

# The Morganeer

JULY  
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2020

Vol 43  
Issue 4

## Social Distancing.



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

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## FROM THE PRESIDENT

*'Well, shouldn't you be getting to that article?'*

Me: Yeah, but... it's hard to focus. How many times do I have to edit my sentence? If I'm meant to write, then where is my inspiration?

*'You mean I'm not enough inspiration? For real?'*

Me: Well you're not helping today. I mean, if I weren't so busy giving you a nice bath I might be getting other stuff done.

*'HMMM. You know you missed a spot, right?'*

Me: Well, once I get you nice and shiny, maybe I'll take you for a drive. Will that make you happy?

*'I sure hope you pick a better route this time, that last road wasn't my fave, ya know? Too many other cars. I deserve my own space.'*

Me: If you purr along and get happy, then maybe I'll get some inspiration for this article, get back to writing.

*'As long as you go back over that left wing. Did I mention you missed a spot?'*

As you might gather, I am currently losing in this exchange with my Morgan. Yes, I am talking to my car. Face it, we all do it. And it's a sign of our intelligence.

A BBC Three article opens with the statement "Talking to your car, giving it encouragement, naming it – all signs of intelligence and not weirdness," according to Nicholas Epley of the University of Chicago. "It's a natural byproduct of the tendency that makes humans uniquely smart on this planet."

It makes sense. We assign human traits to things important to us. I talk to my piano. Daily. I have never worried about the personality of my post it notes, until they don't stick. Then I must admit, I have had words with them. And when my car won't start, I am positive it is upset with me. (Probably annoyed that I missed a spot – see above discussion!)

"If you're a legendary knight, you defend your life through your weapon, and if you're on a ship, your life is at the mercy of the vessel," Macquarie University linguistics professor Ingrid Pillar explains. "You name the weapon or the vessel because it becomes your most important companion."

That's certainly true – when I am out



for a drive, my Morgan is my companion. It's part of the conversation. We say things like 'the car is enjoying this drive', or 'the engine is really purring today'. When we are out riding, I am depending on the Morgan NOT to be temperamental or pouty, not to misbehave too badly.

Looking back, in 2015 an informal Autumn MOG survey elucidated a number of surprising attributes our cars possess. Our cars reported their favorite spy movie, (various Bond films, Pink Panther, Get Smart topped the list). They preferred Sean Connery as their Bond of choice. They enjoy a wide range of favorite composers, from Pink Floyd and Led Zeppelin to George Gershwin. When asked what your car's drink of preference might be, our group waxed poetic – from 'champagne in a cold crystal flute', a Brandy Alexander, or a 'fun and fruit Cosmopolitan', to "A pint of best bitter in summer, a wee dollop of Talisker single malt Scotch in winter." And just about everyone had definite ideas about the gender of their car – but I'm not going there.

People personify things we love, things we want to explain. And things that are unpredictable do display a quite human trait! But the more we like or enjoy something, the more we engage with them, be it people, weapons, pianos, or cars. Clearly, we love our cars.

So, as you wind your way down the open road, or do a little cleaning (don't miss that spot) and upkeep on your Morgan, remember that the conversation you are having with your car is just a sign of intelligence!

*'HMMM:- Are we talking about your intelligence or mine? And:- I still think you missed a spot.'*



## FROM THE EDITOR

Social distancing, self-quarantine, shelter in place, no gatherings of more than 50 people, wearing a mask—the COVID-19 pandemic has certainly changed our world in many ways. Social animals as we Morgan owners tend to be, it is particularly difficult to put up with as the balmy summer days of our driving season beckon us to get out in our sports cars. It's SO unfair.

**Lennie Mandel** starts this issue off with a sincere and heart rending tribute to the first responders and health care professionals that have risked their very lives in trying to save others in the midst of the many weeks of exploding cases of COVID-19, particularly in New York, New Jersey and to a lesser but still significant extent Connecticut and Massachusetts. He says we are ALL first responders in some way, and that is true I guess—but certainly some have given way more than others. Sadly, but perhaps not unexpectedly we have lost one of our club members to the pandemic.

In this issue's Interview I finally get around to correcting a gross oversight. In my almost ten years as editor of *The Morganeer* I can't believe I never got around to interviewing one of the most long standing and storied members of our club, **Jim Nichol**. We have read his stories of campaigning his early three wheeler at the prestigious Pebble Beach Concours and meeting and spending some time with the late Peter Morgan. And he has also contributed interesting tidbits of our clubs beginnings and early years as Club Historian. Now is about time we heard the whole story beginning with his very early 'car guy' youth to present.

