

# The Morganeer

MAY  
JUN  
2019

Vol 42  
Issue 3

## *A Lady and Her Morgan*



photo by Jason Wessel



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



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

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

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

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

## FROM THE PRESIDENT

Certainly there's nothing inherently wrong with debating English usage. After all, we want to communicate easily and effectively. But it's also important to keep our linguistic history in mind. After all, complaining about English is nearly as old as English itself, and today's proper usage is often yesterday's semantic mistake. As you have come to be familiar with the workings of my mind, the fact that I am debating these things while cleaning the car should not surprise you.

Looking at the English language you see that semantic drift is part of linguistic evolution. Purists once cringed when people used "awful" to mean "bad" instead of "inspiring with awe." Bierce, in "Ambrose Bierce's Write It Right" wrote that "dilapidated" should refer only to decaying stone buildings because of its Latin root "lapis," meaning "stone." "Lovely", an 1899 book on word choice argues, should be reserved for things worthy of actual love, not things that are merely nice. Safe to say, we love our lovely cars! And although I still won't say my car is awful, I sure like the original meaning.

As I continue with my polishing, my DUSTING OFF - the sense of preparing something for use, drifts through my mind. What a great way to think about our spring events, not just a dusting off of the car, preparing them for use, but dusting ourselves off and getting ourselves ready to gather with our fellow Morganeers.

It's important to pause and enjoy these mental meanderings, crucial to dust off our minds as well as our cars. A little mental Armor All and an intellectual chamois never go amiss. Letting our thoughts wander the open roads of explorations, following byways both physical and not, that follows the later



meaning of 'meander' meaning to wander or flow, not the original meaning of the 1500's, meaning "confusion".

As I dust and wander along my own linguistic byways, I drifted (semantically) through one of my sayings... "You can always have your cake and eat it too." The original of course, is more along the lines of "You can't have your cake and eat it too." In Russian, you'd say, "You can't sit on two chairs," (Yiddish borrows the saying and tartly adds "... with one tuchis."). To be honest, I never quite got this having versus eating distinction, as I always thought "aren't you supposed to have cake and then eat it? Why have it if you can't eat it?"

I know there are now a group of you saying "but wait, .....!" I have proof, at least that you can have your Morgan, and drink it too, so that's good enough for me. (photo included as proof!). And we do of course, have our Morgans and drive them too.

So, dust off, uncork, let's get ourselves prepared and presentable for this 'awful' upcoming season, and see you at the dust offs, noggins and of course at Autumn MOG.

Maura

## CONTENTS

MadMOG Redux	p. 4
Schedule of Events	p. 7
Member Profile	p. 8
Wire Wheels	p.11
Finding Peter Egan	p. 16
Pints and Pistons	p. 18
Tech Talk	p. 20
Autumn MOG	p. 22
Registrar's Report	p. 25



## FROM THE EDITOR

I observed a strange phenomenon this morning. Just after I got up (to begin putting this issue together) the sky outside my window suddenly brightened and a strange bright orange/yellow orb appeared in the sky! The sun, the sun! It had been missing and unaccounted for for so many dreary, rainy, drizzly days in a row here in Maine we were starting to wonder if it was EVER coming back. But it did, and all is good. And the sun gods are telling us that 'Morgan season' is upon us. Alleluia, amen!

Gracing the cover of this *Morganeer* is one of the subjects of the featured Member Profile, provided in fine and innovative style by our new Editor-At-Large **Steve Schefbauer** - **Alison DeKleine**, significant other of the other half of the Member Profile - **Morgan Malone**. With a definite 'style' of her own, Alison has made quite an impression on our club with her irrepressible charm, boundless enthusiasm and party girl persona. For one thing, she will be forever remembered by me for introducing 'Mimosas' to the Autumn MOG concours. Reading their profile, you will discover even more endearing aspects of this couple - even an explanation of Morgan's strange orange obsession!

There are several (sort of) pre-season events reported upon in the issue. First is **Pat Hennessey's** writeup on a 'Pints and Pistons' event in Stratford, CT that, although it featured NO Morgans, did have some rather interesting and exotic sports cars, catching the eye of Ted Lucas. And then there was the latest MadMOG (Madison, that is), reported upon by former Editor-At-Large **Spider Bulyk**, in his first post fall from grace ankle breaking gymnastics trick on his icy door step. This semi-spontaneous at least annual event has become quite popular amongst the Southern New England crowd and beyond, and this time even included a special birthday, making the event worthy of coverage as our issue's 'Centerfold'.

Those of you with wire wheel equipped Morgans may be interested in your truly's latest don't do what I did



'cautionary tale' on the care and feeding of wire wheels. Who knew you were supposed to remove them and re-lubricate every spring and NOT use heavy anti-seize? (Yes, I know, you told me once Marc - but I forgot!) Well, read the article and you'll know what NOT to do. Enough said.

**Tom Austin** and **Maura**, this year's Autumn MOG co-chairs, report the progress to date on the plans for our big all-club gathering in September, once again in western Massachusetts at the Jiminy Peak Resort. It's good to know that Autumn MOG rolls on and it's not TOO early to start making your plans for the third weekend in September. Pencil it in in indelible ink!

Also in the issue find another of **Spider's** newly minted, same theme by another name - Tech Talk articles. This time you'll learn all you ever wanted (or didn't want) to know about Morgans Smiths speedometers (you know, the ones that don't work when you're driving, but show 30 MPH when you are parked - fastest car in the parking lot fame) as well as the mysterious Lucas-esque, why don't they work when I turn them on when it's raining, and why don't they 'park' when I turn them off when they ARE working windscreen wipers. The reasoning I always fall back on - because it's a MORGAN!

Well, it's 2:30 in the afternoon, the sun is still full out and here I sit typing away on my laptop. What is wrong with this picture? Time to go see if the Drophead will crank up after I charged the battery and hopefully take it for a run with its newly painted wire wheels and new tires. This time of year, we all hope,

The road goes on forever,  
Frank

## TO THE EDITOR

Dear Frank,

I just wanted to say thank you for the lovely tribute to Doug that you wrote in the *Morganeer*.

It brought back such great memories of the wonderful times we had at all the Autumn MOGs.

Reading the article lifted my spirits and made my day brighter.

