

I enjoyed Jonathan Kinghorn's article about the use of wood in Morgans, other cars and aircraft.

It reminded me of the Member Profile on club member Jay Galpin ( Nov/Dec 2016 ). Jay flies an all wood Stello Frati in airshows across the pond very successfully indeed and says it handles like a dream.

Jonathan possesses a true historians view on everything he pens. Well done Jonathan.

The best,  
Steve Scheffbauer



Jay's Stelio Frati Falco



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# THE MORGANS OF JANUARY

## *Northern New Englanders Gather, Socialize, Yankee Swap AND (Those With Heaters Installed, Anyway) Drive Their Morgans in January*

Frank Wnek

**I**t was a lovely, sunny, almost balmy Sunday in January on Cape Cod. No 'Dark and Stormy's' in sight - no, not even at the bar. And three intrepid, hardy New Englanders - Morgan and Alison in their four seater 4/4 and Jamie Goodson in his Plus 8 - actually drove their Morgans to the Sheehans lovely home in Falmouth, Cape Cod, MA for the annual NNE Holiday Party. Sadly (and inexplicably) no one thought to take a photo or two of the two handsome Morgans parked out in the cold in Larry's drive. Maybe because it was not EXACTLY balmy. But I can attest to them being there. OR were my eyes playing tricks on me after my 4 hour drive to get there?

Festivities were well underway when I arrived shortly after noon. There's always a party going on whenever Alison is around. The wine was flowing and the beer cooler delved into just as the sun passed the yardarm in fine Navy tradition - maybe even before. Hors d'oeuvres were duly consumed as the partiers caught up with the latest doings in their lives and the status of their Morgans. Some gave details on their latest travels and winter plans.

The usual suspects included Morgan Malone and Alison DeKleine, Jamie Goodson, Ron and Kathy Garner, Tom and Elaine Austin, Jonathan Kinghorn, Shayna Loeffler, hosts Larry and Sue Sheehan and their Cape friends Steve and Angela Lipton. (The Liptons live near the Gartlands and Higdon's in Chatham. Steve and Larry work together on Mike Field's Plus 8. Although Steve is currently an MG owner, I think he may be considering moving up to a TRUE sports car).



Surprise guests Jim and Joan Prior showed up to round out the group. Priors also arrived with one of the previously considered lost special rotating NNE Holiday Party awards, a huge suitable for garage display 3/4 Morgan Group logo plaque. The search still continues for Shayna's gorgeous Morgan grill pillow, the original rotating award that has gone missing along the way. Like the quest for the holy grail, we will not rest until we find it some day. If you are reading this and are in possession of said pillow, and amnesty and presidential pardon can be arranged if it is returned to Larry. No questions asked.

After some socializing, hors d'oeuvres, and a gourmet buffet meal from Sue's kitchen and pot luck offerings brought by the attendees we proceeded to the 'main event', the now famous and long established 'Yankee gift swap'. After explaining once again the rules (which seem to morph a bit from year to year), host Larry passed the hat with the number by which the attendees would take their turn in choos-



Photos:

**Top:** Host and hostess Larry and Sue

**Bottom:** Steve Lipton opens the coveted cuff links



ing from the brightly wrapped packages, dramatically open them, and then decide if they would keep their prize OR swap it with a previously opened gift. Oh the drama! The anticipation! The anguish! The exhilaration! Such fun!

Larry and Sue's neighbors and special guests were fortunate enough to draw the lucky Number One ticket. They would open the first gift, and THEN, after all the other were opened, have the opportunity to swap their gift for ANY of the others. They picked their first choice and ceremoniously opened their brightly wrapped package to reveal what would become THE coveted gift of the day - a set of Morgan wings logo cuff links! As the swap progressed, I seem to recall the cuff links changed hands several times before ending up in the hands of Tom Austin, who apparently likes to wear dress shirts with French cuffs.

There were other lovely Morgan or sports car related gifts opened and exchanged as the Yankee swap progressed - a framed Morgan event poster from the UK, a Morgan Aero 8 racer model, detailing kits, etc. Everyone present went home with their own coveted prize.

The event was also highlighted by another exciting club announcement. Tom Austin has agreed to be Chair for this year's Autumn MOG, and the event

is now scheduled once again for the weekend of Sept 20-22 at Jimmy Peak Resort in Hancock, MA. Tom also offered that almost all the event chair positions have been filled. That's certainly worth celebrating!

And it was in a celebratory mood that the socializing continued through the afternoon until the attendees started to depart and make their way home one by one. Once again Larry and Sue opened their lovely home on Cape Cod to host this annual Northern New England first event of the year. They definitely know how to host and how to party. Just ask party girl Alison.

Larry did capture one photo of Alison and Morgan in their 4/4 4 seater as they were about to head home. Let's hope their heater did its thing and the ride

home in the waning daylight and falling temperature was not TOO chilly. Such brave Morganeers!

Photos:

**Top:** Jim Prior delighted with his detailing kit. Larry holds what appears to be some sort of Morgan divining rod troubleshooting devise

**Bottom right:** Jonathan - 'It matches my shirt!'

**Bottom left:** Morgan and Alison prepare to head home.



## The 3/4 Morgan Group Ltd

# SCHEDULE OF EVENTS 2019

<u>DATE</u>	<u>EVENT</u>	<u>HOST/CONTACT</u>
Sat Mar 16	<b>*Mad MOG</b> The Madison Beach Hotel, Madison, CT	Andrea Lucas <a href="mailto:andrea.lucas@snet.net">andrea.lucas@snet.net</a>
Sun Apr 14	<b>Caffeine &amp; Carburetors</b> Zumbach's Coffee New Canaan, CT	Tom Smith 203-331-7254 <a href="mailto:tsmith@thomassmitharchitect.com">tsmith@thomassmitharchitect.com</a>
Sun May 5	<b>HRVAAA Spring Dust-off</b> Dutchess County Fairgrounds Rhinebeck, NY	Jim Nichol <a href="mailto:jhalfdime@mac.com">jhalfdime@mac.com</a>
Sun May 19	<b>Caffeine &amp; Carburetors</b> Zumbach's Coffee New Canaan, CT	Tom Smith (see above)
Sat Jun 1	<b>Cars and Motorcycles of England</b> Hope Lodge, Ft. Washington, PA	Triumph & Jaguar Clubs of NJ DVTR.org
Sun Jun 2	<b>*New Jersey Clambake</b> The Cohns, Ridgefield, NJ	Bob & Geri Cohn 201-447-6982
Sun Jun 2	<b>32nd Annual British By The Sea</b> Harkness Memorial State Park Waterford, CT	Andrea Lucas <a href="mailto:andrea.lucas@snet.net">andrea.lucas@snet.net</a> <a href="http://www.nemgtr.org">www.nemgtr.org</a>
Fri-Sat Jun 7, 8	<b>British Motorcar Festival</b> Bristol, RI	For more info see: <a href="http://britishmotorcarfestival.com">britishmotorcarfestival.com</a>
Sat Jun 8	<b>British Motorcar Show</b> Hermitage National Historic Landmark Ho-Ho-Kus, NJ	NJ Triumph Assn <a href="http://www.njtriumphs.org">www.njtriumphs.org</a>
Sat July 20	<b>British Car Day</b> Old Rhinebeck Aerodrome	Jim Nichol <a href="mailto:jhalfdime@mac.com">jhalfdime@mac.com</a>
Fri-Mon Aug 29-Sep 2	<b>*Lime Rock Historic Festival</b> Lime Rock Park, CT	Steve Schefbauer <a href="mailto:sschefbauer@aol.com">sschefbauer@aol.com</a>
Sun Sep 15	<b>Caffeine &amp; Carburetors</b> Zumbach's Coffee New Canaan, CT	Tom Smith (see above)
Fri-Sun Sep 20-22	<b>Autumn MOG</b> Jiminy Peak Resort Hancock, MA	Tom Austin <a href="mailto:tom.austin@gmail.com">tom.austin@gmail.com</a>
Sun Oct 20	<b>Caffeine &amp; Carburetors</b> Zumbach's Coffee New Canaan, CT	Tom Smith (see above)