**Jonathan Kinghorn** contributes an interesting article on the hills of Malvern and adjacent rural roads of this area where each new Morgan is taken on its initial test drive. I had mentioned, in a previous book review, that the factory worker who performs these test drives has far and away the BEST job in the world. Can you imagine putting a brand new Morgan through its paces on the roads of Malvern countryside day after day? Sign me up for that one.

Speaking of which, in our Centerfold this issue, courtesy of Morgan Motor Company, we present the specs and a photo gallery of the NEW Plus 4, which will be available for order/purchase in the US late this year or early next year. It looks like a great machine, with new chassis and running gear, BMW power and even an automatic transmission option.

Our super Tech article this issue is a reprint from our friends at *Hemmings Motor News* which explains all you might ever have to or want to know about automobile batteries. Some of the newer high tech batteries available now seem very interesting and definitely exceed the performance of our age old lead-acid types. And as most of us can attest, there is nothing more aggravating than cranking away all the available amps of our battery trying to get a temperamental car started. Recently I discovered some new very high tech Lithium Ion battery start packs that are very light weight, small in size and provide 1500 amps of start power. I'll be carrying one now in my Morgan just for backup and I suggest you check them out if you don't already have one. As a bonus they can also recharge cell phone and computer batteries. Very handy.

One bit of optimistic news is offered by Editor-At-Large Steve Schefbauer, who has also become our Lime Rock Park Liaison officer. As of this time the park is still planning to have its Historic Festival weekend on Labor Day weekend and Steve is encouraging members to participate. The event will include some racing and concours with awards. SO at least we have ONE event this season that has not yet been cancelled.

The remainder of this issue contains some short subjects that I hope you will find at least mildly amusing. We can only hope that at some point in the near future we will once again be able to gather, socialize and celebrate our sports cars. In the meantime, I hope you will all get out, and observing social distancing guidelines, enjoy the fine summer weather in our Morgans.

The road goes on forever,  
Frank



## TO THE EDITOR

*This first letter actually 'To The Registrar' via the editor. It's about time our faithful Registrar got some recognition. ed*

Jack,

Thanks for continuing to do your great job of keeping us all connected. You are at the hub of the nervous system that is the Group. This is especially critical during these dark times of physical separation. Again, thank you.

Run cool, Spider

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### Slights to DHCs

Let me address the shortfall noted on page 14 (of *The Morganeer May/June issue*), namely the lack of a "Best-In-Show" award for your elegant Drophead Coupe. That lovely coupe deserves a *Lifetime Achievement Award*! I've always admired the classy design of the DHCs. They are underappreciated, almost always passed over in competition by the raw and naked beauty of the grittier roadsters of the world.

Don't scoff at the notion of a lifetime achievement winner that has never won a "Best In Show" award. In the music world, Diana Ross, Jimi Hendrix and the Beach Boys have never won a Grammy – but they did receive Lifetime Achievement Awards.

So, drumroll please, I nominate the Plus 4 Drophead Coupe as an exemplary family of classy seductresses of Morgans and Frank Wnek's example as *THE* leading contender for a lifetime achievement award for the coven. There are a few others, of course, that can compete in this class (not to slight them, no) so let the

*continued on page 4*

## TO THE EDITOR continued

competition begin! Submit your nominations for the Morgan DHC Lifetime Achievement Award! And Jonathan, send out a ballot with the nominees to all members. Let the process begin! So that by Autumn MOG's start date of 2 October, we should have a DHC lifetime achievement award winner chosen. Let's just hope the presenters at the awards ceremony don't flub their reading of the ballots!

P.S. Regarding 'The Rendezvous', You've intercepted one of my nightmares! How did you do that???

Tom Austin

Hi Frank,

Great issue of *The Morganeer*. I enjoyed the Kinghorn's article on changing Plus 4 body styles, Spyder's thoughts on oil for the Moss box and your article on Shelter in Place Project. And that is after a quick read, I can not wait to get back to the rest of the articles. Well done.

Best regards, George (Silvestri)

Frank,

Another enjoyable issue. As one of those who have had the pleasure of four decades of reading *The Morganeer* your tenure as editor has clearly produced the best ever.

As to whether Stirling Moss had ever driven a Morgan let me refer you to page eighteen of MY CARS, MY CAREER where he talks about the joy he had driving the family Morgan three-wheeler at age fifteen.

On a more personal note in regard to this subject the night before the Belgian Grand Prix race I was in the large Peugeot/Citroen dealership garage where the Vanwall cars were being prepared for the race. At about 10 PM in from dinner came Stirling and his new Canadian wife Kate Molsom. Apparently he had asked for an adjustment to the seat in his car after qualifying earlier that day. Like the true professional driver that he was he wanted to check it out before going to bed.