Thank you.  
Karin Constant

*Thank you Karin. Doug was a great guy who will be sorely missed. I admired him a lot. ed*

## Autumn MOG *Don't Miss It!*



Find out more on page 22



# MADMOG REDUX

## *Anything Worth Doing Is Worth Repeating*

Spider J. C. Bulyk

*I don't know why everybody likes the Madison Beach Hotel, but they sure seem to since everyone always comes back. I live there but when I come hobbling in, I get this sour memory of the two GRU monkeys in ski masks kicking down my room door. I flew out the unopened window and down two stories, tramped off some striped awning and landed in the dumpster, breaking my ankle in three places and smelling like yesterday's pickled herring. Fortunately the INTERPOL guys arrived on scene, retrieved my flash drive and sent the GRU packing. Hopefully it'll probably never make the papers. I know you've been jonesing for the Madison Beach Hotel story, Frank, so there's the scoop. (Don't print this; btw, the real article Andrea requested follows)*

I don't know why everybody likes the Madison Beach Hotel, but they sure seem to since everyone always comes back. I live there but when I came hobbling in for MadMOG, I get this sour memory...still, everyone else is smiling, giggling, flirting, and laughing like village idiots (ya mean, we're not vil-

lage idiots?). Oh, well we all experience life differently, I guess.

The truth is that everyone does like the place. Every MadMOG has been a giddy event, each larger than the last, full of high energy and merry vibes. The location is conducive to reviving winter spirits, looking out across the Sound with Long Island a dark smudge in the background and the Lighthouse on Faulkner's Island in close relief (commissioned by Pres. Thos. Jefferson in 1802 and tended by The Light Brigade: Stephanie and I are members). As a result "lunch" is often akin to Gilligan's "3 hour tour". MadMOGs are usually held at times of year when we need the emotional shot-in-the-arm, so we don't get too many actual Morgans in attendance, just a lot of Morgan talk. This year Ted Lucas won 'The Only Distance Traveled' award with his gorgeous Plus 8.

Speaking of Ted – formally attired in fashion designed by Snoopy & The Red Baron – one cannot be so cavalier as to not mention that MadMOG occurred on the very day after his birthday, for which Andrea, his (20 years younger)

wife, prepared a surprise birthday cake: thus broke forth the crowds into joyous song! Yes folks, hard to believe but it's true: Ted completed his 75th Circumnavigation of the Sun a mere 24 hours before the first MadMOG cocktail was ordered (it had to be 5 o'clock somewhere). Lessee now, at 55 million miles per Earth orbit, Ted has covered some 4.1 Billion (with a "B") miles, with only a few minor rebuilds. If only our cars would hold up like his own self!

So it's a good thing that "Happy Birthday" is a tune with built in handles, allowing most people to be able to carry it. The 3/4 Morgan Group Halleluiah Chorus with the Croaking Frogs of Aristophanes included Stephanie and Spider Bulyk, Ellen and Erwin Dressel, Paula and Jamie Goodson, Pam and Rod Griffith, Carl Kaufmann, Andrea Lucas, Alison DeKleine and Morgan Malone, Ann Marie Daniel and Steve Scheffbauer, Andy Traggis, Lynn and

### PHOTOS

Above: Spider and Jamie listen with rapt attention to Morgan's story

Opposite page: The Birthday Boy



Marc Wundermann, 2 waiters, a vast horde of musical wannabes, and one lone beagle. In case you missed it, the cake was STUNNING...and Ted got all the candles in one shot!

To return to my opening thought, it's not clear what makes these MadMOGs so wonderful but they sure are. It's a classic case of – quoting Jack Flynn quoting Spider quoting Smokey Stover – be there or be square!

*See more photos in the centerfold, p 14-15. ed*



## 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.



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

**4 Custom Drive Old Saybrook, CT 06475**



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



## 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/](http://www.madaboutmorgans.com/1934-super-sport-hg-2549/)  
\$50,000 USD

Ron Garner [Ron@madaboutmorgans.com](mailto:Ron@madaboutmorgans.com)

# BIGLER ON FIRE

Here we see our intrepid club member John Bigler lifting the bonnet of his lovely Flat Rad Tourist Trophy Replica only to discover something SLIGHTLY amiss! YIKES! The less brave among us might imagine seeing the paint peeling off the bottom side of the bonnet, or the flames leaping on to his sweat-shirt, or, god forbid, the entire car going up in flames - and feel a queasiness start in their stomachs. John, on the other hand, seems to be very nonchalantly thinking "oh, that's why the car stopped", or 'oh, that's the cause of that unusual smell." At any rate he seems unusually calm and collected considering the circumstances.

*This photo arrived without explanation or elaboration. We must hear the rest of the story here John. OR is it just too painful to tell? Nonetheless, enquiring minds want to know. ed*



## New Items for Your Badge Bar!

The Morgan V6  
Roadster Badge

The Ireland Island Badge



80th Anniversary of  
the Morgan 4/4 Badge



These and Many More Badges Available On Our Website

**MorganCarBadges.com**

Buy • Sell • Trade • Create

Available  
Now!

1963 MORGAN 4-SEATER



**ISIS IMPORTS LTD. (415) 433-1344**

AMERICA'S MORGAN SOURCE SINCE 1968

1993 MORGAN PLUS 8



Now  
In Stock!

**WWW.MORGANCARS-USA.COM**



# The 3/4 Morgan Group Ltd

## SCHEDULE OF EVENTS 2019

<u>DATE</u>	<u>EVENT</u>	<u>HOST/CONTACT</u>
Sun May 19	<b>Caffeine &amp; Carburetors</b> Zumbach's Coffee New Canaan, CT	Tom Smith 203-331-7254 tsmith@thomassmitharchitect.com
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 andrea.lucas@snet.net www.nemgtr.org
Fri-Sat Jun 7, 8	<b>British Motorcar Festival</b> Bristol, RI	For more info see: britishmotorcarfestival.com
Sat Jun 8	<b>British Motorcar Show</b> Hermitage National Historic Landmark Ho-Ho-Kus, NJ	NJ Triumph Assn www.njtriumphs.org
Sat July 20	<b>British Car Day</b> Old Rhinebeck Aerodrome	Jim Nichol jhalfdime@mac.com
Fri-Mon Aug 29-Sep 2	<b>*Lime Rock Historic Festival</b> Lime Rock Park, CT	Steve Schefbauer sschefbauer@aol.com
Sat-Sun Sept 14-15	<b>Foreign Auto Festival</b> Owls Head Transportation Museum Owls Head, Maine (see ohm.org for details).	Mid Maine Sports Car Club Frank Wnek 207-729-6300
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 tom.austin@gmail.com
Sun Oct 20	<b>Caffeine &amp; Carburetors</b> Zumbach's Coffee New Canaan, CT	Tom Smith (see above)

# MEMBER PROFILE

## *A Morgan, Three Morgans, an Alison and a Natasha*

Steve Schefbauer

*This couple joined The 3/4 Morgan Group in late 2015, attended their first Autumn MOG in 2016, co-chaired at Cooperstown and ran the Hospitality Suite in 2017, then ran the Hospitality Suite at Jiminy Peak in 2018, and have signed up to do so again at this fall's Autumn MOG. If that isn't stepping up to the plate, I don't know what is!*

*It's always a pleasure to write about a club member in the group. This time you get two for the price of one, up close and personal, as we explore the story of:*

### Alison DeKleine and Morgan Malone

*So who is this dynamic duo? I will let each one tell their story. Ladies first.*

#### Alison

Usually seen in a stylish hat and scarf with the look of a Vogue model - and a case of beer slung under her arm at Autumn MOG.

