

# The Morganeer

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Issue 6

## Morgans at Lime Rock



*Photo by Lime Rock Photographer Greg Clark*

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

## NEW CLUB MEMBERS

Ray & Beverly Bates      Newfane, VT  
2017 M3W

David & Jane Darby      Washington Depot, CT

Robert & Rebecca Forrester      Westwood, MA  
'67 Plus 4

Steven & Angela Lipton      Brighton, MA

John & Stacy Silvestri      Newport, RI

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## CONTENTS

Grandfather's Day	p. 6
Morgan Madness	p. 9
Show Stoppers	p. 13
King's Ransom	p. 18
90 Years of Morgans	p. 22
Nearly Made it Back	p. 26
Spider's Tech Corner	p. 29

## FROM THE PRESIDENT

It was a busy week last week, a week one would say full of key events. And so, I sat back with a glass of wine and pondered. If you consider the word *key*, and how many applications it has just in daily life, it's pretty clear that *keys* are — well—*key*.

For me, of course, there is the musical aspect, playing the correct *keys*, playing in the right *key*. And being in *key* or in tune with someone is definitely desirable, and the *key* to a good relationship, not to mention a good performance!

*Key* can describe situations and intensity, saying something is low-*key* or relaxing. We get (*keyed* up) before big events. To say something is *key* indicates something essential in an explanation or interpretation, the key to good behavior, or the key to happiness. Points that are essential to a project are known as the *key* points. We depend on these all these *keys* for balance in our lives. It's *key*, crucial, to revisit things in our lives that remind us of our successes, our trials, our improvements, and our plans. How else will we be able to keep perspective, make resolutions and identify the *keys* that keep our life balanced and evolving?

A *key* may be a tangible object but still lead us to many intangible things. Computer and phone *keys* can be a gateway to knowledge, to communication with family and friends. And certainly, don't overlook *keys* to our homes and cars. When we were young, the *key* to the car was the key to independence, to exploration, to friends and romance, to the wonder of the open road. The *key* to my Morgan is also the *key* to relaxation, to the enjoyment of the weekend drive, to escaping the daily grind. Small wonder that we talk about the *keys* to the heart!!

It is *key* that we realize all the people and things we must be thankful for. Morgans are the *key* to our club, the *key* that has unlocked many of our enduring friendships with our fellow Morganeers—enjoyable encounters, lively discussions and meaningful interactions.



So the next time you pick up those Morgan *keys* and head out the door, take a look at those *keys* and reflect on the words of Epictetus, a Greek philosopher who summed up the *key* key for a true Morganeer - "The *key* is to keep company with people who uplift you, whose presence calls forth your best." And don't forget to put those Morgan *keys* in a safe place - where you can easily find them next spring.

See you soon!  
Maura



## FROM THE EDITOR

**T**his spectacular cover photo by Lime Rock official photographer Greg Clark tells just a part of the wonderful story of a unique and spectacular 3/4 Morgan Group event as part of the Fall Festival at Lime Rock Park, Connecticut. Those of you who have done it know that organizing a multi-day event, which ended up drawing in 40 Morganeers and their cars, is no easy task. And club member **Steve Schefbauer** pulled it off in spectacular fashion. With so much to cover and so many great photography provided by **Tom Miller**, **Alison DeKleine** and **Steve** himself, I decided to not only feature this event but make it the highlight of this issue. Rather than try to fit this event AND Autumn MOG in a single issue I decided to defer the Autumn MOG coverage to the next issue - the January/February issue of 2020. Thus this issue is rightly dubbed the "Lime Rock Fall Festival" issue.

Steve also penned the fine article that gives the background information and also the 'play-by-play' of the weekend's events. Whether hanging out at the Morgan Motors of New England display (which became the unofficial 'hospitality suite' hangout for Morganeers) to watching the race cars in the vintage races, to walking the paddocks and seeing the racing cars close up, to driving parade laps on the course, to the 40 Morgan Concours, the event had a little bit of something for everyone. A giant pat on the back and 'Well Done' to you, Steve old boy. GREAT show!

Steve was not done in this issue yet though. Mostly through my fault, an article he had written WAY back in the summer about a Father's Day event at the New England Auto Museum, which not only slipped through the cracks but found its way into my 'deep state' file. Only through Steve's gentle reminders was I prompted to search out and eventually find it. So it appears in this issue (FINALLY!) and should perhaps by now be called the 'Grandfather's Day' event.

This year's British Invasion included



a special tribute to the perennial winners of their unique 'Tailgate Competition', our very own king and queen of dress-up **Bill and Beth Jouris**. In the recent issue of Moss Motoring magazine, Editor David Stuursma included a feature article on the pair, written by Bill. David graciously allowed the article to be reprinted herein, appropriately entitled 'Show Stoppers.'

Yet another very special club event occurred back in early September when one of my favorite club members, **Brad King**, and wife **Lynn** made a return visit to 'the colonies' after their return to the UK several years back. As you may recall, during Brad's stint as Executive Director of the Battleship Cove naval museum in Fall River, MA, he had decided to do a repaint of his 4/4 Morgan. Several of us stopped by to participate in the disassembly and later reassembly, which earned us Brad's eternal gratitude and also his bestowing the lofty title of 'Wingmen' on us. The event, hosted by **Bill and Maura Gartland** at their home in Marshfield, MA on The Cape thus provided an opportunity for a 'Wingmen Reunion.' The event was probably highlighted, however, by Bill's innovative and fun 'Mini-MOG' competition.

Rounding out this issue, I had queried our illustrious Club Historian, **Jim Nichol**, who goes back almost two centuries as a club member, about a photo he sent me showing he and a very young looking Some Guy (Jay Leno). Jim replied that the photo was taken at the 1999 Pebble Beach Concours d'Elegance, which had Morgan as a featured marque for the 90th anniversary of the company, and Jim had been

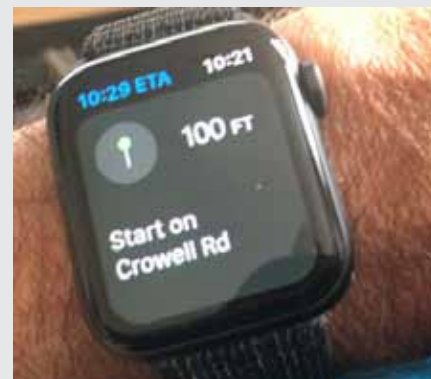
invited to show his '34 Three Wheeler as part of the Morgan class. Also attending the event as special guest was none other than Peter Morgan. I thought it was worth reprinting Jim's article for the 1999 Issue 5 of Vintage Sports Car magazine to tell the whole story (although strangely he does not mention Jay, who was just a car guy at the time I guess).