The group around us started chattering about British cars with him. One of the journalist mentioned that he had

driven down to Spa from London in a new Morgan. Stirling said his family had owned a Morgan trike when he was a teenager and he was able to drive it without a car license since it was considered a motor bike!

Tony Brooks the following day won the Belgian Grand Prix as the Vanwall cars finished first and third. Mike Hawthorn came second in a Ferrari. British drivers filled the first four places. Moss made a mistake while in the lead and dropped out of the race. Had he finished first, second, or third he would have been World Champion that year, having lost in the end to Hawthorn by only one point.

Fred (Cohen)

Dear Fred,

*In defense of my Editor-In-Chief, Steve's article on Sir Stirling clearly states 'I wish I could tell you he raced Morgans, but he didn't. However, according to his obit in The Washington Post, the first car he owned at 16 years old was an Austin 7, then graduated to a Morgan, then an MG. Morgan Motor Car Co. claims it was a three wheeler but I could not find a photo to back this up.'*

*In my From The Editor column I erroneously stated 'Steve had to come to the unbelievable conclusion that Sir Stirling may have never driven a Morgan.' I obviously had not read his article closely enough. The error is mine. Thank you for bringing this discrepancy to our attention.*

*In deference to our avid readers, truthful reporting in The Morganeer is and has always been important to us.*

Frank

Frank,

Excellent Morganeer, your May/June issue.

I have owned six Morgans over the past 57 years and currently have two, both of whom over-Winter in my unheated barn here in New Hampshire.

After years of facing the "will she start?" each Spring with repeated problems of the sort you faced, it was pointed out to me that the carbs might be starved of oil after months of non-use. So, each Spring we check and top-off the pots. And it works!

I have always used UK-made SU Zenith Dampener Oil for this job, as recommended by Steve Barlow, Morgan mechanic in Wolfeboro, N.H. Its a super light-weight oil I bought several years ago, possibly at Moss Motors.

Good luck, and hope this helps keep the pots happy!

Ty (Phillips)

To The Mad Hatter: (Re: *The Rendezvous*) I only just got around to reading this article in the current Morganeer. While reading it I wondered, as anyone would, what the author was after. It was aviation gas. Now this happens to be what I normally use for racing, when allowed to do so, which hasn't been at all lately. It used to be you could get 110 octane aviation fuel at the Sikorsky airport but no longer unless you had an aircraft number to go with it. Now fortunately I can get it at the Sunoco garage near Home Depot in a 5 gallon drum, but at \$60 a drum. You can get it at the track, Lime Rock, also, but it is as much if not more expensive.

But the little Morgan Cosworth Ford engine loves that stuff and will spin to 8,000 revs on it. It also smells exotic. Not as good as Castrol R used in the old motorcycles and vintage cars but close. Let us hope we can keep getting it.

Great little story, Frank. You sure had me guessing, "What's this all about?"

Thanks, Mike (Virr)



Mike,

*The 'aviation fuel, no ethanol' was just an inspiration I had while creating this in the not too distant future fictional story. I did know that it was used in racing though. Thank you for reading the story and commenting. I'll give you Hoodymans' cell phone no. if you need it! I guess my '\$12 bucks a gallon' was not so much of a futuristic stretch. ed*

# We Are All FIRST RESPONDERS

Lenny Mandel

As I write this piece, it has been almost eight weeks since we officially shut the doors of our Synagogue.

We had three Bar/Bat Mitzvahs in March—on the 7<sup>th</sup>, 14<sup>th</sup>, and 21<sup>st</sup>, where only 10 people were allowed to come, and because of social distancing they sat many pews apart; Thank God for streaming our services so that relatives and friends could watch in the safety of their homes.

Every Sunday in the 50's I watched "Picture For a Sunday Afternoon" on CBS. In the movie "Guadalcanal Diary," one of the bloodiest battles of WWII, William Bendix (*The Life of Riley* TV series star) is in a foxhole and he says [waiting out a heavy artillery barrage]: "I don't mind the one with my name on it. It's the one that says, 'To whom it may concern' that I don't like." Then I remember something like (I'm paraphrasing here): Lord, I know that I'm not very religious, I don't do things according to your commandments, but if you get me out of this foxhole alive . . . well, I probably won't be religious after the war either, but, we could sure use your help.

One of my favorite jokes (yes, laughter IS the greatest healer) is about a man who's going for a job interview, and this job will change his life. It comes with a huge salary, all kinds of benefits and a golden parachute when he retires, but he's driving around and can't find a parking spot. He looks up at the heavens and says "God, this is the biggest opportunity of my life. If you help me find a parking spot, I'll become much more observant—I'll do everything the Bible commands us to do, I'll follow all your..." At that moment a car pulls out and opens a parking space right in front of him. He looks up again and says "Forget it, I found one!"