\* See page 26 for more information

# 2018 HILTON HEAD CONCOURS d'ELEGANCE

## *Morgan Three Wheelers and More!*

Mark Braunstein

**H**ilton Head Island Concours! A large Morgan three wheeler class and Harry Gambill's exquisite 1951 Morgan Plus 4 Drop Head Coupe on the lawn. I actually think Morgan stole the show!!

The run up to the show, for me anyway, was all about the three wheelers. I got a call from Peter Olson in Atlanta telling me the Hilton Head Island Concours wants a Morgan Three Wheeler Class for the Concours. Wow!! Putting together a class for HHI was a big deal.

And I wasn't alone. It seemed that the entire Morgan Three Wheeler community in North America was energized. We had tremendous interest, even from the West Coast of the US and Canada when the word got out we were forming a class. There were a good number of folks highly interested in being part of this event; but, unfortunately, we had to limit participation to only 10 cars. And this was more than HHI had actually wanted (they initially asked for just 5 cars).

This necessitated the selection of cars that were of sufficient quality to meet the high standards of the Hilton Head Island Concours d'Elegance and as broad a spectrum as possible of cars that would allow us to tell the Morgan Three Wheeler story appropriately. Some may argue we could have chosen attendees differently; however, in the end these cars, unique cars in some way or pre-vius award winners, were selected.

- 1923 Grand Prix – Bob Barclay (Ontario Canada) – Thought to be the oldest running Morgan in North America.
- 1930 Anzani Beetleback Super Sports 2SP – John Stanley (DeLand, FL) – Thought to be the only Anzani (or 1 of only 2?) powered Morgan three wheelers in North America.
- 1932 J.A.P. Beetleback Super Sports – Pete Olson (Atlanta GA) – Very Successful Vintage Racer.
- 1934 Matchless OHV MX4 Beetleback Super Sports – Mark Braunstein (Sanford FL) – Previously Al Moss' (founder of Moss Motors) Race Car. Raced on the West Coast of the US for 17 Years, to include the famed Monterey Historics. 'People's Choice' winner at the 2016 Lake Mirror Concours.
- 1934 Ford Engined 'F4' 4 Seater – Gene Spainhour (Hickory NC) – 'Best in Show' winner, Morgan Owners Group South (MOGSouth) 40th Anniversary Meet.

- 1935 Matchless Side Valve MX Sports – Fred Veenschoten (Pensacola FL) – 'Best of Show' winner at Mobile Bay MC Show
- 1936 Matchless OHV MX4 Barrelback Super Sports – Rick Frazee (Winter Park FL) – 'Amelia' award winner at the Amelia Island Concours d'Elegance.
- 1937 J.A.P. Barrelback Super Sports – Steve Beer (Caledon East, Ontario Canada) – Numerous Awards to include Cobble Beach Concours
- 1938 Ford Engined F Type Racer – Fred Sisson (Nashville, IN) – 'People's Choice' winner at the 1st Annual Morgan Three Wheeler Convention.
- 1947 Ford Engined 'F Super' F Type – Dave Childress (Crozier VA) – 'Best in Show' winner at the Morgan Car Club DC's annual meet.

As we actually got closer to the date of the HHI Concours, we lost a car due to mechanical gremlins, the 1923 Grand Prix. The problems could have been rectified with sufficient time, but . . . (Bob and Janet Barclay did come down from Ontario, Canada to join us though, so that was superb.)

It was a shame, nonetheless, and just as we were resolved to this reality, we thought we would lose the 1930 Anzani SS, as well. John and Debbie Stanley had family issues that precluded their attendance. But Rick Frazee kept the loss of the Anzani from happening by doing yeoman's duty and, not only prepared the Stanley's car for the show, but trailered it to Hilton Head Island in his own trailer along with his own 1936 Super Sports. (And, certainly, his efforts were the show field presenting the two cars was highly commendable.)

For me it was the start of another Morgan adventure!! Just back from Safety Harbor in Tampa, FL, we loaded the trailer with the 1934 MX4 SS. And, just to make things interesting I have new tow vehicle, a Ford F-150 Pickup Truck. (No longer a Yuppie with an SUV, but now a Bubba with a Pickup Truck!) Getting to this point really wasn't easy.

The 1934 Super Sports has had its share of mechanical challenges over the last year. I first had the flywheel lose its taper and then the electric starter, and its hand 'crafted' mount went awry. This led to a ring gear replacement. The cobbled together intake manifold was replaced, along with two different-sized stub axle bolts. One new stub axle with bolt had to be made. Then it was a broken cam follower.



We welded it back together but bought new ones from the MTWC just in case. Now it is all good, I hope!! We started it and Rick Frazee ran it around the block a week or so before the show.

The Hilton Head Island Concours d'Elegance is a very big deal. A very prestigious show with a tradition of excellence and high quality. I had no thoughts of winning anything, but I certainly didn't want to be embarrassed, hence I cleaned, best I could. The week before the show, all I did was clean. Well, I tried anyway. I used a great number of my 'omnipotent' jams and jellies in my attempt to clean this car. My efforts were pretty much in vain, however. None of my other Morgans 'oozes' (as in any sort of fluid, e.g. gas, oil, water, grease, etc.) as much as this car. Just the short drive from the trailer to the show field will negate everything I had done to clean the car prior to the show.

We drove up to HHI from Florida on Friday, 2 November. A number of other folks were already there or drove up on Friday as well. There were a few, though, who got there on Saturday, 3 November. Just having a group of Morgan three (and four) wheeler owners together is always great fun. Therefore, we put together a beer call, noggin, dinner at a local restaurant on Saturday when the majority of people would be there. Everyone who was there had a great time. We even had the folks that were there to support the folks with cars. Lots of folks. Good stories, baby pictures, good beer and good times. **This is what this Morgan stuff is all about!**

The Hilton Head show also had a vintage aircraft/car display that was held on Saturday. We had two three wheelers (the Beers' and the Childress') that were part of this display and their cars were paired with vintage aircraft and displayed on the airfield during the day on Saturday.