And item last, this being the end of my ninth year as Morganeer Editor, I am officially announcing that 2020 will be my last year as Editor. Not to worry though. Frequent Morganeer contributor and professional writer **Jonathan Kinghorn** has agreed to come on as Associate Editor next year, and will assume the duties of Editor beginning in 2021. It has been a great run, but I think the Morganeer is ready for some new ideas and style and I am sure Jonathan will be equal to the task. 'All things must pass' as George Harrison put it in song. I plan to continue to contribute articles from time to time.

So, although I must say the road still goes on forever, I may not be on it as often come a year from now.

Frank

## TO THE EDITOR



Ah, interesting article (GPS for your Morgan - ed). I fiddled with many of those approaches to use GPS in MOG-GIE (our Morgan) but have very recently found a pleasant surprise. I bought an Apple Watch (version 4 - not sure version matters). I have an iPhone X.

Wearing the Watch and assuming

*continued on page 4*

## TO THE EDITOR Continued

I had set a destination in my iPhone Apple Maps app and pushed “GO”, my watch will automatically tell me what to do on its screen, very simple, e.g., “Turn right on River Rd – 500 feet” and so on. And it vibrates to tell me to pay attention when I can!

Now it lacks the audio prompts I used to get (but perhaps I could get them if I were using one half of a pair of AirPods – not a good idea to have feeds into both ears as the State Police frown on that violation of the law.)

But I’m now happy...and it works simply (if you call using a \$400 watch and a \$1000 cell phone simple.)

And here’s what you see on your watch! (and it vibrates to get your attention...and you touch the screen if it’s gone blank to save battery and it just comes right back!)

I only got the Apple Watch this spring. I have been futzing with GPS in MOGGIE since 2013!

Thanks for the article!

Tom Austin

What does it mean to belong to a club? Well, you fill out some form and you pay your dues. Now you’re a member. But you don’t “belong.” To belong, you have to go to events, talk and laugh with other members, volunteer in ways large or small—you have to participate to belong. I have, believe me, no management skills, no designer talent, zero executive ability. But at this year’s Autumn Mog, I waved the starter flag for Autocross; sat at the table in the Hospitality Suite to say “hi” as friends old and new came in, uncorked a bottle of red wine (yes!); and called people to come in to dinner on Saturday. When I did these things, the whole wonderful weekend became so much more fun.

Everybody who actually “belongs” to the 3/4 Morgan Group, Ltd, feels this same upbeat experience. To find your portion, go to local events and share the energy and friendship. If something on the calendar sounds intriguing, go further—lobster in New Jersey, say, or “the shot heard round the world” in Concord. Be there, and help out. Volunteer in ways small (collect the dishes) or larger (host an activity or become an area captain or even an officer). The whole club benefits, but if you really belong, you benefit most of all.

Take it from a person who considers uncorking wine to be a major contribution. Belonging is one of the most wonderful feelings in the world.

Pat Hennessy



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*Editor's Note: Our trusty and prolific Editor-At-Large, Steve Schefbauer, sent me this article just after Father's Day, and it somehow got lost in the shuffle and didn't make it into the subsequent TWO Morganeer issues. Here it is finally with apologies to my trusted assistant. Perhaps it would now be more appropriately titled Grandfather's Day.*

# NEW ENGLAND AUTO MUSEUM FATHER'S DAY CAR SHOW 2019

## *Knock on wood at The Lockwood*

Steve Schefbauer

*All you have to do is show up!  
Right, Rod!*

Well folks, we were a little late to the gate with this annual show in Norwalk, CT and we really didn't announce the show until about two weeks before June 16<sup>th</sup>.

This is an event that usually draws a fairly good turnout from the club, anywhere from 8 to 10 Morgans but not this year. Sorry, probably my fault—Mea Culpa—for not getting the word out in a timely manner and I promise next year will be different.

All proceeds from the show help fund the challenge of finding a location in the greater Norwalk/Fairfield County area for the permanent home of the New England Auto Museum and pursuing educational opportunities in automotive technology for high school students. This is an annual event held at the Lockwood Mathews Mansion in Norwalk, CT and has been blessed with good weather and a fun time for all attendees.

This year, I attended sans Morgan as it was in the shop getting a new hood (Yes Frank, I know what you're thinking), so the only other club member to show up was Rod Griffith along with his

beautiful '53 Plus 4 Flat Rad. I could tell George Dragone, owner of Dragone Classic Motorcars, Sales, Restorations, and Auctioneers was a judge for the show, and eyeing Rod's Morgan. George later came over to chat with

Rod, asking him if he knew who James Melton was. Well he didn't and neither did I - shame on me. Melton was the founder of The Melton Museum in Norwalk, the very first automobile museum in Connecticut, and whose





name has been attached to The James Melton Award. So guess who won the JM Award - our own Rod Griffith. Just show up Rod and win an award. Rod also won an award two years ago at this annual show. No wonder he showed up. There was a club award that he also won, Spider's infamous "The only Distance Traveled" award. You can take that to the bank Rod.

Lots of classic cars and a few nicely restored British Sports cars filled the back lawn. There was a nice XK 150 Jaguar, a really handsome MGA Roadster and, believe it or not, a 1930's Ford driven by Bonnie and Clyde who, contrary to popular belief, are still alive and well, living in Connecticut. I'm not a big fan of Corvettes, but there was a '63 Split window with real "knock off wheels" which, I believe, to be the only year Chevrolet offered that option. Star of the show was the restored 1955 Chrysler C-300 Coupe with the infamous 300 Horsepower Hemi engine owned by Chuck Schoendorf, who's fascination with the Hemi engines is legendary and who's collection includes several Cunninghams - also with Hemi engines.

The wrap up - a fun time with great weather and a Morgan who just had to show up to win. Congratulations Rod! Good Show!

Next Father's Day, I promise to get the word out to the troops with plenty of time to plan ahead if you club members promise to consider attending. Is it a deal?



#### Photos:

Top: Nice MGA

Middle: Did Bonnie & Clyde drive a Model T?

Bottom: Rod and his Melton Award

#### Opposite page

Top: Rod Griffith's Plus 4 Plat Rad

Bottom: Jaguar XK 150





# FRANK'S FANTASY SPORTS CAR

Maybe it's just me, but I suspect many of us may have a 'fantasy sports car' that may be beyond our means but that we wish we could at least drive ONCE. For me, since I first laid eyes on the car with Graham Hill's name on the door, it has been the rare, iconic Lotus Eleven. Yes, you can purchase one as a 'kit car' now, but there are very few of these built for racing only Lotus classics.