We're all in a foxhole today, the whole world is in the same foxhole. Look around; your foxhole is no different than anybody else's. It doesn't matter

what the color of your skin is, what the shape of your eyes are, what language you use for prayer, or what name you use to speak with God, and with what's going on in the world today we can't say: "Forget it, I found one!"

All of the first responders, the doctors, the nurses, the aides, the hospital staff, the EMT's are continuously lauded and rightly so.

They remind me of firefighters who, as people are running away from a burning building, run toward that fire; our hospital workers are IN that fire and none know where the water is that could put this blaze out.

They're not going to get medals—no Silver Star, no Bronze Star, no Distinguished Service Cross and no Medal of Honor—even though many deserve them. They chose professions where the medals they get stay with them for the rest of their lives, but are carried in their hearts, not displayed on their jackets.

I don't even want to imagine what their worlds will be like when, God willing, this insidious virus abates, when a cure is found or treatments are discovered.

There will be P.T.S.D. to the Nth degree, but not only among hospital staff. It will affect all of us, because even though most of us are not on the front lines, **we are all first responders.**

Think of how many people have cried on your shoulder, how many hugs, real or virtual, you've given, how intense were the tears you yourself shed when a family member or a friend was stricken with COVID-19!

Think of your clergy, my colleagues. Even we aren't allowed in hospitals, aren't allowed to hold someone and comfort those in pain. At least not face to face. I am one of five Chaplains who serve the Livingston New Jersey Police Department, and our Catholic Chaplain

was bemoaning the fact that he has to perform 'Last Rites' (the sacrament that Catholics receive at the end of their lives) virtually.

No matter your religion, this is not what we as clergy are trained to do, and it's an extremely difficult task.

I officiated at more than a dozen funerals in three weeks, and they were not virtual. I can't begin to tell you how I felt driving into a cemetery at 10:30 in the morning and seeing 15 hearses (or more) waiting to be led to a grave; and that wasn't a one-time occurrence.

Every cemetery has its own rules about the amount of people allowed at the gravesite, but it's a miniscule amount. They don't let you use their shovels, so we've used our hands to throw dirt onto the coffins (as a last act of loving kindness, Jews bury their own), and unless we zoom the funeral we say kaddish (a prayer that lauds God even at our lowest point) without a minyan (a quorum of 10 adult Jews necessary for communal prayer).

A Christian funeral home in New Jersey held a wake with the body of the deceased, in the coffin, propped up at the glass doors of the back of the funeral home. There was a line of cars, each stopping at the door, blessing themselves (for those of us that think making the sign of the cross is called crossing yourself – it's actually blessing your-





self), saying a few words of prayer and driving off.

All of this affects me terribly, and those of you who know me say it's Lenny, and he cries at the opening of a CVS. That's true, sort of, but what affects me the most, what I'm having the hardest time dealing with, is the family's inability to really say goodbye.

I remember standing with my mom, holding my dad's hand watching his heart monitor until it flat lined. Tears ran down my cheeks, but I said goodbye, told him that I loved him and gave him a kiss. It was a horrific moment for us, but at least I was there.

Facetime, WhatsApp and Zoom can't hold a hand, can't hug and can't kiss. Yes, there are plenty of nurses and aides who sit at patients' bedsides and hold their hands, but it's not the same. THEY ARE NOT US!!

It's a new world, few if any of us have ever experienced anything like this. It's

time to work together, to help each other to stay safe, and to stay healthy, and the only way to do that is by being careful, because the one that is probably gonna affect us is the one marked-'To whom it may concern'.

People always ask me how I'm doing. This is my response-- It's like the guy who jumped off the Empire State Building-- he passed the 76th floor and someone yelled: "How are you doing?" He replied: "So far, so good!"

Unlike him, God willing we'll all have a much softer landing!!!

I pray that all of you, your families and friends keep your sense of humor, stay SMART, SAFE and remain HEALTHY. And I hope it's okay to mention God in *The Morganeer*, Frank.