All the other cars found their way to the show field either late Saturday or early Sunday morning. Having a dedicated Morgan Three Wheeler Class is very special occurrence, as evidenced by the large crowd and substantial interest we attracted.

The designated Morgan Three Wheeler Class display area was tight though. Made so by some inconsiderate MG owner who parked his car right in the middle of where the Morgans were supposed to go on Saturday night and did not come to move his car until 10 minutes before the show was supposed to start. We had to work around this issue and, since we were a large class already, we were parked quite close together. This worried us some when we thought about the crowd. In the end, it didn't matter and made for a great display. The cars being close together invited comparisons. We had a

huge crowd of onlookers and folks quite amazed by the odd, if not archaic, technology.

The judges came, studied each car, asked questions, taking their time. The primary judge was no other than automotive author, Ken Gross (one of the founding members of the 3/4 Morgan Group), who owned a Morgan Three Wheeler in the 1970s. Ken was very knowledgeable and quite inquisitive. Ken's articles have appeared in Road & Track, GQ, Special Interest Automobiles, Automobile Quarterly, Automobile, Playboy, Hemmings – over 40 different publications and he has been directly involved with 6 major automotive museums. We couldn't have asked for a better judge.

Pat and Ken Kreuzer, MOG South and the 3/4 Morgan Group members from Summerville, SC came by on Sunday to see what all the Morgan fuss was about. We also had help of Elliot Balo and his lovely wife, Jennifer. Elliot is a rare bird these days. He is young. Well, certainly in comparison to the rest of us! And, in a day and age where the younger among us have no interest in the messy business of mechanical things, Elliot is very passionate about vintage Morgan three wheelers. When he heard we were showing cars at Hilton Head, he jumped on the opportunity to come see the cars and offered to assist in any way possible. Well, he got his opportunity, and even got a Morgan Three Wheeler driving lesson, thanks to Bob Barclay. He took to it like a duck to water. Oh, did I mention it was during our Sunday afternoon rain?

In addition to the Hilton Head Island Concours d' Elegance trophies presented (First in Class, and two Palmetto Awards), there was a special Morgan Three Wheeler award presented, the Graeme Addie Morgan 'Innovation Award.' We thought we would be doing the Special Award presentation, however, the HHI Concours judges actually selected the winner of this very special award and that took the burden off of us. It is so very hard, for me anyway, to make decisions like this when all the cars were exceptional, superbly prepared and all represented by good Morgan friends.



**Photo:** The Morgans Three Wheelers on the Show Field





The Best in Class Winner, Steve Beer J.A.P. SS (Photo Courtesy of Andrea Braunstein ALB)



Palmetto Award Winner, Dave Childress F Super (Photo Courtesy of ALB)



Palmetto Award Winner, Gene Spainhour F4 (Photo Courtesy of ALB)



Special Award Winner, Mark Braunstein MX4 SS (Photo Courtesy of ALB)



Harry Gambill's 1951 DHC Best in Class Winner (Photo Courtesy of ALB)

But, it wasn't all about 3 Wheelers. Harry's 1951 Plus 4 DHC took Best in Class, and deservedly so. The car was absolutely stellar!

The only downside to the whole weekend was the rain late Sunday afternoon. It hurried the awards presentations along (which actually was a good thing) but loading the cars was a bit of a challenge. Everything and everyone was soaked.

We stayed the night in Hilton Head, leaving the drive home for Monday. And there was nothing hurried about Monday.



We went to breakfast with friends, Sam and Rick Frazee and Alan and MaryAnn Rae. Alan and MaryAnn Rae, who own a lovely green roadster came as spectators rather than exhibitors and, being Canadians, had site seeing to do while the rest of us just headed for home.

Well, anyway we got home with almost no issues or drama. Really nothing significant. No rain, no mechanical problems, nada. The way I like it. The only scary bit was my new truck. This is just about the first real trip I have made pulling the trailer with it and it has some new-fangled odds and ends for trailering. So, in the midst of the run down I-95, I was starting to yawn. Andrea is texting to Sam Frazee to find a truck stop. Perhaps a cup of coffee.

Then, a loud beep, and a dash message "Trailer Disconnected!" Yikes! Where did it go? I frantically looked in my

mirrors – nope it is still there, a big white thing. It's all I can see! Then another loud beep, and "Trailer Status – Normal!" Well, I was awake now but I think my heart stopped. We soon pulled off I-95 and I checked. All good. Must have been a Morgan gremlin!

I have yet to fully unload the car and the trailer. I looked at it briefly when we arrived, and everything was a bit of a shambles, and damp, just like it went in. I was a bit too tired to tackle unloading yesterday. That is today's activity. I was more prepared for a few large glasses of wine and an early bed time.

Oh, well this Morgan adventure had to end, so it's back to the daily drudge, at least for a little while. The MOG South Holiday Party is just a few weeks away and I am looking forward to seeing everyone again!



## 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.



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MAY 22, 2018

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Photo: Jonathan and Susanna at the NNE Holiday Party

# INTERVIEW:

## Jonathan Kinghorn

### *Archivist, Historian, Writer, International Morgan Man*

**I** first met Jonathan and his lovely and charming wife Susanna at a club holiday party just after they had become new members. They were friendly and enthusiastic (not knowing what they had gotten themselves into yet, I suppose) and I guess I made a good first impression on them because they have become very active members of the club over the last several years. In the following season I was most impressed that Jonathan drove his Plus 4 from his home near Concord, MA all the way to Lime Rock for the Gathering of The Marques, came back with a Best in Class trophy while enduring a torrential downpour the day of the concours. He certainly passed his Morgan ownership trial by fire, commenting on how it took a full week to dry out all the nooks and crannies of his prized Morgan. Welcome to the club old boy!

In addition to his participation in club events, Jonathan has earned his editor's great esteem and appreciation by becoming a frequent contributor to *The Morganeer*: His articles are most informative, well researched and written in good and proper English - which is what one would expect from someone educated in England I suppose. I had originally thought of doing a Member Profile on him, but when I received his very thoughtful and extensive answers to my profile questions, I thought it fit an interview format much better.

So read on and learn more about another of our interesting and illustrious club members.

**Morganeer:** So, let's get right to it Jonathan. Where did you grow up and were you always a 'car guy'? Any interesting car discovery stories from your youth?

I was born and raised in Welwyn Garden City about 20 miles north of London. My father was obsessed with aircraft, but he also liked old cars and some of his enthusiasm rubbed off on me. As a teenager my interest focused on the supercharged 4.5 liter "blower" Bentley. I learned that Sir Henry Birkin had developed these iconic cars in Welwyn, bankrupting himself and then his family in the process. His Motor Works closed in 1932 and had been entirely forgotten locally, but I found that the buildings were still standing. To enhance their prospects for preservation I researched an article for the county magazine and later curated an exhibition in the town's museum. The buildings are still there, just, and the town recently acted on my suggestion and named a nearby street after Birkin.

**Where did you go to college and what was your degree?**

My degree from Leicester University is an arts combination, for which I studied history, archaeology, and classical studies with a major in history of art. It was my archaeology department that found the king car park (Richard III), but we never did anything that exciting in my day. I also spent a graduate year in the Museum Studies department at Manchester University.