Steve Scheffbauer found this rare racer in the Lotus paddock at Lime Rick Park and took these photos. Thanks Steve.

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# MALVERN'S MORGAN MADNESS

*For four glorious days, Morgans and The 3/4 Morgan Group gathered for a once in a lifetime celebration of 110 years of Morgan at historic Lime Rock Park. Here is how it happened.*

**Steve Schefbauer**

I got a phone call in early February from Walter Irvine, VP of Sales and Fulfillment for Lime Rock Park, saying Lime Rock will be celebrating 110 years of Morgan this Labor Day weekend at The Vintage Fall Festival and we would like The 3/4 Morgan Group to be a big part of it. My pulse was racing and beads of sweat were forming on my upper lip as I nonchalantly said anything I can do to help, I will. Walter said good, we want to have a meeting up here at the track with Murray Smith, (Chairman of The Vintage Fall Festival) when would be a good time for you. Murray Smith, oh my gosh. Those of us who attended the Automotive Restorations/Two Roads Brewery event a few years back will remember Murray's slide presentation of his racing life. This octogenarian raced everything from Formula 1 to the Carrera Pan Americana as well as historic racing all over the globe. Not to mention the biggest deal - he owns two histori-

cally significant Morgans. In other words, he is our kind of guy!!

Well, we agreed on Monday, February 18<sup>th</sup> at 10 AM for the meeting and when Monday came around, "it was a dark and stormy" (couldn't forget Spider) morning - some snow, some ice, some slush. Ann Marie said, "Your not going up there in this weather, are you?" To which I said, "hey I've got an Audi, it will be fine."

And it was. You have to see Lime Rock Park in the snow; I wish I had brought my camera because it was calm, serene and outright beautiful. Anyway, we had the meeting in the Chalet, with Walter graciously providing the donuts and coffee, and Murray outlining the following: A Morgan Car Corral, several parade laps around the track on Saturday and Monday, and full participation Sunday at the Concours.

He said every Morgan, 'The Good the Bad and the Ugly' (sounds like a good title for a movie) will be on that Sam Posey Straight as participants. Now I know the Concours is an "invitation only" event and that sure sounded like our invitation to me.

To say that I came out of that meeting charged up and ready to organize, would be an understatement. As you all know, I pestered, cajoled and generally made myself a pain in the neck to all 3/4 Members, but by the time August rolled around we had, what I considered, a darn good turnout—about 40 Morgans. So it's off we go to Lime Rock Park, Friday August 30<sup>th</sup> 2019.

Wait, before we go, I want to say what a pleasure it was to work with the people involved: Murray Smith, for planning this spectacular event, Frank Taylor, Sunday in The Park Operations, for working, patiently with me as I gathered information on the Concours participants, Skip Barber, Patron, for providing his

## Photos:

Top: Morgans on the track

Bottom:  
The Sunday Concours. Oh, those fat whitewalls!







beautiful racetrack as a venue for The Vintage Fall Festival and Walter Irvine VP whom I worked so closely with from February to present. I couldn't have wanted a better guy as a partner in crime, the kind you would love to have a beer with at the end of the workday and by the way, has proven to be, a true friend of The 3/4 Morgan Group.

Okay, back to the track. So much happened this weekend that I'm just going to touch on the highlights. *The Historic Festival 37 also celebrated 50 Years of Formula Ford and Italian Masterpieces.*

### Friday, August 30

The club members arrived at different times on different days with just about everyone present, at the same time, at Sunday's Concours.

Linda and Larry Eckler had a huge tent on the midway for Morgan Motors of New England and we all kind of thought of that as "Hospitality Suite Central" for the club, so we all gathered around the tent for most of the weekend. It was great to have everyone, together, in one place, catching up with old friends and meeting new people as well. It was a short walk to the Paddock to view the race cars and talk with the drivers or sit on the side of the hill and watch the different classes race. Our great event, after racing was over, was a group photo, done on Lime Rock's Sam Posse Straight by their own track photographer, Greg Clark. We were told to quickly and accurately follow the directions of the crew so as not to lose







the light. Once in place, photos were taken of just the Morgans and then with the respective owners standing next to their cars. The angle of the photos was achieved by the photographer standing on top of the Lime Rock Park fire truck, with some spectacular results.

Friday consisted of practice for all 9 Racing Groups with some rough and tumble, no holds barred running.

#### Saturday, August 31

Wow, two days in a row of excellent weather.

The highlight of this day was the parade laps on and around the track. You know, just like grown up racers, in our Walter Mitty World.

At the end of the racing day, we met at the gazebo on the skid pad and had a drivers meeting to give us the do's and don'ts: no passing, no holding back and then gunning it, no selfies while driving etc. - NO SELFIES?? Anyway, we all followed the pace car and everyone was careful and safe, for the most part. Someone in a trike, don't know who, went off the track on the first lap and was immediately surrounded by course safety crew members. The driver was okay but, maybe, had never driven the likes of Big Bend. Having been active in Skip Barber Racing, back when Skip still owned the school, I found myself getting impatient when the Mor-

gans in front of me were going a little too slow. They appeared to be out for a Sunday drive while I was trying to perfect my racing line, as taught by Bruce MacInnes, my instructor at Skip Barber Racing. Somehow you never loose the technique. Seems like we had about a half a dozen laps, more than the 3 laps promised and I, and everyone else, enjoyed every single lap. Who won, you may ask? Why - everyone won!

*Saturday at the track, this years Honored Guest and Grand Marshal was Luigi Chinetti Jr son of Luigi Sr, 24 Hrs. of LeMans winner 3 times. Luigi Senior's relationship with Enzo Ferrari enabled him to bring Ferrari to the United States as the first distributor for the Marque. Luigi Jr, like his father was a Class Winner at LeMans in 1971.*



#### Sunday, September 1

You know, I really hate to get up early in the morning, but If you wanted to get placed in the concours you had to be there between 7 AM and 8:30 AM - No Exceptions - so Ann Marie and I got up really early, had a quick breakfast

#### Photos:

Top left: Event organizer Steve Schefbauer (l) and Morgan Malone

Top right: Anne Marie prepping for the Concours

Bottom: On the track for parade laps

#### Opposite page

Top: Morgan Motors of New England display

Middle: Morgan 'Hospitality Suite'

Bottom: Lineup of bonnets - Morgan perfection

Botom right: "Greetings Earthlings". Alison ready for the track

and checked out. We were at the track at 7:30 AM, some kind of a new record for me in the morning but another great day for the weather. Three in a row, unbelievable!