*Yes, Lenny. It is perfectly fine as far as I am concerned. Pax vobiscum. ed*



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## GREAT NEWS

### *Brian Jouris*

Brian Jouris was fortunate to have his twin sister, Lisa, donate her kidney to him recently, for she was a perfect match! A successful surgery was performed on Wednesday, June 17th at Lahey Clinic Medical Center in Burlington, MA. Their parents, Bill and Beth, are very pleased with the outcome. Both are recovering nicely. Lisa returns to Ft. Lauderdale, FL on July 7th where she lives. Thanks to everyone who donated to GoFundMe and to those who stood by us from the beginning. - Beth & Bill Jouris



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# INTERVIEW

## James Nichol *The Original 3/4 Morgan Group Morgan Man*



*I must begin by saying your humble Morganeer Editor for this past ten years has been seriously remiss. How could I have NOT done a Member Profile or Interview with perhaps the longest standing and distinguished of our club members during my tenure? A serious and egregious omission which I shall most belatedly correct.*

*Jim has informed me that he was NOT one of the members of the "Sardis For Lunch" bunch in New York City (Jim tried to get his school principal to let him go into the city for these lunches, but knowing Jim he thought he would probably have come back late for afternoon classes and slightly inebriated or most likely not come back at all. SO he refused (probably a good thing for Jim and his career). But Jim was present at one of the DCMOGS when the 'founding fathers' and members of the NYC lunch bunch had the discussion which culminated in the formation of a new club*

*for not only New York but New England and, yes, even New Jersey. Thus the 3/4 Morgan Group was formed and Jim was there at the inception.*

*As Club Historian, over the years of my editorship Jim has regaled us with stories of his visits to England for a three wheeler meet and on other occasions, and how he was literally 'adopted' by Peter Morgan and wife Lady Jane. He even got a ride in Lady James one-off Plus 8 Drophead Coupe (fitted with, of all things, an automatic transmission). More recently, we read about his receiving an exclusive invitation (with his vintage three wheeler) to the Pebble Beach Concours when Morgan was a featured marque, and how he made the acquaintance of another Morgan owner there, 'some guy' Jay Leno. We also got to hear one of the stories of Jim's misguided youth, when he and a friend thought it would be a good idea to drive to a race weekend at Watkins Glen in an unlicensed (two different plates found by the roadside on front and rear) project car they were working on. And, of course, neither yet had their 'official' NY State driver's licenses. Minor technicality.*

*So, we have had glimpses of Jim's youth and history as a Morgan man. Let us now (finally!) get to know a little more about this club dinosaur, organizer of diabolical Autumn MOG clue rallies (which must ALWAYS include a farm implement question) and discover a bit more about his formative years, sordid past and endearing, long-lasting love affair with the Morgan marque.*





## **MORGANEER:** **When did you become a 'car guy' and what is your most memorable car adventure?**

My "car guy" gene seems to have reared its head early, possibly age 6 when I took the wheel of my grandfather's CJ2, or maybe later that year when my grandfather gifted us with a '49 FIAT Topolino, or most assuredly by the mid 1950s either when cousin Jinny arrived in her MG-TD or my dad took me to the stock car races at Weissglass Stadium, a 1/5 mile oval not far from home.

Among the many car adventures I've been fortunate to be part of probably most memorable was my UK trip in 1972 when I not only wandered through the Morgan works in Malvern Link but also was fortunate enough to stay with Peter and Jane Morgan for three days. The adventure was highlighted by driving their son in law's Plus 8 as well as Mrs. Morgan's one-off autobox Plus 8 DHC. I must mention that attending MSCC and MTWC's ten day 75th Anniversary celebration ranks right up there as well.

### **Where did you grow up? Where did you go to college and what was your working career?**

I was born and raised on Staten Island's South Shore, a bucolic oasis officially part of NY City, but we had a dairy farm not a half mile away, vegetable farms, and all the explorable woods and beaches of a deserted island. While in high school we moved to Rhinebeck, NY with much the same small town feel. From there I spent 4 years at SUC Oswego, today SUNY Oswego on the shores of Lake Ontario, a lovely spot during its brief spring summer and fall but a blizzard magnet in winter. It was



conveniently close enough to Watkins Glen that I was able to attend not only the USGPs but also the sports car races during the summer. From there I began my 35 year career teaching in Dutchess County, working summers greenkeeping at two local golf courses, and a 30 year career officiating high school and college fast-pitch softball.

### **When/where did you meet your spouse and was there a Morgan or other car involved?**

I met Marti in 1977 while visiting relatives on my way to MCC DC's MOG 7 held in Luray, VA. A year later we were married and this year celebrate 42 years.