**When did you meet and marry your spouse Susanna?**

A good question, given that I am from the UK and Susanna comes from Lexington, Massachusetts. Back in 1987 I was one of a handful of British scholars who joined a busload of Americans—one of whom was Susanna—on a prestigious summer program studying the English country house. Our days and evenings were filled with site visits and lectures, but we got to see some fabulous stately homes, handle their treasures, and meet their owners; it was all rather intense! Susanna and I reconnected a



Photos:

**Top left:** Houses in the town center at Welwyn Garden City, (Jo Turner)

**Middle:** This blower Bentley is perhaps the most famous of Birkin's Welwyn-built prototypes. It raced at le Mans in 1930 and now belongs to Ralph Lauren. (S. Foskett)

**Bottom left:** Osborne, the house on the Isle of Wight built by Queen Victoria and Prince Albert (Obsidain Photography)

couple of weeks afterward when I couriered a loan of Tiffany silver to the MFA in Boston and travelled on to New York, where she was doing her M.A. We were married two years later in Lexington and settled in Glasgow.

**And when did you come to the US and what were the circumstances?**

We moved to Massachusetts for family reasons in 1997. To cut a long story short, Susanna was an only child while my mother had two other sons to keep an eye on her.







school motoring without the hassle of double clutching, serious maintenance, or having to source obsolete parts.

I have a vivid memory of driving a long way from my first job to see a used Morgan only to buy instead a Triumph Spitfire that was long past its prime. What was I thinking? A few years later my stepfather—a government research engineer—was transferred to the radar establishment in Great Malvern and moved to Barnard's Green, just a short walk from the Bluebell Inn and within a mile of the Morgan works on Pickersleigh Road.

### **What is your occupation and who is your current employer?**

Leaving the UK was a hard decision because my role as senior curator for English Heritage's south eastern region was my dream job. There were 54 properties on my patch; most were ruins or simple archaeological sites (known in the trade as "lumps and bumps"), but some were large and complex furnished structures. Dover Castle, which covers 200 acres and has everything from an iron age hillfort to a nuclear bunker, was one. Most of my work, however, concerned Osborne—Victoria and Albert's house on the Isle of Wight—and its 10,000 objects from the Royal Collection.

Castles and ruined medieval abbeys are scarce in Massachusetts, so I had to reinvent myself. Retraining as a webmaster failed to work out when the dot com bubble burst and I had to fall back on my broader communications skills. Today I write and edit for AIR Worldwide, a cool company in Boston's Back Bay. Our core business is developing probabilistic computer models that help clients prepare for the financial impacts of catastrophes before they occur and to become more resilient. I work with subject matter experts in a wide range of highly technical fields, many of whom do not have English as their first language. My job is to manage the

company's blog and to write or ghost write articles on a broad range of issues regarding earthquakes, hurricanes, and a host of other perils. There is never a dull moment!

### **Names and ages of your children? Do any of them share your Morgan hobby/passion?**

David, my first child, was born in the UK in 1995 but my twins, Elizabeth and Jeremy were born in the U.S. in 2001. We all have dual nationality and the family travels with an impressive stack of passports! My kids complain about the wind if we drive with the car window open even just a tad, so I figured they'd hate the buffeting in a Morgan. I bought the roadster I wanted rather than a more family-friendly four-seater. However, the kids love the Morgan and fight about who is going to ride with me! None of them has gotten their hands dirty tinkering with it yet, though.

### **When did you 'discover' Morgans? Have you been to the factory?**

I contracted 'Morganitis' when I was at college. Needing a car, I started looking for a series 1 Morris 8 tourer (built around 1935) but my father succeeded in talking me into buying a more practical modern vehicle. My interest in vintage cars persisted, however, and I realized that Morgans offered all the fun of old

Inevitably, visits to my mother there led to factory tours. In those days you could just turn up, ask nicely, and wander in. I remember a somewhat grungy, noisy, and apparently chaotic establishment with lots of shirtless men, pop music, and girly pinups. I took my sons there a couple of years ago. Today the works is still noisy, but it is cleaner and better organized. The men (it is still mostly men) wear Morgan branded shirts, the pinups are nowhere to be seen, and you have to pay for a guided tour and book it well in advance.

The factory visits rekindled my latent lust for Morgans and in the mid 1980s I came oh-so-very close to putting down the deposit for a shiny new 4/4 roadster. I figured that the eight to ten-year wait list would give me enough time to save enough to pay for most of it. But, in an oft-regretted bout of prudence, I used the money for the down payment on a house instead. This was undoubtedly a wise move, however, because I was living in Glasgow's inner city at the time and parking on the street. Thanks to vandals, thieves, and foul weather my Mog would have survived about ten minutes.

---

**Photos, this page and opposite:**  
Jonathan and his 1959-built Plus 4



**When did you purchase your Morgan and how long did it take you to find the car you wanted?**

Moving across the Atlantic, changing careers several times, and having three kids put Morgans on the back burner for a long time, but after years of pining Susanna said quietly to me one day, "I think you should get one." Moving with lightning speed before she changed her mind, I researched the market and figured out what I wanted within the available budget.

My Morgan found me in October 2016—sooner than Susanna had bargained for—when I went to check out Morgan Spares in Copake, NY, and was asked what I was looking for. Fortuitously, Ira Grandberg, a regular customer (and group member), was getting ready to sell a car that checked all my boxes—and I pounced. It was the first Morgan I looked at, and I have never regretted either my choice or my impetuosity.

**What would you say about your experiences with the 3/4 Morgan Group so far?**

There is a wealth of information available online to new Morgan owners, but nothing beats participating in a live community. The 3/4 Group is an amazing bunch of people—interesting, friendly and incredibly helpful—and an invaluable resource. I have benefited from a wealth of useful ad-

vice as well as a ton of practical assistance, and I've enjoyed some fun events too. I always recommend membership to anyone new to ownership because the group is such a terrific introduction into the wonderful world of Morgans.

*Thank you so much Jonathan. This has been most insightful. I will look forward to seeing you and the family at future club events. And please keep those wonderfully researched articles coming for The Morganeer. ed*



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Morgan Malone and Steve Lipton



Alison DeKleine and Jim Prior (telling a tall tale)

# New England North Holiday Party



Larry and the rotating gift club logo plaque



Ron Garner and Larry



Jamie Goodson and Kathy Garner



Angela Lipton and Jonathan Kinghorn



# Keith Ahler's Racing Machines



'56/'62 Le Mans Morgan PLUS 4 Super Sports TOK 258



'63 Cooper Monaco King Cobra



'08 Morgan Aero 8 GT



'58 Lola Mk 1



It's your wife. She said don't forget to pick up the tea, crumpets and Boysenberry Jam on the way home



*Since Morgan Motors is now in collaboration with British Corporation Pashley to produce The Morgan Bicycle, our illustrious editor thought it would be a great fun to tell my tale. Many people, over the years, have gallantly raced cars up Pikes Peak on four wheels. I, on the other hand raced-----*

# DOWN PIKES PEAK ON TWO WHEELS

Steve Schefbauer



**H**ere we are at the beautiful and very historic Broadmoor in Colorado Springs, Colorado. How did we get there you might ask. Even if you don't ask, I will tell you anyway. I was number two, out of twenty, in the nation for new revenue generation while working for a legal publishing firm. More about 'number one' shortly. The reward, for the top eight and their significant others, was five nights and four days of relaxation and adventure in Colorado. Little did I realize what we were in for!