This hard-working girl grew up in the beach town of Grand Haven, Michigan with its sandy beaches and good, wholesome, mid-western ideals. Alison, at the age of 8, was employed for several summers by her grandfather who owned a cherry orchard; she got paid and paid taxes. (Take that IRS!). In time, she attended Michigan Tech and decided to enter the realm of the restaurant industry starting as a server, bartender (I'll have another please) and later sushi apprentice and general manager. Alison parlayed that experience into professional restaurant consulting, helping new ones run successfully and building teamwork. At that time she also discovered her artistic talents and began

designing menus and print material for her clients. She also worked as an illustrator for a publishing company.

Currently, in her spare time, Alison volunteers at the Bristol Art Museum as the Board of Director's Vice Chair and also endeavors to rescue injured and abandoned animals.

WOW—What a lady!

Both Alison and Morgan say they met “the old-fashioned way - in a bar.” At the Providence Lounge, to be specific. She was designing custom menus, he was a “frequent flyer” and they found their interests and attitudes to be similar. As time went on, Alison met Morgan's daughter Natasha and they all began to form their own unique family unit.

Alison's interest in Morgans (the sports car, that is) started through Morgan's parents when she visited their



home in Canada. The family's 1961 Plus 4 Drophead Coupe immediately appealed to her, but it wasn't until her first thrilling ride down a lush country road that she was hooked. And her personal passion grew when a 1980 4/4 4 seater came into their lives, needing a back seat for Natasha and the menagerie of rescue animals, and Alison has adopted that car as her own love.

As for being a member of The 3/4 Morgan Group, Alison says, “Not only do we get to enjoy a myriad of events to test our skills and show off the car's beauty, but we get to spend time with an eclectic group of Morganeers whose only commonality seems to be their passion for cars.”

*Oh my gosh! She's found us out and she fits in so nicely! Lucky us!*



## Morgan

Morgan, the man that is, is the man in the new orange sweater. Some have speculated that Morgan has a picture of an orange sweater in his attic that shows age, a la Dorian Gray, since his sweater always looks new. Our sources, who will go unnamed, have revealed that his parents have encouraged this orange passion by giving him one every year at Christmas so there is usually more than one circulating through his wardrobe at any given time. The mystery of the perpetually new orange sweater--solved!

Growing up in London, Ontario, he was always a car guy, "More specifically, I was always a Morgan guy." He had to be, his parents named him after their car. Upon hearing his name for the first time, his grandfather said, "Thank God you didn't like Pierce Arrows." I don't know, Pierce A Malone has kind of a regal sound to it—like old money, old boy.

Morgan learned much about auto repair while working beside his father on the family Morgan, a 1970 4/4. He says he "learned all my important fractions (1/2, 9/16, 5/8) long before I learned what a fraction was."

He studied Engineering Technology, Mobile Equipment at Fanshawe College in London where he used that '70 4/4 as



his daily driver. "The Morgan had the benefit of fitting under the parking gate providing 'low cost' parking for me." Very resourceful! Since graduating, he has worked for Zebra Technologies as a Mechanical Engineer designing thermal printers over the last 15 years.

Growing up near the Great Lakes, Morgan has developed a lifelong love of almost any kind of water and water sports, sailing, fishing or just enjoying a cold beer on a sunny day - on the water of course. Life is indeed good.

Although he is fanatical about Morgans, he said, "I've always thought that it would be fun to have a Bugeye Sprite. It's one of those cars that makes everyone smile." Then the disclaimer, "I'd probably buy another Morgan first though." Morgan and Alison's stable currently consists of: a '61 PLUS 4 DHC, a '70 4/4 and an '80 4/4, 4 seater.

Morgan restored the '70 4/4 and, just recently, finished the restoration of the '61 Plus 4 DHC. Well folks, by popular request there will be a separate article



---

### Photos:

Opposite page: Morgan and Alison, stylish in haute couture hat. photo by Jason Wessel

This page  
Top: Morgan - man of many Morgans (note orange sweater). photo by Jason Wessel

Bottom: A man at his work

---



on just that DHC - it's near death experience, years of languishing unloved and forgotten, and its eventual laborious rebuild, rebirth and new life - coming soon to a theater near you. (*The Morganeer*, of course). Over to you, Morgan old boy. We can't wait!

As for the club, Morgan says, "The 3/4 Morgan Group has been great. I always enjoy getting together with people who are just as crazy about their cars as I am."

*Well said Alison and Morgan. I thank you for sharing the inside scoop with us and we wish you both, Natasha too, many more years of happy and healthy Morganeering.*



---

#### Photos

Top: Alison at the wheel of her 4/4

Middle: A young Morgan (explains a lot!)

Bottom: Alison at the wheel of 'her' 4 seater, Morgan along for the ride and Natasha grooving in the back seat.

---





# WIRE WHEELS CARE AND FEEDING

## *A Cautionary Tale*

Frank Wnek

A few weeks after Autumn MOG, on a pleasant October fall day, I drove the Drophead up to Camden for a lunch with the Mid Maine Sports Car Club, another local car club of which I am a member. I drove home in the late afternoon as the temperature began to drop in the waning daylight. The car was running great, ending another driving season on a good note.

The next morning, Meredith came in from the garage and said “do you know you have a flat tire on the Morgan?” What! I went out and sure enough, the right front tire was totally flat. I removed the wheel and tire to bring to my tire shop and get repaired as I considered my good luck that the flat did not happen on my Camden run, or even more so, on my recent 6-hour drive back and forth to Autumn MOG weeks before.

Before going any further with this tale, I should explain that I have always considered myself a lucky person. Well, with one exception, that is. Back when I was commuting to Chicago to fly international trips to Europe a wise old Captain once said to me, “Son, if you don’t

consider yourself a lucky person, you shouldn’t be involved in aviation.” This, he said as he started to walk down the jet bridge to take the last seat on the airplane back to Boston, as I stood there out of luck. I glanced over to the ticket agent and asked about the next flight and all she said was “over booked!”

Back to the flat tire, I brought it to my local tire shop where they discovered that the tube had worn through in one spot causing a slow leak. With a new inner tube (which I always carry in the car in addition to the spare), I headed home with a re-inflated tire and wheel. As I was about to put it back on, I noticed that the tire tread was pretty worn on the outside tread, so I

thought I would swap it with the rear on the same side. That’s where my troubles began.