### **When did you 'discover' Morgans and purchase your first? How many have you owned and now own? Your favorite?**

I discovered Morgans on an illicit drive to Lime Rock Park in 1962. When I saw this outrageously cool vintage looking car besting many new models, I was so intrigued I spent a hard earned 50¢ for a copy of Haybale to discover that it was a Plus 4, 4 seater driven by Bob MacArthur. I swore that one day I would own one. It wasn't until April of 1971 that, thanks to a good friend who only knew what a Morgan was because

of my continuous haranguing about them, that I found and was able to buy MargaMorga (a name that seemed to fit due to the missing "n" on the rear script) and still have today. I also fell in love with three wheelers and in 1997 bought Murphy, a 1928 Anzani Aero with whom we enjoyed the 1999 Pebble Beach Concours d'Elegance as part of a ten car Morgan Class. Falling prey to modern fashion (e.g. electric start and reverse) we traded Murphy in on a 2013 5 speeder which we have yet. MargaMorga remains my favorite but I would be lying if I said that to have another vintage M3W wouldn't be a treat.

### **When did your association with Rhinebeck Aerodrome start?**

In 1961 when my father took me there (likely to stop my incessant whining). Moving to Rhinebeck a year later I became one of 4 Aerodrome Rats, helping with anything Cole (Palen) or another pilot asked us. The plus side was the occasional plane ride and driving pre WW I cars and the WW I tank.

### **How many times did you get to meet Peter Morgan? What was he like?**

PM was the quintessential English gentleman. From the first time I met him in 1972 until our last meeting in 2003 about a month prior to his passing,

#### **Photos:**

**Above:** Jim showing his early car genes

**Opposite page:** In banquet formal attire



The initial meeting was at MCC DC's MOG 2 (1972) in Mt. Pocono, PA. It was followed up by spending three days at the Morgan home less than a month later during my first trip 'cross The Pond. Following that, I met him at the two other MOGs he attended, at Pebble Beach in 1999 (where he told me that Murphy, my '28 Anzani Aero was his favorite Morgan there because "You use it and

it's not all tarted up with chrome!"). In all the times I saw him, I never once saw him ill-tempered or answering sharply to anyone.

**When did your association with the 3/4 Morgan Group start? Could you possibly now be the longest standing club member?**

At MOG 2 there was a "meeting" of John Erickson, Bob Schmidt, Ken Gross, two others, and myself at the motel across the street from meet headquarters, The Sheridan Manor Inn, where resurrecting the by then defunct NYC Morgan Club was discussed. This led to meetings at Ken's home and Bob's home following MOG 2 and 3/4 Group was born. It's possible that I am the longest standing club member though I never was able to make any of the NYC noggins, a downside of my teaching career.

**Who is your most memorable club member? What is your most memorable club event?**

John Erickson and Harry Carter are far and away the most memorable club members. I could not put one over the other as they both were instrumental in making the 3/4 Group what it has become. My most memorable club event was the 2003 Autumn MOG when I received the Harry Carter Esprit du Vent Award.



#### Photos:

Top: At pebble beach with Some Guy  
Bottom left: Autocrossing with Morga

Opposite page:  
With Peter Morgan at Pebble Beach



**When did your association with Morgan motors of New England begin? Do you still work there part time?**

I began with MMNE in June 2003, full time for three or four months, then one day a week to the present.

**What do you think is the future of the Morgan marque, the Morgan Motor Company and our Morgan club?**

The Morgan Motor Company has changed markedly since my first visit beginning with the family now has only a minority share. The new CX platform seems to bring the MMC into the 21st century (not that we are all happy with it being seemingly up to date). I fear that the higher prices of the new cars as well as the continued use of side curtains and the like will make it difficult for Morgan to grow production numbers. With various safety and anti-pollution mandates here, Morgan has little choice over much of this as they continue to build bespoke vehicles.

**Financial considerations aside, what Morgan model would you drive?**

If I could have any Morgan in my ga-

rage to drive, I would want the one and only Plus 8 4 seater to come out of the factory. It was finishing build during my first visit to the works as a one-off for Allon White Motors. They had it for sale last year and I failed to contact them in time. Oh well...