Our first activity was a bicycle trip Down Pikes Peak. Number one immediately chickened out and opted for the Cog Railway up and back, a far gentler way to see the mountain.

We all arrived at Challenge Unlimited Ltd. in Colorado Springs at 5:00 AM. Seems like they have been in this business for some 25 years and are well respected with a great

safety record. After a breakfast, we climbed into two 15 passenger vans for the ascent complete with 4 guides, plenty of clothing to layer and the appropriate number of 21 speed bikes that I later learned was overkill. As we progressed up the mountain, before sunrise, I noticed there were no guardrails and it was a giant ( several thousand feet ) drop to the surface below. The guide that was driving our van



said to his partner " I'm encountering some ice on the road", the road being packed dirt with a serpentine, switch-back kind of motif. I turned to Ann Marie and said, quite seriously, "we're all gonna die!". After some severe puckering on my part, we reached The Summit—14,115 Feet-- and unloaded the vans.

The guides, who were just great, told us to expect to feel some light-headedness, but if we got a headache to let them



Photos, this page:

**Top:** The beautiful Broadmoor Hotel  
**Middle:** That's right - altitude 14,115 ft!  
**Bottom:** At the summit suiting up



know and they would administer oxygen—REALLY? I WANT A GOSH DARN PARACHUTE!!

The sun was starting to come up and we, very briefly, observed the beauty and majesty of the view “Top of the world Ma”. The temperature was 21 degrees and there was snow and ice.

We started out with two groups of riders and the guides mixed in. We were told to hug the sides of the mountain and be careful (Got it!) because the wind around a corner was known to knock riders off their bikes (is senior management trying to kill us?). Riding down, we stayed away from the edges and it was just a matter of breaking, most of the way down. My mind was not just on my safe arrival, but Ann Marie’s as well. How do I explain to her father that on our first week together, I let her go over a 14,115-foot cliff?

Passing through five life zones, we were educated by the guides as to the flora and fauna of a particular area, everything from big horn sheep, elk,

an occasional mountain lion and little critters called marmots, somewhat groundhog like but much bigger.

As we progressed from the summit down, I felt somewhat like Benjamin Button, born old and becoming younger as he aged. Sixty five years old at the summit and with each life zone, feeling years younger. What would have happened if I had missed a turn and sailed out over the edge? Would I have been immortal or just a pile of gook on the mountain base?

After arriving at the tree line, we all felt better as the road was now paved and we were getting close to the bottom.

The whole trip was 19.5 miles and took about three and a half hours. The temperature at the summit was 21 degrees and at the bottom, 84 de-

grees. We were all starved by the time we arrived at the base and there, as luck would have it, was a barbeque restaurant. I would have eaten Spam at that point.

We sat, ate and chatted, recalling our death defying l’aventure du jour and decided it was great fun - but once was quite sufficient thank you very much.

So start saving your money for a new Morgan Bike and you too can bicycle Down Pikes Peak, it’s paved now.

Photos:

**Top left:** Yikes! NO guardrails!

**Top right:** Finally - the treeline

**Middle:** Ann Marie in her stylish garb

**Bottom:** The Morgan - Pashley (at the works)





# ADDENDUM

Steve Schefbauer

Well, if I thought senior management was trying to kill us at Pikes Peak, this certainly proves the point.

Day two and we go white water rafting on the Arkansas River.

After signing a release on our lives, the guides lectured us on the many ways we could die while doing this and taught us how to do the "River Float", on your back, feet forward going down the river, in case you get catapulted out of the raft. This way will prevent you from entanglement on rocks or submerged obstacles. Are we having fun yet?

This photo tells it all. That's me on the front left and Ann Marie on the back right—underwater. Our guide, the guy standing up with the biceps as big as my waist was told Ann Marie could not swim, so he positioned her next to him in the back.

There is much more to this story folks but it will have to wait for another time because I could find no link to Morgan or our club.



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# MORGAN AND UWRACING COMPETE AT THE MISSION MOTORSPORT RACE OF REMEMBRANCE 2018

Photographs by [Will Aron](#)



**M**organ Motor Company and UWRacing compete for the first time in the Mission Motorsport Race of Remembrance 2018, held at Anglesey Circuit on 11th November 2018.

The Morgan Motor Company and UWRacing students were delighted to be involved in the Mission Motorsport Race of Remembrance at Anglesey Circuit on 11th & 12th of November 2018.

Running the race for the fifth consecutive year, the Race of Remembrance is a 12 hour endurance event run by the Mission Motorsport charity that aims to help injured servicemen through motorsport.

Morgan were competing with 3 Plus 4 Clubsports, with drivers Tony Hirst, Craig Hamilton-Smith, Paul Voakes, John Richards and Tom Richards being supported by a compliment of Univer-

sity of Wolverhampton Students as part of the UWRacing team.

An endurance race with a twist, the race has a mid-point break for a remembrance service in the pit lane where all drivers, teams and spectators gather. This year, the service was held on the 100th anniversary of the end of WW1.

Conditions were challenging, as Plus 4 Clubsport owner and racer, John Richards, commented, "When I was doing my night shift, driving by brail and trying to stay on the track I was wondering what

on earth I had got into. It was cold, it was wet and as poor conditions as racing can get. Then it occurred to me that 100 years ago not only would I have been wet and cold, but I also would have been getting shot at or shelled with a lower chance of survival. It was a privilege to take part in the event, and humbling to watch the Mission Motorsport team during the weekend."

The Morgan team finished 22nd overall, out of 45 starting cars, and completed 312 laps. In the team event, Morgan were 7th overall and 2nd in class. All 3 Clubsports performed perfectly over the 12 hours in challenging conditions.

Congratulations to Mission Motorsport for a fantastic event, to all the teams for competing and to the servicemen and women. Morgan were delighted to be involved and look forward to returning in 2019.



# “WHEN YA COME TO A FORK IN THE ROAD, TAKE IT!”

(Thanks, Yogi!)



A decade past, while reading *The Morganeer*, my mind wafted back to 1980 when I was slotted into #1 Driver seat as Editor. Today's *Morganeer* couldn't be more different: Frank Wnek continues his almost a decade run in the #1 Driver Seat, turning in really hot laps in the achingly long endurance race as Editor. Each lap is a 12 month odyssey, stretching through 4 seasons, punching a stopwatch - without pity - at 6 milestone markers.

Some of the milestone markers are up through the twisties; some after a long downhill charge into the hairpin with white knuckles and screaming rubber; others are pedal-to-the-wall uphill climbs through blind corners. Frank's Road May Go On Forever, but sometimes it narrows making for hair-raising traffic, with seasons of fog, rain, and cold deflating the human spirit; and at some milestones the fuel gauge reads frighteningly low. Pit Stops are short and tenuous, requiring a scramble if even just one Pit Crew member goes AWOL. Yet time after time, Hot-Shoe-Wnek has taken a green flag at each milestone and a checkered flag at the end of each lap. If

you don't know *The Morganeer* is the hottest ride around, yer watchin' the wrong track.