I jacked up the right rear and removed the spinner and tried to pull the wheel off the hub spline - but it would not budge. I pulled and wiggled, trying to convince myself that it was moving ever so slightly but it just would NOT come off. After a frustrating hour or so, with an aching back, filthy jeans and hands, I finally decided I would take it to my ace mechanic Tom and let him deal with it. Tom can fix anything.

At his workplace, we put the Morgan up on a proper lift where we could work on the wheels at waist level, but amazingly, Tom could not budge the right rear wheel either. Prying, rocking, banging on the tire from below with a rubber mallet - nothing worked. Tom had NEVER let me down before, but I must say I was starting to get a bit worried.

Then he did something amazing. With a long pair of needle nose pliers, he somehow managed to get the cotter pin out on the castle nut that held the wheel hub on the axle. There is a hole in the side of the hub which is the usual means of getting the cotter pin in and out, but of course that doesn’t work with the wheel on the hub.

So now with the wheel and hub assembly off the axle Tom placed it on the floor, the end of the hub protruding about a half inch from the outside of the wheel center hole, covered the protruding end of the hub with a steel plate and started wailing on the plate with a large ball-peen hammer. And I DO mean wailing. No dice. The hub was still frozen to the wheel.

Ah yes, frozen - what would that call for? You’re right - HEAT! Next thing you know I observe Tom wheeling a big green canister and acetylene torch over - a look of grim determination on his face. Now I was REALLY starting to get worried! So he flared up the torch and put the heat to it.

I was expecting to see my tire melt, or paint burning off the wheel or the whole thing bursting into flames, but it seemed Tom did know what he was doing.

After the generous heat application, he put the steel plate back over the hub



and started wailing again with the ball-peen. Still no luck! About this time Tom disappeared muttering to himself, and I had a ominous thought. *I wonder if the LEFT rear wheel will come off?* I went over to the other side of the car, removed the left rear spinner - and GUESS WHAT? The wheel would NOT come off! About that time, I started to consider what might have happened if I had had a flat on one of the rear tires on my trek to Autumn MOG and back TOM returned with a smile on his face - and holding a rather large 40 LB (or so) SLEDGE HAMMER!

I almost couldn't watch! But I had to. Tom raised the sledge over his head John Henry-like and brought it down on my poor wheel and hub, the whole tire assembly bouncing up off the floor in rebound (and perhaps a feeble attempt to escape the next blow). Nothing! Again . . . and again. FINALLY, on the fourth or fifth try the hub separated from the wheel. After examining the separated parts for a few seconds Tom looked up at me and asked what I used to lubricate the splines. "Anti-

seize" I replied. "You mean that thick silver stuff that hardens after a while and traps moisture?" he asked incredulously. The look on my face I guess gave him his answer, and he walked away again, maybe shaking his head - I couldn't bear to look.

Several minutes later Tom returned after having just visited the Moss Motors website (why didn't I think of that!) He explained "Moss says you should take wire wheels off once a year and lube them with a silicone based lubricant. Here is the stuff I use." He handed me a tube of a NAPA Auto product called 'Sil-Glyde'. He added in a very professorial tone "You know, rust forms a VERY strong bond!" Yes, I believe we JUST discovered that Tom old boy.

Tom did the needle nosed pliers and sludge hammer trick to the left rear also before I headed home thinking about the valuable lesson I had just learned. Here is a summary:

1) You can't really, very easily carry around a 40 LB sledge hammer and acetylene torch rig in your Morgan spare parts kit. So,

2) Perform annual maintenance on your wire wheels by removing them at the start of the driving season and lubing the splines with Sil-Glyde (Moss sells a similar product for the same purpose)

3) You can only trust your luck SO FAR

If you have been a long-time reader of *The Morganeer*, over the 8 or so years of my editorship, you know that this is NOT the first of my 'cautionary tales'. They now cover various subjects from radiator grounding straps and Temp gauges, periodic checking/tightening of running gear nuts and generator mounting bolts, the signs of imminent head gasket failure to basic don't fiddle with electrical wires under the dash with the battery connected.

I would like to think that this might be my LAST cautionary tale. That will depend somewhat on luck, of course. But I wouldn't bet on it. Stay tuned dear readers.

Well, at least I got a set of bright silver newly painted wire wheels and new tires out of the deal.

# 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**  
THE GLOBAL BRITISH CAR SALES NETWORK

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

**Step One:** Go to BritishCarClassifieds.com  
**Step Two:** Create Your Account  
**Step Three:** Click the "SELL A CAR" Link and Select "Gold Plan"  
**Step Four:** Enter Coupon Code **morgan34** on the Checkout Screen  
**Step Five:** Click "Apply" then "Next Step" to Launch Your Free Listing

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

**GET YOUR FREE LISTING TODAY!**





## The Morgan Motor Company

is supplying us with new Plus 4 (shown below center) 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.

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

**LAST ONE**

Last 3 build positions for NEW V6 Roadsters available for 2019... sold out world wide elsewhere for the year!



MORGAN THREE WHEELER

### 3 WHEELERS:

#### **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!!

**2012 3 WHEELER** British Racing  
Green with Honey leather

### ROADSTERS:

#### **NEW 2019 Morgan 3.7 V6 ROADSTER**

Tribute '65 America, Blue Metallic/  
Two tone Dove Grey and Medium  
Grey Leather, Blue Mohair top  
// ARRIVING SOON

**NEW 2019 Morgan Plus 4 Club Sport,**  
White/Black // IDEAL STARTER FOR  
RACE/HILL CLIMBING

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

**2005 Morgan AERO 8 SuperSport,**  
Rhodium Silver Metallic/Blue

**2005 Morgan 3.0 V6 ROADSTER BRG,**  
Stone Yarwood leather, 2.5k 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 LE MANS**

'62 BRG body-white hard  
top/Black leather // RIGHT  
HAND DRIVE - #01 OF 40

#### **2000 Morgan Plus 8 Cranberry**

Metallic/Ivory // BEST IN  
CLASS WINNER

#### **2000/1998 Morgan Plus 8**

Diamond Dust Red metallic/  
Crème w/red piping, RPI  
Chip, headers, every trick  
think you can think of!