Morgan had its own section, Group M (for Morgan of course), and sub sections for Morgan 3 wheel, Morgan Plus 4, Morgan 4/4 and Morgan Plus 8. After everyone was placed the judging began at 9 AM. I looked back at the Morgan line and thought how we looked like a multi colored, auto Rockettes line at Radio City Music Hall about to begin the routine.

By the middle of the morning, every Morgan had been judged and the winners selected as below:

#### Special Awards:

##### **CHAIRMAN'S CHOICE;**

**David Webb** '67 Morgan Plus 4 Plus  
**Russ Deveso** '53 Morgan Plus4  
**Morgan Malone** '80 Morgan 4/4

##### **STAR AWARDS;**

**John Peden** '63 Morgan Plus 4  
**Ann & Brent Follweiler** '69 Morgan Plus 8  
**Murray Smith** '38 Morgan 4/4 LeMans

#### Class Awards:

##### **MORGAN CLASS;**

**Marc Wunderman** '34 Morgan SS 3 Wheeler  
**John Bigler** '48 Morgan Series 1 Flat Rad 4/4  
**Richard Fohl** '70 Morgan Plus 8  
**Murray Smith** '62 Morgan Plus 4 Super Sport

That's some serious swag for the 3/4 Morgan Group to walk away with.

*Best in Show on Sunday went to the 1961 Ferrari 250 Testa Rossa of Ralph Lauren in the Sport category while Peter Kalikow won Best in Show Touring category with his 1958 Ferrari 250 GT PF Cabriolet.*

Ann Marie and I left the party late Sunday afternoon, even though there was one more day of racing on Monday. The weather report was iffy and Murray Smith, in one of his asides from the Awards Podium, gave a talk on The Art of Racing in the Rain, from the movie of the same name, so I guess he had an ad-

vanced forecast. Besides a little rain is just "So British."

#### **Afterthought**

For all the years of attending the Vintage Fall Festival by myself or with others, it has always been as an observer - watching the class races, taking photos of the race cars and on Sunday taking photos of the Concours participants. In other words, watching the show and enjoying it. But in 2019 at Lime Rock Park, The 3/4 Morgan Group WAS the show.

People were taking pictures of us lapping the track or taking photos of us at Linda and Larry's tent or us at the Concours on Sunday. We were the center of attention with people coming up to us to engage in a conversation and ask questions. If everyone should have their 15 minutes of fame in their lifetime we sure as heck had ours.

It was a great feeling.

#### **ADDENDUM**

Lime Rock 2019 - Loved it!

I have very fond memories of Lime Rock Park. My previous trip to Lime Rock Park was at the Labor Day weekend vintage races in 2002. It was my first

vintage race in my then recently acquired 1962 Morgan Plus 4 SS (5063). The racing itself was fabulous, but just a part of a great weekend. I also met John Fitch again after getting to know him a few months before in California thru a mutual friend. After a brief problem with the race car, which was easily resolved...eventually, crewman Carl Shriver and I had a very memorable weekend.

When I learned of the 2019 Lime Rock Labor Day vintage races having Morgan as a featured marque, I put in on my calendar, got a B and B reservation and



**Photo:** Then came the rains

looked forward to a trip down memory lane. As it turned out, it was another memory maker. The track had many improvements including improved paddock surface and improved facilities.

Th best part of the weekend was the people....lots of people...Morgan people! Many of the Morgan folks I hadn't seen in decades. Catching up and getting to meet and know new friends was a true pleasure. I want to send a special "thank you" to Steve Schefbauer for kindly responding quickly to my many, many emails regarding what to do and where to go. Also, I wish to thank Larry and Linda Eckler and all the Morgans of New England and all their staff for their contributions to make the weekend a success.

Congratulations to all the organizers of the event for a job well done!

Best regards,  
 Rich Fohl





# SHOW STOPPERS

Bill Jouris

**B**eth and I were at the first British Invasion in Stowe, Vermont 28 years ago. We have since attended 27 of them. For the first ten years Beth would drive the minivan with our twins, Brian and Lisa, and I would follow in the Morgan. For the nearly four hour drive I was incommunicado, a lonely drive indeed. In those early years I only made it all the way to the motel once without trouble. Typically it was some little issue that would stop me cold with only ten miles to go. I know I'm not alone holding my breath until I'm less than 100 miles from my destination and AAA towing would be covered. Eventually, I got smart and bought a car dolly. These days we tow the Morgan to Stowe so we can all be together for the trip up and back.

In the early days, the British Invasion filled a dead zone in the Stowe tourist season between the busy summer and

the fall leaf-peeping season. As the popularity of the car show grew, so did the town's support of the British sports car. The kick-off party Friday night on Main Street is a spectacular, well-attended event.

Beginning in the early days, we participated in the Sunday "Tailgate Picnic Contest." While others were creating elaborate displays of food, we went a different route. Beth and I dressed up.

While I cannot remember all the themes over the years, the ones I remember were: a WWI Royal Air Force officer with a WWI nurse; Hercule Poirot and his secretary, Miss Lemon; Robin Hood and Maid Marian; a couple aboard the Titanic; a man and woman punting on the Thames; Henry VIII and Anne Boleyn; two Beefeaters (the first year that women were allowed



BRIAN JOURIS PHOTOGRAPHY © 2018

## Photos:

Top: An English gentleman, his lady, his Morgan and a 'proper' tailgate luncheon

Bottom: King Henry the Eighth and Lady Anne Boleyn (before she lost her head)





The Morgan is a 1962 4/4 Roadster that I bought as a wreck for \$300. I spent six months putting it into drivable condition, but I would definitely not call it “restored.” If I should ever win the lottery, rebuilding the Morgan is near the top of the list for use of the money.

As for Beth and I, we have been married for 57 years. We met and married in a south suburban Chicago town called Harvey, IL. When I returned to college to finish a degree at MIT, we moved to the Boston area and have been here ever since. We bought a log home in Littleton, MA in 1969—the same year I bought the Morgan—and although we have lived elsewhere in the country and around the world, we’ve always returned to our log house in Littleton.

to serve); Shakespeare and Ann Hathaway; Lawrence of Arabia and his lady; Alice in Wonderland and the Mad Hatter; Sherlock Holmes and his landlady, Mrs. Hudson; and others which escape me at the moment.