I've been fortunate enough to get slotted in the #2 Driver seat for most of Frank's ride. Creating the title 'Editor-at-Large', I jumped into *The Morganeer* and roared out of the pits to take my laps. Not willing to slacken Frank's pace, I took every chance, made every scary move, and managed to pull-off every hat-trick I knew. Reaching deep into the pockets of my Nomex, I dialed up old friends, drafted collaborators, infused the magic of photos and art, added technical brite-bits, nuts, and bolts, started chain discussions, fabricated club mythology, and tried to lather everything with the thick, sweet icing of humor and enthusiasm. Sharing the laps, Frank and I hammered out new ideas, brought in new contributors, and scooped competitors, always pushing for a magazine that would make The 3/4 Morgan Group a better and more cohesive and enthusiastic club. It became and remains a partnership of deep warmth, depth, and breadth.

At the end of last year, I snaked the smoking *Morganeer* back into the pits and climbed out from my turn behind the wheel, full in the realization that I had become a fast gun gettin' slow. I wasn't helping Frank hold on to his pole positions and race leader legend. It was time

to turn up the heat: new blood, new eyes, and new heart in the #2 Driver seat was needed to continue all those fast laps. Therefore, with this issue, I am handing over the Editor-at-Large title with its #2 Driver seat to Steve Schefbauer, whose enthusiasm, sensibility, humor, insight and writing, I've truly admired. I'm confident the *The Morganeer's* lap times will start to drop again.

From Driver, I'll shift right into working the Pit, continuing as Technical Advisor for Plus 4 cars in all 3 clubs: The 3/4 Morgan Group, MCC-DC (Wash. DC), and MSCC (England). I'm not going away, so there's a good chance you'll hear from me again in my beloved *Morganeer*. I've grinned during every minute of this long race, and am immensely proud that our club - all of us together - can produce such a great magazine on subjects so dear to our collective heartbeat. I gotta shout-out to our Graphics/Layout Diva, Nicole, for all the elegant drama her work adds. To all who wrote for *The Morganeer*, I'm sure Frank joins me in gratitude. It IS you who make the club. If I offended any of you by changing your words, restructuring grammar and punctuation, or by my fast-n-loose humor, I beg your forgiveness. To all of you who gave me personal "attaboys", I'm indebted for the inspiration you gave me, and want you to know that I've shamelessly bared my soul for all to see.





One day at a long ago meet, a club member told me that, "When *The Morganeer* comes in, I look for your name in the Contents and go there first." There is no greater compliment, producing a smile in my heart forever, making all those hard laps worthwhile.

After all, (you gotta) Run Cool,  
Spider J.C. Bulyk

*Aw gee, Spider old boy (sniff, sniff) this is enough to make a guy lightheaded! IT has been a great ride - not sure a flat out race - but I've enjoyed it (mostly). My last thought is still 'HOW CAN YOU DO THIS TO ME?' On the other hand, I think Steve will be a worthy replacement. AND I have a feeling we will both be hearing from you regularly in your new role as Morganeer critic. ed*



Photos, opposite page:

**Top left:** The former (much younger) Morganeer editor fusses with his SUs as Stephanie in the background is thinking 'when will it be MY turn to get some attention?'

**Bottom right:** Taking in the sights on as Maine road trip

This page:

**left:** Twins sons/different mothers?

## HOW DO YOU GO UP FROM UP?

The new Editor-At-Large? WOW - how did I get here?

In June of 2013 my wife Ann Marie and I joined The 3/4 Morgan Group, LTD, after purchasing a 1964 Morgan Plus 4 from Dennis Glavis out at Morgan West. It was Dennis who suggested we join because "They're a great group of people and they throw a terrific Autumn MOG!" Right and Right.

My love of Morgans goes back to the 60's. But life, in one form or another, got in the way. It took me some 50+ years but in 2013, I had arrived.

I believe that if you join a club you should support it and contribute what you can to promote growth and success—that is what I have tried to accomplish.

A few of my passions in life revolved around sports cars (especially but not limited to British), racing and Concours d'Élégance and I brought those passions with me to the club.

I started to write articles on the Vintage Fall Festival at Lime Rock Park, the Concours d'Élégance in Greenwich, CT, and profiles of Jay Galpin and his racing Morgan and the Morgan Motors Archivist Martyn Webb. I was very fortunate to receive the coveted 'Pen Is Mightier Than The Wrench' award from Frank Wnek at Autumn MOG 2018. My articles were inspired by



the writings of Spider J.C. Bulyk who taught me to let my writing go free and inject a little humor, please.

It seems I have unofficially become the liaison between the club and Lime Rock Park racetrack after building contacts during my racing with Skip Barber Racing back in the late 90's and early 2000, and my work to develop a relationship with our club and the track. This also is a work of passion and I like it a lot.

I had mentioned to Frank Wnek that I would volunteer to fill in for Spider as Editor-At-Large anytime Spider is traveling on one of his overseas adventures or unavailable at a crunch time for publishing *The Morganeer*. Ah, the old saying "Be careful what you wish for - You may get it". Well as it turns out, unbeknownst to me, Spider had been looking

for a replacement for awhile and Frank Wnek, in one of his Machiavellian moves, said to me, "Congratulations on your new position."

Sooooo - that's my story and I'm sticking to it!

Well, the torch has been passed and I have some pretty big shoes to fill (size 12 EEE, I think) but I look forward to the challenge and I know I can call on Spider and Frank to bounce things off and see how high they fly. But PLEASE, send me your ideas, suggestions and articles because it takes club members participation to keep *The Morganeer* the publication we all know and love.

Steve Scheffbauer

**Photo:** Steve and his Plus 4 'Emma 2'

# KEITH AHLERS

## *Who Is This Guy?*

**A**lthough he is QUITE well known on the other side of the pond, it occurred to me that many of our readers may not know much about the gent at the wheel of TOK 258 at the 2018 Le Mans Classic, a photo of which graced the cover of our last issue. Although he is a guy that seems to be almost constantly on the move (even when NOT on the race track) I was able to track down some information on him with the help of Mike Virr and Douglas Hallawell. And Spider, through his pal Melvyn Rutter actually connected us right to Keith, who graciously provided the answers to my questions and also the list of his stable of racing cars.

Good old Wikipedia had this to offer:

**Keith Ahlers** (born 13 August 1955) is a British race car driver. He was born in Cambridge, England, and was educated at the Perse School for Boys, Cambridge.

He is associated with Morgan Motor Company, driving a privately owned car (not the Morgan Aero 8 as in the 2004 24 Hours of Le Mans) in the 24 Hours Nürburgring each year. In 2004 he drove one race of the American Le Mans Series. He is frequenting the New Forest Morgan sports car club. He is also one of the drivers featured in the video game TOCA Race Driver 3.