#### **1998 Morgan Plus 8**

Cranberry Red/Caramel,  
4-speed, 3.9-Litre // "VERY  
CONVERTIBLE" ARRIVING SOON

**1982 Morgan Plus 8** Connaught  
British Racing Green/  
Caramel leather // TURBO

**1967 Morgan Plus 4,**  
DropHead Coupe, Ivory/Green  
Wings, Ivory leather // New  
GREATLY REDUCED PRICING

**1967 Morgan Plus 4,** Four  
passenger SuperSport perfect  
clone, ground up restoration

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

**1963 Morgan Plus 4** 1 of 101  
Factory SuperSports, Red/Black  
leather // PRICE REDUCTION

**1958 Morgan Plus 4** DropHead  
Coupe, Regency Red/Black // 100TH  
ANNIVERSARY BEST IN SHOW WINNER

### OTHER MARQUES:

**1978 TVR 3000S** Convertible

# Morgan

WEST

Authorized Morgan Motor Car Dealer

**(310) 998-3311**

DENNIS@MORGANWEST.NET

DENNIS GLAVIS, MANAGING DIRECTOR | 3003 PICO BOULEVARD, SANTA MONICA, CA 90405



**Ted Lucas arrives in style**

# MADMOG: A Pre-Season Event and 75th Birthday

*Is it Madness, or Madison?  
Are we a sports car club,  
or a social club with  
sports cars?*

Photos by Steve and Ann Marie Schefbauer







Ted Lucas (and MUCH younger wife) Andrea celebrate Ted's 75 birthday



# FINDING PETER EGAN

[William Hall](#) Hemmings Daily Mar 8th, 2019

*Reprinted with author's permission. ed*

*One of America's favorite automotive writers is right where we left him — in our hearts and minds, and out with a new "Best Of" book.*



His dual role as editor-at-large for both Cycle World and Road & Track magazines notwithstanding, Peter Egan is first and foremost a storyteller.

A four-decade career as an automotive columnist has endeared him to gearheads worldwide, recently earning him a lifetime achievement recognition from the Automotive Heritage Awards for his humorous and often autobiographical adventures with all manner of mechanized mobility.

Like most serious automotive enthusiasts of a certain age, I too am a fan. Unlike most, I'm also a buddy that can meet him for morning coffee and see and hear all these stories relayed firsthand in their fully animated glory, replete with funny impersonations and punctuated by hearty laughter.

There's no sense in looking at the menu. Peter has been a longtime reli-

able source of recommending everyday excellence — whether it's breakfast, bourbon, Italian motorcycles, or British sportscars. "I'll have what he's having," I say to the waitress.

Lazy breakfasts are common since his official retirement from his monthly columns almost six years ago. Despite his absence from the spotlight, he seems busier than ever — penning occasional features and planning motorcycle trips with longtime friends. Next up is an off-road trip to Baja, Mexico, in February to get his Suzuki DR650 vetted for an upcoming assault on Denali National Park in Alaska this summer.

Only a few years ago, he wouldn't have had the energy for such a schedule. He struggled with a delayed onset of Hepatitis C that he'd acquired from a dirty immunization injector while in the infantry in Vietnam. Interferon treatments wiped him out for months at a time, but a new medication has cured him completely and restored his vitality. "I spent about a year of my life feeling really sick," said Peter. "Now I feel great."

His latest classic-car restoration project, a British Racing Green 1965 Morgan Plus 4 roadster, was recently finished and given a shakedown cruise this past summer on a two-week roadtrip with his wife, Barb.







A pot of coffee later, our Mexican omelets arrive. After a wide-ranging conversation that hit upon literature, mountaineering, light aircraft, British comedians, Miles Davis, and Menno-nite cheesemakers, we discussed his new book, *The Best of Peter Egan* (288 pages, *Motorbooks*), which presents four decades of his favorite *Leanings* columns compiled from *Cycle World* magazine, including selections not seen in his previous volumes.

The project took two months to edit, which included rebuffing a clueless copy editor determined to change the foreword written by super-enthusiast Jay Leno to make his verse more “breezy.” Peter’s demeanor is usually about as smooth and amiable as the foam on a pint of Guinness, but on this occasion he sharpened his lance. “It’s Jay Leno! You don’t edit Jay \$&@\* Leno!”

For a man who has made his living with words, I have to believe the expletive was thoughtfully chosen.

“Breezy” has since become a joking salutation between us: as in, “Keep it breezy,” but it’s also a one-word commentary on the cur-

rent state of automotive media – a much different landscape than the Golden Age of Automotive Journalism in which Peter thrived. It was a time when the monthly magazines were powerhouses; flush with subscribers and ad revenue,

and staffed with well-read and interesting writers. Names like David E. Davis, Csaba Csere, Thos L. Bryant, Tony Swan, and a generation of others who embodied the erudite, bon vivant lifestyles that surrounded fine motorcars and motorcycles.

For all its grandeur — pilgrimages to the Ferrari factory with Formula One champion and R&T contributor Phil Hill, or lush press junkets to Tokyo as pampered guests of the Japanese mo-

torcycle industry — Peter doesn’t seem to miss working much. “Three deadlines a month for thirty years? It’s time.”

He seems quite content in his active retirement, meeting for weekly cocktails with his irreverent motorcycle club The Slimey Cruds, fostering rescue animals from a shelter where Barb volunteers, reading voraciously and contemplating his next motorcycle restoration project. At 70 years old, he’s living the comfortable life of a country gentleman that’s the envy of men half his age.

What about future projects? Perhaps a long-form travelogue, or a nonfiction novel narrative? On this, Peter remains noncommittal. But we might get clues from a plaque that hangs over his writing desk, a sort-of mantra for retirees everywhere.

“I have a stone replica of the Greek inscription on the lintel above writer T.E. Lawrence’s cottage door at Clouds Hill in Dorset,” Peter said with a laugh. “It looks like ‘ou opovtis’ and certainly can’t be pronounced by me, but it’s supposed to mean ‘Who cares?’ Not exactly inspirational or instructive, but probably okay for a retired person who rides too fast on a Brough Superior.”



# PINTS AND PISTONS

## *A NE South Preseason Event*

Stratford, CT April 28, 2019

Pat Hennessey

**C**ollector cars get an April dustoff!

A light rain wasn't needed to dust off the sparkling classic cars at the Pints and Pistons casual Sunday meet hosted by Automotive Restorations, Inc. (ARI), at Two Roads Brewery in Stratford, CT. Unfortunately, ARI was closed so we did not get to see all their latest restorations.

No Morgans were in attendance due to the raw and damp weather. They were getting their dusting off at home but some hardy Morganeers braved the raindrops in their tin tops. Special thanks to Fred and Lita Cohen who made the trip from New Jersey and arrived at 9 AM! Andrea and Ted Lucas came along the coast from Madison, CT, and Pat Hennessey, living closest, dropped down from the neighboring town of Trumbull.

In spite of the dearth of Morgans, there were plenty of unique cars to enjoy, from the bright colors of the 50's classics to a spiffy Lotus 7 and a 60's

Volvo re-engineered for racing. The star of the show, however, was a Porsche Spyder (yes, the REAL DEAL not a replica, according to Ted), the same type of car actor James Dean was driving in his fatal crash. "This car would sell

for \$4 million," the Lucases friend Gary Alan told us. Whether rain or sunshine, the event marked the beginning of that wonderful season of car events that Morganeers dream of all winter long.