**What was your one 'road trip from hell' that you'd like to forget (but can't)?**

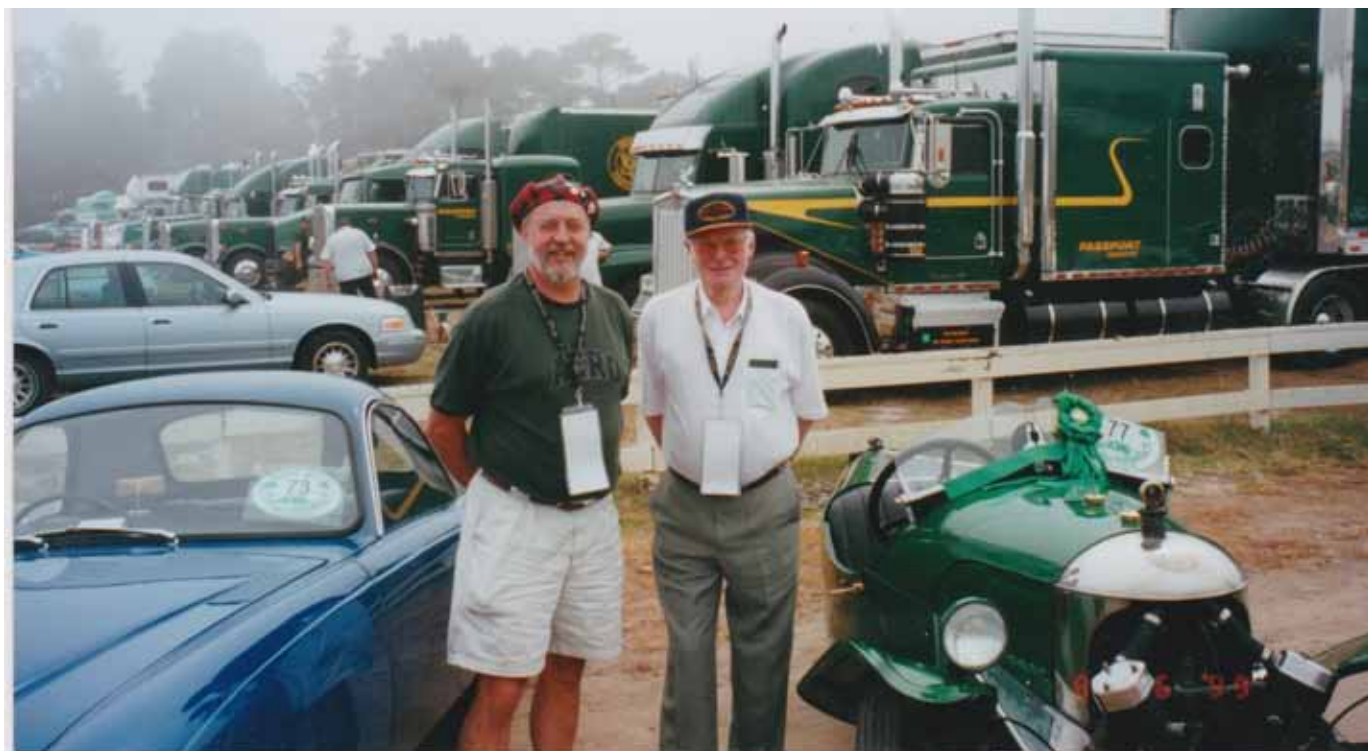
The road trip from hell was during the convoy to MOG 9 in Luray. There was a second gas shortage with many stations devoid of gasoline. Our trip began well enough until we all (about a dozen cars) met at a truckers' rest stop in New Jersey. It seemed an opportune time to fill up, but as we pulled up to the pumps, we noticed a red flag posted, a sign of no gas. \$#!@&\*! Backing out of the stall, I felt a sudden drop in the front end, so I quickly stopped and got out to look. One side of the front crossmember had separated from the rest. Inspection showed that (and I'd driven the car for 8 years at that point!) One of the lower crosshead tubes had been bent, a hollow sleeve inserted to straighten it, then the tube was braised and (whoever thought this was a good idea?) sanded down to look like new. We had just come through a hundred fifty miles of local roads, thank

goodness it did not let go earlier. Talk about guardian angels! Not only that, but there was a truckers' welding shop as part of the complex, so roping the front end together, we pushed Marga to the shop where all the 18 wheeler jockeys had helpful comments like "Ah look, here's a hood ornament for your Peterbilt," etc. Within 15 minutes all was well and on to Luray we all went where a first in class in the Auto-x was proof that the front end was safe. That winter the temporary braise was replaced by a permanent fix. Phew!

**How many Autumn MOGs have you attended? What is your favorite venue?**

Not having kept track, I must say that I missed one or two Autumn MOGs in the mid 1980s and the first two Newport events, but have been to most of them starting with AM 1 (AKA "Autumn SOG"), so thank you Spider and Harry for a magnificent concept, one that continues to the present. My favorite venue? I can't think of a bad one. All different, but all with positives about part or all of the event. I've loved every one.

*Thanks Jim. It's about time we got around to this.*



# What Sort Of Man Reads *The Morganeer*

Photo by Skye Malik

**H**e is self confident, for sure, and not distracted by the silly meaningless advertising of the day.

As a true professional, for his daily driver you will not see him driving a GIANT pickup truck or Escalade, or Armada, or Navigator. More likely a hybrid or even electric.

The Morgan is pushed back in the drive so he can whip his Mom into shape as her Taekwando coach in his garage 'studio'.