Keith has had a long association with the Morgan Motor Company, and in his words; "I started racing TOK 258 as invited co-driver with its owner Rick Bourne of Brands Hatch Morgans in 2004. I bought the car from him in 2006. These days it races every year in the Spa 6 hours historic race and every two years in the Le Mans Classic."

His favorite race: "Spa 6 hours every September where in TOK or the 1970 Plus 8 we have won the GTS class nine times."

In addition to his stable of Morgan racers he also campaigns: a "1958 Lola Mk1 Prototype - The start of a dynasty of Formula 1 and Indy car winners." and a "1963 Cooper Mo-

naco King Cobra - A Carroll Shelby engineered car. Winner in my hands of the FIA Historic Sports Car Championship 2016, 2017, 2018."

Asked if he had ever raced on this side of the pond he responded, yes "2004 Sebring 12 hours - Morgan Aero GTN works team" and "2009 Infineon/Sears Point Historics - Morgan Plus 4 SLR."

Asked what he thought was the most endearing quality of a Morgan from a racing perspective he offered: "Morgan race cars are great because they look slow and then go and beat up Porsches, Healeys, Mustangs etc!"



Photo by John H. Sheally III

Keith's parting remark kind of says it all: "Incidentally I have won 99 races in the 1993 Plus 8 in the U.K. Morgan Challenge series."

When not traveling around Europe on the racing circuit, Keith lives on the Channel Island of Jersey, where I'm sure he relaxed on his off duty time racing motorcycles and motorboats.

Photos:

**Top:** Keith in a contemplative moment - an attentive listener

**Bottom:** At the Le Mans Classic in TOK 258





## Keith's Auto Stable

### Morgans

1926 Aero  
1938 Series 1  
1952 Plus4 Flat Rad  
1956/62 Plus4 - Le Mans Morgan TOK 258  
1963 Plus4 SLR  
1964 Plus4 DHC  
1964 Plus4 Plus  
1965 Plus4 Supersport  
1970 Plus 8 Moss Box  
1993 Plus8 - Morgan Challenge Class A racecar  
1999 Plus8 4.6  
2001 Aero8 - First customer car  
2002 4/4 Le Mans commemoration #29  
2003 Aero8 GT  
2004 Plus8 - Last traditional Rover V8

### Other Marques

1962 Morris Minor tourer  
1994 Jaguar XJS 4.0  
1998 Porsche 993 GT2  
1998 Lotus Elan  
1998 Ducati Monster M900  
2003 Mercedes AMG SL55  
2003 Ferrari 575M  
2004 Porsche Carrera GT  
2017 McLaren 570GT  
2009 Audi A6 Allroad  
2018 Smart Four Two  
1958 Lola Mk1 Prototype  
1963 Cooper Monaco King Cobra



### **Photo:**

Richard Sheppard-Barron, co-driver with Chris Lawrence at the 1962 Le Mans race, at the wheel of TOK 258 at Prescott (note Peter Morgan in the background sitting on the wall).

Photo by  
John H. Sheally III

# 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



## BRITISHCARCLASSIFIEDS.COM

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

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

**GET YOUR FREE LISTING TODAY!**

# EVENTS, EVENTS

NE South Event  
**MADMOG**  
at Madison Beach Hotel  
March 16, 2019



Please join us for our third annual

## **MADMOG luncheon**

on Saturday, March 16, 2019 at 12:00 Noon

at the Madison Beach Hotel, 94 West Wharf Road, Madison, CT

Participate in the four-star experience of this boutique hotel and enjoy the camaraderie of Morgan friends. Order whatever you like from the menu.

If the weather is mild, please bring your Morgan!

Please RSVP to Andrea Lucas by March 11, [andrea.lucas@snet.net](mailto:andrea.lucas@snet.net)

ONCE AGAIN !!

## **Enjoy a MAINE CLAMBAKE in New Jersey**

*With Jeri and Bob Cohn*

**Sunday, June 2 @ 1:00 PM**

**BYO beverages !**

Lobster, clams, corn, potatoes @ \$24 per person.  
The wood-fired steamer limits us to the first  
34 lobster-eaters who send their checks to:

**Robert Cohn, 61 N. Pleasant Ave.  
Ridgewood, N.J. 07450**

**Call 201-447-6982 for directions, if needed**

All non-Lobster eaters can  
forget the check and are  
encouraged to join the party.  
The grill will be ready  
to cook anything you bring.

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



## **Celebrate 110 years of Morgan Motorcars**

This year, Lime Rock Park is featuring Morgan as one of its  
"Honored Marques"  
at the Vintage Fall Festival

This is a great opportunity for The 3/4 Morgan Group LTD.  
to shine at an event that won't happen again for some time.

Lime Rock is offering the opportunity for our own  
club Car Corral with reception tent.

3 laps of the track for all Morgans during lunch break  
between race activity on Saturday and Monday.

All Morgans, regardless of condition,  
will be on the front straight with other significant entries  
at Sundays Concours d' Elegance.

Please contact Steve Schefbauer at: [sschefbauer@aol.com](mailto:sschefbauer@aol.com)

## *Win a weekend admission ticket to the Vintage Fall Festival*

The club is raffling tickets, a \$90 value. The price of entry in the raffle is \$10.  
The ticket is good for all three days of the event. There are 10 tickets to raffle.

If you're feeling lucky, send your \$10 check to:

**James Goodson, Treasurer**

37 Carolina Trail, Marshfield, MA 02050

*Winners will be published in the next issue of The Morganeer*



# Frank Mariano's Morgan

*Maura recently received this email from the new owner of Frank Mariano's lovely pale yellow Plus 4. If any of you have photos of the car, information on its ownership, or remembrances of Frank and his Morgan, please pass them on to Irene. Ed*



Maura,

My name is Irene Breland and I now own, former member, Frank Mariano's beautiful 1966 Morgan Plus 4 shown in attached pictures. I am hopeful you remember him and his wife Joy and can help me pull pictures and club award info from your history. I have his restoration records and some verbal history from Joy for the binder I am putting together recreating this Morgan's journey. Any help from you and members who knew Frank and his adventures with the car are much appreciated.

FYI.....I am a member of the British Car Club of Charleston and recently joined MOGSouth.

Cheers, Irene Breland  
843-284-8138  
Mt Pleasant, SC  
[irenebreland@comcast.net](mailto:irenebreland@comcast.net)

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**The Morgan Motor Company** has agreed to supply us with new Plus 4 (shown here) 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.

The program begins immediately.

Get your order and deposit (5,000 GBP, about \$6,700 at today's exchange rate) in soon!



### 3 WHEELERS:

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

New **2018 Morgan 3 WHEELER** Polished Alloy Body/nose cowl, Black Wheels, Mulberry Yarwood Leather interior // **MORGANWEST EXCLUSIVE, BATTLE OF BRITAIN LIMITED EDITION #1**  
**2013 3 WHEELER** Grabber Blue, Red racing stripe, getting all 2018 upgrades!!