And now, from here to September's Autumn MOG\*, it's all hoods down and open roads!

\*P.S. Andrea and Ted dropped off the tote bags secured by Jamie Goodson for Autumn MOG. Maura and I will be filling them as the goodies come in. Sign up for Autumn MOG to see what are in those bags!!



Photos, this page:

**Above:** "This is super light, with handling that puts Morgans to shame," said Ted Lucas, admiring a Lotus 7.

**Left:** A racing Volvo! The attention owners put into their cars never ceases to amaze.

Opposite page:

**Left:** A Porsche Spyder is the star of the show, getting admiration here from (l-r) Andrea Lucas, Gary Alan, Ted Lucas and Pat Hennessey

**Right:** Porsche Spyder front view (don't we WISH!)





## MELVYN RUTTER LIMITED

Direct dial from USA and Canada  
Tel: 011 44 1279 725725



WELCOME TO MOGPARTS ONLINE

LOGIN MY ACCOUNT CUSTOMER SERVICES EMAIL US

Email: [mr@melvyn-rutter.net](mailto:mr@melvyn-rutter.net)

MY WISHLIST



0 ITEM \$0.00

CHECKOUT

HOME  
ACCESSORIES  
BODY/CHASSIS  
BRAKE/CLUTCH  
BRIGHTWORK  
ELECTRICAL  
ENGINE  
EXHAUST  
MERCHANDISE  
MIRRORS  
STEERING  
SUSPENSION  
TRANSMISSION  
TYRE  
THREE WHEELER



Morgan Parts Supply  
Experience with dedication

**Free Catalogue**  
With very first order

**Free UK delivery**  
On all retail orders over \$150 (ex vat)

**Worldwide delivery**  
Starting from \$110.00

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



Luggage racks



Chrome parts



Instrument restoration (before)



Instrument restoration (after)



Moto-Lite steering wheels



Brooklands steering wheels

### Visiting the UK?

4 Star Gold rated b&b - come stay with  
the Rutters at The Morgan Garage  
[www.the-pitstop.net](http://www.the-pitstop.net)



Drop into the site and get excited  
[www.mogparts.net](http://www.mogparts.net)

# TECH TALK

## *Speedometers and Wiper Motors*

Hello Spider,

I hope this email finds you and yours in good health. I have been hoping as a fellow 4-seater owner you maybe able to help with two items I have been struggling with for years to correct.

The first involves the speedo. We cannot seem to keep cables in the car ever since we had the speedo break in about 2008. The gauge has been returned several times to Nissonger and they tell me that there is nothing wrong with their rebuild. From what I can see the gauge moves freely in both directions. In routing the cable I have paid close attention to avoid sharp bends and have even used a right angle drive off a MGB to limit it to one continuous loop. The cable usually breaks when I back up and when using a right angle drive it takes the drive out. Have you ever heard of there being any issues with the drive in the tranny?

The second issue involves the wiper wheel boxes. Our 1963 was mfd with either parking or non-parking wipers, our car contains the non-parking version. As you can see from the attached photos, our wheel boxes have been modified to some jury rigged deal. When we first purchased the car I thought it was as simple as removing the fitting on the end of the shaft and fitting the non-parking wiper arms. This didn't work as the shaft is smaller in diameter and when tightened all the way it just spun. Would it be possible for you to measure the diameter of the wiper box shaft and the length it exceeds past the outer housing. Linda Eckler stated the non-parking wheel boxes are no longer available and my next thought was to remove the shaft & gear from the wheel box and replace the shaft to the proper length and diameter.

Take care and if you have any information or thoughts on what to do next it would be greatly appreciated. Regards,

Jay Pierce

---

Jay,

So let's start with the speedo system. No I haven't heard of people having continuous problems with the cable, drive, or speedo unit (unless you count speedo unit inaccuracy).

- As I remember (looking is two flights down, which I can do but we'd both have to shave again before I came back) the drive has a white plastic or nylon gear that can get chewed up. However it's not usual. We bought the car in 1973 and (again from memory) I may be on drive #2 or #3 (original #1 in the beat up car we bought, with one or two replacements in 45 years and some 125+K miles).



- The cable can freeze if not (gently) lubed and/or if the casing is dirty. My further memory says the cable is a "wound" cable (not solid), so if one end seizes, the other end can continue to wind up, like a very long, thin coil spring. When it gets to some point the seized end lets go and the cable suddenly starts spinning a crazy rpm as it unwinds, pushing the speedo unit to max until it finally breaks the unit or seizes completely causing the white plastic gear in the drive to shred.

- If Nissonger says the speedo itself is OK, you're not going to find anybody to contest them - certainly not me.

On my 57 four seater (more like a flatrad than your 63), the speedo is on the passenger side (right side looking forward from the front seats) of the dashboard. Throughout the time we've had the car, the cable has exited the back of the speedo, swept to the right around the back of the glovebox and down behind the ribbed-rubber side-panel of the passenger footwell to the floorboards, then continuing to arc back inboard through the legs of and under the passenger seat, entering the brass drive unit at right angles to the drive shaft. From the point where it attaches to the speedo to the attachment to the brass drive unit, the cable is in one long-ish, gentle, reasonably continuous 270-degree arc. Sitting in the passenger seat,



it leaves the speedo at 12 o'clock and enters the brass drive at 9 o'clock. The only painful part is that the cable needs to be detached from the drive unit in order to remove the passenger seat from its rails. Is that how yours runs?

I confess that I don't know anything about the MG drive unit, having never seen one.

Is the cable and its casing a Morgan part or other?

When you go in reverse, there must be a "slip" system somewhere or else you'd be killing the speedo. Either the drive unit can only be propelled in 1-4 but not in R, or the speedo has a slip when the cable turns the other way. My memory (again) says that when in Reverse, the speedo appears to not be engaged at all, not even a hint of motion. In various gymkhanas, field trials, driving tests, etc. I've driven ours in Reverse for extended periods (ok not at speed and not measured in miles but more than backing out of a long drive-way or parking maneuver) without seeing the speedo move.

Mail truck just came (my window on main street). Since I have to go down to the box, I'll stop in the shop and have a second look at the drive unit as a memory refresher.

More when I get back. Give me a little more about the parts - cable and drive - you've got in there: how old? where'd they come from?

This is what I have so far. More soon and I'll get to the wiper issue shortly. Run cool,

Spider

---

Jay,

You've inspired me to dig into this wiper issue for a clearer view (double entendre intended).