Initially we would make costumes with clothing we already owned and could easily convert. As we progressed, we couldn’t very well come up with themes for which we had suitable clothing and had to start renting costumes. For our last picnic I actually bought costumes, as the cost to rent and ship them was higher than the cost to buy them! The upshot to our effort was that we won the prize for best costume every year and frequently the prize for “Most British” as well.

On the 25th British Invasion we decided to take a rest. Each year we had racked our brains to come up with a theme and all the accouterments. This isn’t to say that Beth and I don’t come prepared to join the fun. I have been wearing a handlebar moustache for nearly forty years now and have smoked a pipe for over sixty. These two traits make me easily recognizable and memorable at such events. A couple of years ago they started giving a prize for the man with the most British hat. With the collection I’ve accumulated, I’ve won nearly every year.

#### Photos:

Top: ‘The Bard of Avon’ and his lady

Bottom: Alice in Wonderland, the Rabbit and the Mad Hatter







### 3 WHEELERS:

#### **NEW 2019 Morgan 3 WHEELER**

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#### **NEW 2018 Morgan 3 WHEELER**

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Metallic

#### **2014 Morgan 3 WHEELER**

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leather, 2.6k miles, 1 owner.

#### **2013 Morgan 3 WHEELER Sport**

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in just done upgrades!!

**1934 Morgan 3 WHEELER**, British  
Racing Green Beetleback with "halo"  
spare mount; ground up restoration.

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Yarwood leather, Black Wire Wheels

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Met./ Saddle Leather with tan piping  
and accents, mohair top, alloy  
wheels, A/C, In Stock

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

British Racing Green/Honey Tan  
Leather, Dark Green mohair top and  
weather equipment // ARRIVING SOON

#### **NEW 2019 Morgan PLUS 4**

Glacial  
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Leather; Club Sport spec tuned ECU  
and exhaust, In Stock

#### **2005 Morgan AERO 8**

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Metallic, Tan, 2.7k miles

#### **2005 Morgan 3.0 V6 ROADSTER**

Dark  
Silver Metallic, Yarwood Pale Grey

#### **2003 Morgan PLUS 8 35TH**

**ANNIVERSARY EDITION**, Silver body/  
Blue wings, Blue softtop, Grey  
perforated leather, piped in blue

#### **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,**

DropHead Coupe, Ivory/Green  
Wings, Ivory leather // New  
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#### **1967 Morgan PLUS 4,**

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passenger SuperSport perfect  
clone, ground up restoration

**1964 Morgan PLUS 4** DropHead  
Coupe LHD, BRG/Caramel leather  
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# KING'S RANSOM

Frank Wnek

When I heard that our old friends Brad and Lynn King were coming back to 'the colonies' for a visit and that the Gartlands were hosting a party/reception for them at their home in Marshfield, MA on the Cape I instantly decided I HAD to be there. After all it was to be, in part, a reunion of the famous 'Wing Men', as Brad had dubbed us - Larry Sheehan, Bill Gartland and myself - who had helped him disassemble and then reassemble his 4/4 for a respray during one of the winters of his stay here in the states. "A Fellowship of Wings" as Brad had so eloquently titled his article on the trials and tribulations of the rebuild. Ah yes - fond memories indeed.

I decided to head down from Maine on the day of the event, a Sunday, since the festivities would not begin until af-





ter noon. And as much as I considered it, I just could not bring myself to do the 4 plus hour drive in my Drophead Coupe. So I was one of the first to arrive at the Gartland's lovely abode, and immediately felt a pang of regret as I noticed the 'Morgans ONLY Parking' sign at the end of the drive. So I dutifully parked the Prius in the street.

It was so great to see a smiling Brad and his better half Lynn looking like they had not aged a bit since I had last seen them. We quickly got caught up on or lives, spouses, Morgans, children, grandchildren, etc as the other guests started arriving.

Soon enough a beautiful lineup of Morgans was gracing the front facade of the Gartland's home. Their owners included: Larry and Sue Sheehan, Jamie Goodson, Alison DeKleine, Tom and Elaine Austin and Lee and Ann Higdon. Since the sun had passed the yardarm, all quickly proceeded to the bar, and with drinks in hand the fun really began.

Host Bill had cleverly put together a multi-event Mini-MOG, which required drivers to compete without moving their cars more than one car length. First up was the 'Le Mans start'. Drivers had to proceed to the end of the drive-

way and on given signal run to their car and start it. This lively event was NOT without controversy however. Several 'contestants', in their competitive spirit, started their cars without first sitting in the driver's seat - a clear rule infraction. After being initially disqualified, however, the judges reneged for some reason on their initial ruling. Had I been involved personally in this event I would have lodged an official protest, but alas I was just a spectator. I must admit, it was fun to watch. And most cleverly devised by our host.

The next event was the 'loudest exhaust' contest. Participants started

their cars and revved the engine to their heart's content (and the discontent of nearby neighbors no doubt) while guest of honor Brad recorded the Decibel reading of their exhaust. Yes,

---

**Photos:**

Middle: Sumptuous desserts

Bottom: The 'Le Mans start'

**Opposite page:**

Top: The group assembled (with a shout out to the Garners and Bryants)

Middle: Pretty Morgans all in a row

Bottom: The 'Wingmen' reunited





believe it or not, there IS a computer app for that. This event interestingly was won by a Plus 4, not a Plus 8!

The next event had its share of both hilarity and controversy - the infamous 'bonnet erection' contest. Contestants were to stand by one side of their bonnet and, when given the signal, erect the side of their bonnet, prop it open, and raise their hands in the air on completion (like the rodeo calf ropers). This was accomplished at lightning speed by MOST of the Morgan savvy contestants, with the exception of a certain college professor and president, who seemed totally perplexed on how to get the bonnet to unlatch. Fortunately, said president took his not so gentle ribbing in good spirit.

For the final event of the Mini-MOG, the 'oil slick' award, contestants had to move their cars one car length forward from where they had been parked, and a team of judges inspected the

driveway where the car had been sitting for evidence of any oil leaks. REALLY - from a Morgan? Well, as the photographic evidence shows, a certain member of our club won this event hands down, even to the point of renaming the event the 'Exon Valdez oil spill'. Bill had a serious talk with him about returning at a later date to do the extensive environmental cleanup. The Mini-MOG having been completed, the assembled crowd then proceeded indoors for a sumptuous lunch consisting of some amazing lobster rolls, salads and yummy desserts. And of course modest amounts of beer and wine were also consumed.