### ROADSTERS:

**NEW 2019 Morgan Plus 4** Tribute '65 America, Glacial Silver, Scarlet Red Leather // COMING SOON

**NEW 2019 V6 ROADSTER** 3.7 litre, Blue Metallic, Platinum Grey Leather // COMING SOON

**2005 Morgan 3.0 V6 ROADSTER** BRG, Stone Yarwood leather, 2.4k 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**, Mulsanne Green Metallic, Magnolia leather, 6.7k miles

**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

**1966 Morgan Plus 4** Roadster, BRG/Black wings, Black SS seats, Black wire wheels, 23k original miles.

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

**1958 Morgan Plus 4** DropHead Coupe Burgandy/Grey Leather, ground up restoration

### OTHER MARQUES:

**Allard J2X, Mk III**



**NEW 2019 MORGAN PLUS 4**

Tribute '65 America

Glacial Silver, Scarlet Red leather

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# *In Memorium*

**Douglas Constant** May 1946 - Feb 2019



Our club has lost another of its more active and gregarious members with the untimely loss on February 4th of Doug Constant at age 72. From the very first time I met Doug, either at a Lobster MOG or Autumn MOG, Doug was always in the mode of 'what can I do to help?'

For many years, he and wife Karin volunteered to do the tedious and unheralded task of tabulating the Peoples' Choice ballots and recording the times at the autocross at Autumn MOG.

And he and Karin volunteered to take over the unenviable job of being in charge of club regalia, to which they brought both new ideas and enthusiasm.

Doug had a natural affinity for dealing with people and a boyish excitement about all things Morgan. He liked driving his car wherever/whenever - even if it required a ferry ride across the LI Sound to start out. I'm sure he and his Morgan were THE center of attention on the ferry.

## *According to his obituary*

"Douglas was born May 10, 1946, to Ethel (Nixon) and Edwin Constant in Brooklyn. He and his wife, Karin, were married April 22, 1972, in Garden City.

He earned a bachelor's degree from Hofstra University, a master's degree from Queens College and studied musicology at Merton College in England. He taught elementary instrumental music at Southold public schools for over 30 years.

Douglas was an active member of the Orient Yacht Club for over 30 years, a member of the 3/4 Morgan group and enjoyed driving his Morgan Plus 8. After retiring from teaching, he became a certified personal property appraiser. He also traveled the East Coast with Karin doing antique shows for many years."

## *Marsha Carter adds these remembrances:*

Jim and I met Doug and Karin Constant at the Newport RI Autumn MOG in 2011. I remember thinking at the time that they were a lovely couple who wanted to be busy and involved in the event. Over the past several years, I have worked with them numerous times at the different venues for Autumn MOG. They were always one of the first to call to ask how they could help. I remember them contributing their efforts in the AM auction, as AM concours judges, and in 2012 taking responsibility for the Club's regalia. Our two Morgans spent many nights at Logster MOG tucked in next to each other at the end of the Harpswell Inn parking lot.

After Karin called to tell us of Doug's passing, Jim and I started to recall the times we had spent with them at the different Morgan events as well as a particularly enjoyable visit to Long Island in 2016 with Steve and Beate Vavak. To get the lay of the land before our visit, Jim called Doug for some advice on places not to miss on our visit. Doug most graciously invited us to stay at their home in Orient but our plans had already been set at a lovely hotel on Shelter Island for a few days. The day we were to leave home for our little journey the forecast was for very bad weather with high winds. Part of the trip to Shelter Island involved a large ferry from New London to Long Island and a smaller ferry to Shelter Island. Beate and I were worried about such a long highway ride in difficult weather in the Morgans so we each brought our regular cars and rode in relative comfort.

Upon arriving in Orient, we ventured to Karin and Doug's beautiful home. Doug and Karin were fine antique dealers and their home held many examples of their trade. Steve and Doug hit it off immediately, discussing antique rugs and a beautiful antique armoire. We invited Karin and Doug to join us the next day for a day of touring, lunch, and dinner. Doug had laid out a route that would take us to the lighthouse at the end of Long Island. The next morning we met up and began our drive - the Vavak's and Carter's in one car and Doug and Karin in her new little 2-seater sportscar. Our first stop was to visit the antique shop of a friend of Doug's. I will admit that I'm not a great fan of antiques but I got caught up in Steve's exploring and enthusiasm, and Doug's explaining what I was seeing in the shop. We found lunch along the way in a tiny little roadside shop with picnic benches outside and enjoyed our afternoon with them. They were terrific hosts and seemed so pleased to have us visit and to include them in our little venture.

Doug and Karin joined us for dinner on the porch of 18 Bay on Shelter Island for a delightful dinner and I am sure a few too many cocktails and wine. I know photos were taken but I can't seem to find one to include here.

We will miss Doug's presence and helpful spirit at our Morgan gatherings. We are fortunate we had the opportunity to spend some special time with him.

Doug's humility, cheerful demeanor, friendliness and helpfulness won him friends wherever he went. He will be greatly missed by family, friends and 3/4 Morgan Group members.



# FOR SALE

2013 Morgan 3 Wheeler, 1990 cc S & S Vee-Twin,  
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## AUTUMN MOG 2019

**Chair** Tom Austin

**Co-Chair** Volunteer needed

### EVENT CHAIRS

**Admin** Volunteer needed

**Registration** Volunteer needed

**Rally** Jim Nichol

**Concours** Brent & Ann Follweiler

**Autocross** Larry Eckler/volunteer  
needed

**Hosp Suite** Alison DeKleine &  
Morgan Malone

**Auction** Bob & Jeri Cohn

# The Morganeer

## CROSSHEAD

*The Morganeer is the official Journal of The 3/4 Morgan Group, Ltd., a not-for-profit corporation under the laws of New York State. The Group is dedicated to furthering the enjoyment, appreciation, and use of cars produced by The Morgan Motor Company, Malvern Link, England. The Morganeer is published bi-monthly and is free in print to all Group members. It is also distributed electronically to members and available at [www.morgan34.org](http://www.morgan34.org).*

## SUBMISSIONS

- Submit copy & photos to the Editor either electronically or by mail.
- Mailed submissions must be typed.
- Electronic copy format - WORD,txt, or .rft.
- Electronic photo format - .jpg.
- Mailed photos will be returned if requested.
- Caption photos to identify cars, people, locations, dates, events, etc.

## EDITORIAL

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## SALES

### Club Regalia Merchant

**Karen & Doug Constant**

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631-463-7614 (c)  
P.O. Bo 225  
Orient, NY 11957

### Advertising Director,

**The Morganeer**

*(volunteer opportunity!)*

Interim submissions  
to the Editor

Interim payments  
to the Treasurer



## TECHNICAL

### 4/4 Cars (Post War)

**Les Neuman**

lesneumann@optonline.net  
914-645-1919 (c)  
9 Woodglen Drive  
New City, NY 10956

### Plus-4 Cars

**Spider J.C. Bulyk**

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203-640-5700 (c)  
31 Field Brook Road  
Madison, CT 06443

### Plus-8 Cars

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### Metro New York City Captain

Position vacant

### Mid- Atlantic Captain

**Jim Nolan**

illbetcha2@gmail.com  
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North Halendon, NJ 07508

### New York Hudson Valley Captain

**Jim Nichol**

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