I just had a (somewhat) lengthy conversation with Morgan Spares. Afterwards, I revisited the two initial photos you sent me. I am particularly drawn to the attached photo with a spacer-cum-setscrew photo I have re-attached back to you.

This spacer is akin to the spacers on my wiper arms: yours has a set screw and mine has a collar with a small hex-bolt. However there is a CRITICAL difference. Your spacer is smooth around its circumference. My spacer is splined. The inside of my wiper arms is also splined. I don't have a photo but am willing to bet that the inside of your wiper arms is also splined. Without splines on the spacer, your wiper arms would only be held in place by friction; just a little bit of wear would result in the shafts rotating inside the wiper arms without actually moving the wiper arms. As I remember, this was the problem you were trying to solve.

I have never liked my spacers for aesthetic reasons. On the phone with Morgan Spares today (other non-wiper parts) I discussed the two types of wiper arms they have. One kind is the splined for newer cars and the other kind has (what I will call) a locknut on the bottom of the arm for older style cars. They're not inexpensive (\$40 ea) but I ordered two of

the older kind, thinking that my current ones are the newer kind with an adapter. If I'm correct, they should fit on the shafts quite nicely. If not, I'll return them to Morgan Spares. I've also re-attached a photo of my adapter illustrating the splined circumference.

When I get them, I'll send you the measurements and photos. It may be the case that your wiper arms and wiper system are mismatched and you may need the older kind. In a few days, we shall see what we shall see. More anon.

Run cool,  
Spider

---

Spider,

Thank you so much for continuing to find a solution for our wiper issues. Unfortunately, I had tried what you had suggest early on when I determined our system was a non-parking. When I attached the wiper arm to the wheelbox shaft it continued to spin when the locking screw was tightened all the way. This has lead me to believe the shafts or whole wheelboxes were changed. I have a Frankenstein!! I have not called Penny yet but, Linda stated the earlier wheelboxes are no longer made.

Jay

---

Jay,

I believe the "parking" or "non parking" thing is not an issue, other than as different nomenclature.

Think about where the slippage locations may be. The first is between the shaft and the adapter with the locking screw. Let's assume (grant me some space here) that the shaft DOES NOT spin inside the adapter (with screw). Next would be between the adapter and the wiper arm. I think this slippage is much more likely.

I'll make you an offer. If the wiper arms that Morgan Spares sends me in the next few days fit without the adapter, I'll send you my current wiper arms with my adapters. You can try them. If they work, we have an answer to the problem. Whether or not you chose to keep my old wiper arms, we know that you need something different than what you have. It would prove that the problem is not in the shaft or the wheelboxes, but rather in the arms (or adapters) themselves (which is a lot cheaper and easier to solve).

Give me a few days to prove my point. If I'm wrong, you've lost nothing but a few days. If I'm right, you've solved the problem in a simple way. Changing shafts or wiper boxes is a big deal. Changing arms is a small deal. I'm personally biased to small deals.

Run cool (and hang tough),  
Spider



# AUTUMN MOG IS COMING!

*Save the date..*

*Pencil us in ...*

*The best is yet to come..*

*Join our gathering...*

*Come on down and have fun..*

*Saving you a seat..*

*Can't wait to see you..*

*Join us for a great time..*

*Looking forward to seeing you..*

Hello all, just a reminder that Autumn Mog is coming, so get out your calendars and save the date!

Your team is working on a great event for this year! Returning to Jiminy Peak and its central location, we will once again enjoy good company, gorgeous cars and a good time together.

We will be returning to the historic Shaker Village as the site for our concours, and once again enjoying a rally through the scenic by ways created by our rally master Jim Nichol. We are presently finishing up the details on our Friday dinner and our Saturday banquet, we hope to see you all there!

## **Your Autumn Mog Team**

Chairs - Tom Austin and Maura Hall

Rally- Jim Nichol

Hospitality – Alison DeKleine and Morgan Malone

Concours- Anne and Brent Folweiller

Auction – Bob & Geri Cohn

Autocross – Scott Willoughby

Local liaison – Richard and Elizabeth Williams

Venues- Jiminy Peak

Concours- Hancock Shaker Village

Friday Dinner – Proprietors Lodge





# AUTUMN MOG AUCTION *We NEED Your STUFF!*

It is now spring cleaning time. That means search your basement, garage, and attic to find sellable stuff for our Autumn Mog auction. Don't forget collectible books and specialty magazines. Items need not be Morgan related. We accept anything that brings in cash to our club and adds to the bidding fun for the evening. What can you offer? One could follow Carl Kaufmann's generous example and provide a well-received vacation weekend. Think winter ski homes, entertainment events, fishing, whale watching, dinner gift certificates, etc..

Lastly, NO JUNK, as you will need to bring home what does not sell. Thank you for helping the club,

Jeri and Bob Cohn, Auction Co-Chairs



## Olde World Restorations

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



Stonebridge Sports and Classics Ltd  
[www.cryoscience technologies.com](http://www.cryoscience technologies.com)

Mike Agnifilo | 15 Great Pasture Rd Unit #12  
Owner | Danbury, CT 06810  
[stonebridge20@aol.com](mailto:stonebridge20@aol.com) | (203) 744-1120

# VERNAL EQUINOX *First Day Out*

March 24th, 56 degrees, partly sunny, ground relatively dry, Sunday afternoon. I had to do it! First time out this season. Turned the key, lights on, started on second crank, warmed up, sounded good. Flicked the Moss box into reverse - no that's first, pay attention. Held that Brooklands wheel, took EMMA for a couple of miles spin. Performed well and I was thrown back to late last fall.

Ah! the little time machine that could. You remember how great it was and how great it can be again because, right now, you're a vintage Morgan driver and at this day and this particular moment in time, that's about the best it can get!

Steve (Editor-At-Large) Scheffbauer



photo by Ann Marie Daniel

*Amen, Steve old boy. Can't tell you how jealous I am - since the Drophead is currently up on blocks while the wheels are repainted. Which matters little, since it has barely touched 40 degrees F here yet. Someday soon, I hope. ed*



## 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

\$39,500 firm (New M3W is about \$55,000)

845 518-5453 or [jhalfdime@mac.com](mailto:jhalfdime@mac.com)

Bret Griffen

Customized Graphic Art  
and Design

Email

[Bret.Griffen@gmail.com](mailto:Bret.Griffen@gmail.com)

Cell- 518-852-6888



**HAINES**  
**MOTOR**  
**SPORTS, INC.**

**"The Kog Box King"**



Terence A. Haines

Classic British Vehicle & Gearbox Specialist

New Boston, NH Tel: 603.487.1153  
Email: [info@hainesmotorsports.com](mailto:info@hainesmotorsports.com)  
[www.hainesmotorsports.com](http://www.hainesmotorsports.com)



3/4 Morgan Group, Ltd.