Now it was time for the awards! In addition to the Mini-MOG awards, several special awards were given, some brought all the way from Old Blighty by the Kings, and presented by Brad and Bill. They are summarized here:

## September 9 Mini-MOG COMPETITION

Hosted by Brad King and Bill Gartland

### Event 1. The Le Mans Start

First Place

\*Larry Sheehan

Second Place

\*Tom Austin

Third Place

Alison DeKleine

\*Failed to enter the car – award given anyway as a concession to old age.

### Event 2. The Loudest Exhaust

First Place

Tom Austin @ 98 DB

Second Place

Jaime Goodson @ 92 DB

Third Place

Lee Higdon @ 88DB

### Event 3 – The Bonnet Erection

First Place

Jaime Goodson

Second Place

Bill Gartland

Third Place

Tom Austin

The “Failing to Erect” Award -- Blue Pills to Lee Higdon

### Event 4. The Oil Slick

First Place

Larry Sheehan\* Exxon Valdez spill

Second Place

Tom Austin (4 drips)

Third Place

Lee Higdon (2 drips)

\* Larry invited back to clean the Gartland’s driveway

### Special Awards

Frank Wnek - Longest Journey without air fare award

Lee Higdon – Red Wine Connoisseur award

Alison DeKleine– Most Fashionable Driver award

All in Attendance – The good sport award

To say that a good time was had by all cannot truly do justice to this lovely and lively afternoon. It was a unique and fun gathering of our club members in honor of a return visit by fondly regarded members, now returned to their native England. It was great seeing the Kings again, and for a ‘King’s Ransom’ I suggest that we proclaim postponement of the beleaguered Brexit vote until after their next visit to the colonies. All in favor?

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#### Photos

#### Opposite page:

Top: Hard evidence - the Exxon Valdez oil spill

Bottom: The First Place award winners

**This page:** The Kings at Autumn MOG



*The following article, written by our very own club Historian Jim Nichol, first appeared in issue 5 (a Special Issue) of the 1999 "VINTAGE SPORTS CAR", journal of the Vintage Sports Car Club of America. Reprinted here with permission of current VINTAGE SPORTS CAR Editor Jim Donnack.*



# 90 Years of Morgans: Pebble Beach

## *A View From The East*

**Jim Nichol**

**R**ight about now, I'm sure Mike and Janine Hattem, and Perry Ann Owen and Jerry Rosenstock are probably still basking in the warm glow that must accompany a Pebble Beach Concours d'Elegance trophy. They were the recipients of the third, second and first place trophies for the Morgan class and had the trophies presented by none other than Peter Morgan himself at Sunday's awards presentation.

The presentations concluded five fantastic days of appetizing automobiles, fine friends, and stately scenery. The forty-ninth Annual Pebble Beach Concours d'Elegance featured, among other classes, a Morgan class, in honor

of Morgan's ninety years of history.

Upon Wednesday's arrival on the Monterey Peninsula we were pleasantly surprised to see East Coast stalwart Al Marsh who, while Morganless, did do his best to keep the faith by renting a Jaguar XK-8, an admirable car in its own right. Since the Willburn party at Mog Castle in Cambria was less than one hundred fifty miles south of us, we felt it our duty to join that assemblage and so off we motored. Arriving in Cambria, Mog Castle was simple to locate what with the plethora of British iron assembled around it! Morganeers there were hosts Lynn and Chef John Willburn, Gerry and Barbara Willburn, Melvyn Rutter and family, Toly Arutunoff, and a score of other

English car aficionados. It was a wonderful start to a matchless event.

On Thursday, the Tour d'Elegance, as it is known, took place winding its way over fifty miles of local roads including world famous 17 Mile Drive, Pacific Grove, Monterey, over the canyon road (where about ten of the ninety seven entrants suffered overheating woes), then to Carmel where all enjoyed a sumptuous lunch. The Morgans taking place in the tour were the Nichol Aero, featuring the youngest navigator among the Morgans, sixteen year old Jeff Nichol, the Muller Plus 4, the Hattems' 4 seat DHC, with none other than R & T's Dennis Simmanaitis and Loren Steck holding down the back seat, Trueman's Plus 4 SS, driven by Rob Couch and the Davis



Plus 4 Plus driven by Dennis Glavis and navigated quite ably by Peter Morgan. All five of the products of Malvern Link performed flawlessly, earning them all the coveted green ribbon, symbolic of the successful completion of the event.

The Davis' were kind enough to invite both Morgan and Lagonda tour participants to a sumptuous dinner that evening celebrating both marques and both Pebble Beach automotive events. It was truly an event accentuating two of England's finest automotive lines and one for which must offer our thanks to the hosts.

Friday was a day to clean the grime and grit from the tour, enjoy the Morgan tent at Laguna Seca, and await the Morgan dinner at the Hyatt Regency in Monterey. The dinner featured speakers Dennis Glavis and Larry Guzin PHG Morgan as honored guest, and was beautifully organized by Audrey Haines. The rows of magnificent Morgans outside in the car park ranged from Brian Pollack's Beetleback to the Plus 8's of this decade and were a sight to gladden any Morganeer's heart.

Saturday was spent at Laguna Seca, home of the Monterey Historics. While Baby Doll IV didn't run until Sunday (beating the pants off a group of Corvettes, just like the 60's!), on Saturday Al Mossman in his Beetleback, a Plus 4 Flat Rad (sorry, we missed the driver's name) and the two SLRs of Adrian Van Der Croft and Bill Fink had a wonderful race, swapping places throughout. In Adrian's words, "Bill had the better tires, but Adrian the stronger engine" (or was it the other way around?) From what I understand it was the first time since the mid 60's that both cars have run together.

The Morgan tent was a welcome oasis (once we located it!) and was the scene of constant activity with Peter Morgan, Bill Fink, Larry and Linda Eckler, Bob and Sydney Couch and innumerable others there throughout the weekend.

Saturday evening was enlivened by the traditional Morgan barbecue hosted by Loren and Annette Steak. With over twenty five Morgans of all descriptions on their back lawn, it was an occasion

to savor except for those of us who had an early commitment the next morning.

Sunday began early for those involved in the Concours. We were at 'Murphy's' side at 6 AM and arrived on the field somewhere around 6:30 or so. What a magnificent sight it was to watch the participants wend slowly through the rising mists to their appointed places on the eighteenth fairway.