# Registrar's Report

April 6, 2019

As of today, the 3/4 Morgan Group has 170 active primary members. Changes in club membership in the last twelve months are as follows:

Six new members joined the club.

Twenty-eight members have not yet renewed their memberships. They are not counted in the 170 active primary members (above). However, history indicates that most of the members who have not yet renewed will do so in time.

One member resigned, and three members passed away.

On behalf of the Board of Directors, I would like to thank our Area Captains and various members who have generated new recruits and encouraged membership renewals.

Jack Flynn, Registrar

*Classic Motor Art*  
By Rick Swain



902-682-3305 • [www.classicmotorart.ca](http://www.classicmotorart.ca)

DONAHUE'S



MADISON BEACH GRILLE

1320 Boston Post Road • Madison • CT • 203-318-8362

[www.donahuesmadisonbeachgrille.com](http://www.donahuesmadisonbeachgrille.com)

BILL BRAVO AUTOMOTIVE PORTRAITS



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



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

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

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

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

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

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

# IN MEMORIAM

## *Remembering David Bushey*

Dean Meyer

Our friend David Bushey died on Monday, April 8, after several years of illness.

David and Jan hosted many events over the years, starting with a big breakfast buffet in their beautiful antique home in Hopewell Junction, NY, and then idyllic summer drives through the Dutchess County countryside.

A retired teacher, David was also an avid woodworker. While nibbling homemade pastries before the drive, many of us enjoyed a tour of his wood shop and admired his intricate work.

One story, in particular, illustrates their Morgan spirit. Late one night, Susan and I were driving home through a construction zone when Manchusta's coil failed. I was able to pull off the road through the cement construction barriers into a safe spot. As it turns out, David and Jan were traveling the opposite direction (in their sedan) and saw us. A few miles up the highway, they were able to



Dave & Jan Bushey

turn around and return to us. They drove Susan home while I awaited the tow truck. They didn't hesitate to get home an hour later in order to help us.

David was a special soul, with his warmth, gentleness, adventurous smile, easy camaraderie, and love of all things Morgan. We will miss him. I'm sure we all wish Jan the best through this life transition, and we hope she'll stay involved with her extended family of Morganeers.

David and Jan had a 1967 BRG +4 #6551 with NY plates "PLUSFOUR".

## SPIDER'S DREAM

### *Father Knows Best/ Leave It To Beaver?*

So, Spider and I were emailing back and forth one evening talking about cars and guitars, and all of a sudden, from out of nowhere, he comes up with this:

*"It's this old dream that there's this street somewhere with nice houses that look like 1950's TV shows, where we live...and all of our friends live there too. Sometimes in the middle of the night, I wake up on that street, walk down that sidewalk and say hello to friends on those front porches. Some of those friends might be from 50 years ago and some from 10 years ago, or only yesterday. It's actually a pretty sweet dream, even if impossible."*

Where this came from I have NO idea, but something tells me that there had to be a Morgan in some part of this dream. Just one more part of the endearing mystery of a man named Spider.



## ADMINISTRATION

### President

**Maura Hall**

etudsmusic@gmail.com  
518-587-7581 (c)  
25 Webster Street  
Saratoga Springs, NY 12866

### Vice-President

**Vacant**

### Treasurer

**Jamie Goodson**

duratrak2000@aol.com  
617-688-5778  
37 Carolina Trail  
Marshfield, MA 02050

### Secretary

**Marc Wunderman**

mw@mwunderman.com  
914-649-7985 (c)  
11 Topstone Road  
Redding, CT 06896

### Registrar

**Jack Flynn**

jvflynn@jvflynn.com  
207-721-3232 (c)  
388 High Head Road  
Harpwell, ME 04079

### Intl. Inter-Club Liaison

**David Crandall**

mogdriver@gmail.com  
973-223-5081 (c)  
23 NE Morgan Street  
Portland, OR 97211

### Historian

**Jim "Plug" Nichol**

jhalfdime@me.com  
845-518-5453 (c)  
25 Crumwold Place  
Hyde Park, NY 12538

## AUTUMN MOG 2019

**Chair** Tom Austin

**Co-Chair** Volunteer needed

### EVENT CHAIRS

**Admin** Maura Hall

**Registration** Volunteer needed

**Rally** Jim Nichol

**Concours** Brent & Ann Follweiler

**Autocross** Scott Willoughby

**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

### Editor

**Frank Wnek**

Wnek\_fm@comcast.net  
207-837-1178 (c)  
56 Headland Road  
Harpwell, ME 04079

### Editor-at-Large

**Steve Scheffbauer**

sscheffbauer@aol.com  
203 459-4959  
14 Falls Brook Circle  
Monroe, CT 06468

### Graphic Design/Layout

**Nicole Kachmar**

nlkachmar@gmail.com

### Webmaster:

[www.morgan34.org](http://www.morgan34.org)

**Bill Clark**

billclark424@gmail.com  
978-256-3778 (c/h)  
20 Rack Road  
Chelmsford, MA 01824

## SALES

### Club Regalia Merchant

**Karin Constant**

kconstant@optonline.com  
531-323-2646  
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**

shiftright@icloud.com  
203-640-5700 (c)  
31 Field Brook Road  
Madison, CT 06443

### Plus-8 Cars

**Scott Willoughby**

garudaville@earthlink.com  
908-500-3184 (c)  
P.O. Box 375 - 276 Main Street  
North Creek, NY 12853

### All Cars - Supporting

#### Morgan Dealer

**Morgan Motors of New England**

**Linda & Larry Eckler**

<http://www.morgan-spares.com>  
morganspares@taconic.net  
518-329-3877 (store)  
70 County Road 7A  
Copake, NY 12516

## AREA CAPTAINS

### New England North Captain

**Larry Sheehan**

larry\_sheehan@post.harvard.edu  
617-429-9220 (c)  
32 Clowes Drive  
Falmouth, MA 02540

### New England South Captain

**Andrea Lucas**

andrea.lucas@snet.net  
203-421-4650 (h)  
16 Williamsburg Circle  
Madison, CT 06443

### Metro New York City Captain

Position vacant

### Mid- Atlantic Captain

**Jim Nolan**

illbetcha2@gmail.com  
973-476-1151 (c/h)  
507 Manchester Avenue  
North Halendon, NJ 07508

### New York Hudson Valley Captain

**Jim Nichol**

jhalfdime@aol.com  
845-518-5453  
25 Crumwold Place  
Hyde Park, NY 12538

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

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

bring on the curves

### for everything Morgan

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

**Morgan Motors**  
OF NEW ENGLAND



**Morgan Three Wheeler**  
Now Accepting Deposits for 2019 Production  
Factory Authorized New Morgan Dealer

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



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