Showing the marque's colors as representatives of the products of Henry Frederick Stanley, Peter Henry George, and now Charles, were a trio of three wheelers and seven examples of the four wheeled variety. The oldest of the ten was 'Murphy.' The ex-Jan Barton, ex-Steve Ball 1928 Anzani-engined Aero now cared for by Jim Nichol of Hyde Park, NY. The remaining trikes were

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#### Photos:

This page: Jim and old friend Peter Morgan

Opposite page: Hey! It's that 'Some Guy' again! Why does Jay look so much younger but Jim looks the same? Must be the Genesee Cream Ale!



## Pebble Beach Continued

Jim and Perry Ann Owen's '32 side-valve JAP family and Adrian Van Der Kroff's '34 MX 2 Sports. In chronological order as well, the four wheelers included Bob and Lynn Wilson's 4/4 roadster, Tom Muller's '53 Plus 4 roadster, the Hattem's '55 Plus 4 4-seater Drop-head (SnobMog or Chicken Coupe, you make the call), David Trueman's '61 Plus 4 Super Sports, the Rosenstock '63 Plus 4 Super Stock DHC, Craig and Bunny Davis' Plus 4 Plus coupe, the prototype, and Van Der Kraft's '64 SLR Coupe.

Judges Wilburn, Glavis, Rutter and Honorary Judge Peter Morgan, looked over all ten entries before arriving at a fitting and proper outcome though all ten entrants were Morgans that any of us would like to see gracing our driveways.

To everyone involved with the week's activities, may we all wish them a sincere and heartfelt "Well done!" And per chance ten years from now we may again see a Morgan class at Pebble Beach as Morgans celebrate their centennial. Cheers and Happy Morganing!

## ADDENDUM

*From Our Club Historian at  
The Pebble Beach, CA  
Concours d'Elegance 1999*

Yes. It was at the 49th Pebble Beach Concours, 1999. On the Tour, son Jeffrey and I ran the entire route in Murphy (*Jim's '34 Anzani powered Morgan Three Wheeler seen here - since sold. ed*), PM (Peter Morgan) rode with Dennis Glavis in the Plus 4 Plus.

Shortly after the Leno shot while Murphy was being judged, PM leaned over to me and said that even though I probably would not get a trophy, he liked Murphy best of all the Morgans because I drove it and it wasn't all tarted up with chrome!

*Really? Peter Morgan actually said  
'tarted up'? How cheeky! ed*

# The Steamship Keewatin

*Editor's Note: In the Summer 2019 Issue of 'The Blurb,' newsletter of the Morgan Club of Canada, I came upon these photos, which caught my eye for one reason because of the dark blue Drophead coupe among the three Morgans. But I was also intrigued by the photo of the rather formal ship's dining room. I asked and was given permission to reprint it by Blurb Editor David Farmer, who also offered this short bio of the Keewatin.*

In a nutshell, the ship was built in Scotland and launched in 1909. It sailed across the Atlantic and up the St. Lawrence to Montreal where it was registered. Then, because it was too long for the locks in the Welland Canal it was cut in two at a ship yard at Quebec City. The stern sailed under its own power and the bow was towed to Buffalo where it was reassembled. It sailed a regular schedule between Port McNicoll, at the south end of Georgian Bay, and the Lakehead, known then as the twin cities of Fort William and Port Arthur. It was decommissioned in 1965.

The tour guides have lots of anecdotes and they have decorated the berths as they would have looked during different years of its service.

Dave (Farmer)





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## 2005 Roadster for Sale

This Roadster is done in two Aston Martin colors with maroon leather interior. The car has 50k on the clock, all but 3k of that done by the Buckleys. The first owner had the car less than a year before selling it to them. The cloth top has quarter windows and zippered rear window; leather rimmed Moto-Lita steering wheel, 5k on Michelin Pilot Sport tires, stainless door stops, leather bound factory build book. This Roadster has no mechanical anomalies or problems (e.g., the revs do not drop when AC is turned on) as experienced by some Roadster owners. Call Judy (919-606-2054) or Pat (919-606 1944) for additional info or pics. Asking 80,000.

*Editor's Note: I saw this article in the Washington DC club's newsletter, The Rough Rider, and just had to include it in the Morganeer. Reprinted here with permission of the author and Rough Rider Editor Ed Zelinski. Apparently these boys have not learned our motto regarding bear encounters here in Maine - 'see the bear, BE the bear!' GRRRRRR!*

# “WE BEARLY MADE IT BACK ALIVE!”

Peter Ballard



**M**yrna and I spent a couple of days with Duncan and Lee Charlton at their place in Rockbridge Baths just outside Lexington in the hills. On the second morning the ladies wanted to go into Staunton to revisit the places they had visited during the MOG events there, Duncan and I decided we would enjoy some back road driving in his plus 8 before joining the ladies in Staunton for lunch.

Duncan has gotten to know the roads around the area quite well and was showing me the sights. We were cutting across a hill top on a narrow gravel road barely wider than the car, on our way to see a working water mill. The crest of

the hill marked a line where open fields ended and wooded area started, and the road bed was a few feet lower than the roadsides. As we crested the hill we both caught a glimpse out of the corner of our eyes on the right hand side of the car (that's my side) a very large black four legged animal headed straight at my side of the car.

We both thought it was a dog that had been set upon us and that I was about to lose a large portion of my right arm or have a savage dog in the car with us. I immediately leant well over to my left as did Duncan, whilst he at the same time feathered his brakes. The beast turned and ran parallel to the car cut across in front of us and disappeared into the trees. It was at the point that the beast

crossed in front of the car that we realized it was a black bear! Probably in the 160 pound range, but with each telling it is getting bigger! Also with each telling my cry of surprise becomes more and more a “Girlish scream”

Thankfully we were not in my three wheeler which is RHD or my reaction would have put us in the trees.

We were very lucky he/she did not impact the car or land in our laps. It's the closest I have ever been to Duncan in my life and a bear as well.

The photo shows a re-enactment of the event at the behest of our wives.





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# Presidential Yacht Sequoia

Club member Barrie Abrams was out driving his Plus 8 around his new home on Maryland's Eastern Shore when he came upon this sight. High and dry and loaded on a giant trailer was the US Presidential Yacht Sequoia. Obviously in need of extensive repair, Barrie discovered that the yacht was headed for Belfast, Maine for the restoration. Of course, he immediately offered to tow the trailer to Maine with his Morgan, but couldn't close the deal. I'm sure he was disappointed. The wooden hulled Sequoia has subsequently arrived in Maine for what is estimated to be an extensive 3 year restoration. And yes, just like our Morgans - it's got wood in it.





# SPIDER'S TECH CORNER

## *Fuel or Spark? The Old Bugaboo*

Dear Spider,

I am writing to you because I am having trouble with my Plus 4. I can start the car up and idle it for several minutes with no problems. If I start up and drive it and cover 1 to 2 miles and have come to a stop, the idle drops and I cannot get it back above 1000 RPM. If I turn the car off and sit there for 5 to 10 minutes and start the car again it behaves properly and I can drive it for another 1 to 2 miles and then I have a repeat performance.

To give you a feel for the engine I have - it is a TR3 with 89 mm pistons, a hot cam and 7 pounds machined out of the flywheel. It is fitted with a Mallory electronic distributor and a performance exhaust. I forgot to say that the head has been shaved to give me higher compression. I have driven this car for 14 years with no problems until this started.

I thought at first it was a gas problem so rebuilt the carbs, fitted the car with an electric fuel pump with slightly better endurance but still no resolution to the problem. I put a new coil and a new ballast to make sure those were not problem items.

Have you got any ideas about what this problem could be?

Luckily I have a '69 Plus 8 and a '69 4/4 so I am not without a Morgan at this time. But winter is coming here in Vancouver and this is the Morgan I like for the winter.

Looking forward to hearing from you.

Ken

Hi Ken,

This is not easy to diagnose at a distance but I'll give you some bullets to consider. Forgive me if it feels condescending, but I don't have as much local knowledge (of your DHC) as you do.

**FUEL:** If fuel is the culprit, it's either too much or not enough. You didn't say HOW the engine dies: just fades away (usually lack of fuel) or coughs, sputters, and chokes (too much fuel chokes the combustion). Consider some of the following:

— **Condensate:** drain the gas tank from the bottom plug into a 1-qt. clean glass jar (Mason jar?) - careful, don't let it get away from you - and see how many phases there are. If there's substantial condensate in the fuel tank, water should be on the bottom and you should see two phases when the liquid settles in the jar. You would be surprised (I think) at how much condensate finds its way into the fuel tank.

— **Particulate Matter:** how's the fuel filter (is there more than one)? They're cheap enough to simply replace thereby eliminating one possible issue

— **Fuel Pump Vacuum:** where is the new fuel pump? front (vacuuming from the tank)? rear (pushing fuel forward)? if

there's any kind of a loose fitting, cracked rubber hose connector, or cracked fuel line between the pump and the tank, the pump cannot do its job (or not do it completely)

— **Vapor Lock:** everyone jumps to this one first, but truth is I rarely see it as an issue. If the engine heats the fuel in the filter/pump/line-to-the-engine/carb-bowls and vaporizes it, the pump will not deliver liquid fuel. Before designing solutions (can drive you mad) it's best to discover if the problem really exists.

— **Fuel Bowl Needle Valves:** I am assuming you have a pair of SU carbs (either H6 or HS6). Each has a fuel bowl with a float controlled needle valve. Pump fills the bowl lifting the float which stops the flow by pushing a needle into the orifice. It fills front and rear, shuts off front, then shuts off rear. I know you rebuilt carbs BUT check that the float needle is free to move and doesn't get stuck when the needle is all the way in (shut off). Also, check or replace the two floats - even with rebuilds, the floats can become gasoline-sogged and never quite function well.

— **Pull the spark plugs** when the car fails and photograph them (phone). Are they black and gunky? Or are they white-ish? Or are they a nice medium taupe color?

**IGNITION:** Changing the coil and ballast does eliminate one set of issues, so good move.

— **High Voltage Plug+Coil Wires:** Start the car in the dark garage with the bonnet open. Do you see sparks jumping all around the ignition wires?

— **Low voltage connection:** it's stupid, but worth checking to see if you have 12VDC at the coil when the car dies. If no, then it's a loose or corroded connection that goes south as the current heats it. Could be behind the dash, at the coil, or anywhere along the harness. The wire may also be touching metal somewhere leading it to intermittently ground.

— **Electronic Ignition:** I hate to point to it because it's expensive, but it wouldn't be the first time the in-distributor electronics failed. The behaviour would be either a total failure (not like your symptoms) or an intermittent one every time the engine warms up. I don't run an electronic ignition so I don't have a good solution for this. I do know from experience and subsequent conversations with the tech guys at Pertronix, that (if your electronics are by Pertronix) you DO need to correctly match the coil to the ignition system....even within the Pertronix family of components, only certain coils work with certain versions of the system.

— **Got Spark?:** If you've the patience, take a plug wrench with you. When the car fails, immediately pull a plug (any one) and rest it against a ground (careful, it'll be hot) then

turn the engine while watching the plug. If the plug does not noticeably spark across its electrodes, you guaranteed have an ignition issue.

— Timing: is the distributor nice and tightly fixed? or can it move by hand (has loosened)?

COMPRESSION: Sudden or intermittent failures are rarely due to compression issues, but that does not mean never.

— I doubt your 89mm pistons, increased compression, fly-wheel lightening, or headers would have any effect on your symptoms.

— Is there any white gunk on the oil stick or in the radiator? Indicating a head gasket failure?

— Do you use a large amount of coolant or a large amount of replacement oil? Indicating a head gasket failure?

— Are the plugs mostly clean or filthy? OR do they perhaps show signs of rust?

Some of these are ugly and some are simple/cheap. Not being there standing beside you over the engine bay, I can only give you things to think about. Please tell me if this helps or coach me on how you'd like me to help. It's why I signed up for this post as Plus 4 Tech Advisor.

Good luck and please do stay in touch,  
Spyder

Spyder,

This is a lot to think about. In the fuel issue, we have done the following:

The engine does not die totally but continues to fire but revs will not come up over 1000. We have drained the tank and put new fuel in. Also the filter is new. The fuel pump is new and pulling from the tank. I will check the connections but there is only two one at the tank and one at the fuel pump filter. Like you I doubt it is vapor lock. Generally if vapor lock occurs over here it is on a hot day. Right now we are running about 12 degrees C. I am going to take a close look at the float bowl needle valves because we never thought of that. I also going to look at the floats. We know the plugs are firing but I haven't checked the color. Will do so.

We will check the low voltage wire on the coil because I have heard of this problem. I do not have a Pertronix but have a Mallory distributor which is totally built by Mallory including the electronics. We will do the other things first and if no luck will put a new Mallory distributor in as I have a spare for a TR4A which I am installing in Triumph 1800 Roadster. (Stupidly I bought instead of a fourth Morgan)

Thanks and regards,  
Ken Miles

PS - I will let you know how I make out.

---

## COMING SOON ( Next Issue)

### *Autumn MOG 2019*





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# The Morganeer

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