At the end of a hard working day, when it is time to kick back and just go for a ride for sheer pleasure and exhilaration - of course, he drives a Morgan. Not one of these 'pretender' sports cars with roll up windows and automatic transmission and even air conditioning. It's the freedom of the open road for him - shifting gears (trying to find second), goggles on, wind in your face, listening to the growl of the exhaust, taking in the whiffs of raw petrol and burning oil, feeling each bump in the road.

He is neither a slave to fashion, nor is distracted by the electronic gadgetry of his generation. ("Does this have Bluetooth? Where's the phone charger plug-in? Doesn't this thing have a radio/")

He is a Morgan man. Those who have not experienced it will never know.



*Sadly, COVID-19 has taken one of our club members. Our condolences to Walter's family. ed*

## IN MEMORIAM

Walter E. Barton longtime resident of Ancramdale, NY passed away on May 8, 2020 at Vassar Brothers Hospital as a result of COVID-19 complications.

Walter had multiple passions ranging from fishing to skiing to cars. Prior to discovering Morgans, Walter enjoyed original Minis and Triumph GT6s among others. He could easily find equal enjoyment in whichever path he chose though our experiences with him were limited to his British car self.

To our knowledge his first recent Morgan was an attractive unique green Plus 4 roadster which was followed by (his and) Susan's bright red Plus 8. His enjoyment of British cars was akin to that of many of us and his knowledge of the workings thereof was admirable.

He is survived by his wife of more than thirty years, Susan, son Hunter (Kristin) and two grandchildren, stepchildren Scott Simmons (Desi), Robin (Simmons) Patchin (Kyle), and Jason Simmons as well as numerous nieces and nephews.

Walter will be sorely missed as a kind, dryly humorous friend to all.

A memorial service has not yet been scheduled due to the COVID pandemic.





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## PLUS 4 FOR SALE

A rare 1984 Morgan Plus 4, Green (BRG)/Black int.  
with 22,000 miles, factory 2000cc Fiat twin over  
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over from bumper to bumper including replacing  
rubber components and more. Have documentation  
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Quarter Page \$100 per year  
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All advertising is billed on an annual basis with full pre-payment due  
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### Morganeer Editor

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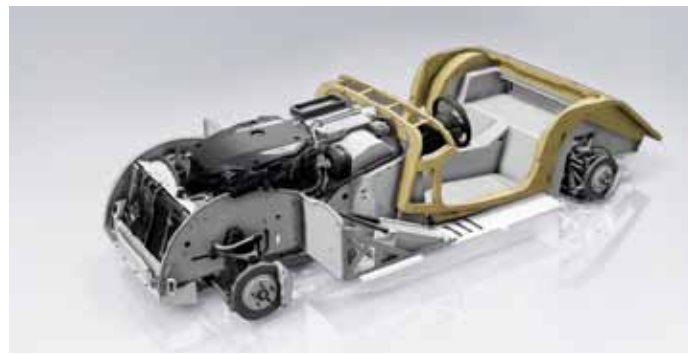
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## NEW MORGAN PLUS 4



### TECHNICAL SPECIFICATION

#### MANUAL

**Engine** BMW 2.0-litre TwinPower Turbo, inline four-cylinder

**Gearbox** Six-speed manual

**Maximum power** 255 bhp (190 kW) at 5500 rpm

**Maximum torque** 258 lb ft (350 Nm) at 1000-5000 rpm

**Acceleration** 0 – 62 (0-100kph) 5.2 seconds

**Top speed** 149 mph (240 kph)

**Fuel economy (combined)** 39 mpg (7.3 l/100km)

**CO2 emissions** 165g/km

**Dry weight** 1,013kg

**Length** 3830 mm    **Width** 1650 mm    **Height** 1250 mm

#### AUTOMATIC

**Engine** BMW 2.0-litre TwinPower Turbo, inline four-cylinder

**Gearbox** Eight-speed automatic with comfort, sport, sport plus and manual shift modes

**Maximum power** 255 bhp (190 kW) at 4400 rpm

**Maximum torque** 295 lb ft (400 Nm) at 1000-4300 rpm

**Acceleration** 0 – 62 (0-100kph) 4.8 seconds

**Top speed** 149mph (240kph)

**Fuel economy (combined)** 40 mpg (7.0 l/100km)

**CO2 emissions** 159g/km

**Dry weight** 1,009kg

**Length** 3830 mm    **Width** 1650 mm    **Height** 1250 mm

**List price** Contact your local Dealer for availability







## 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. 6,500 miles

(New M3W is about \$55,000)

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



## 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.

# Corona Virus Sale



## Parts For Series IV Morgan 4/4

Gas tank in excellent condition,  
no fuel gauge sender. \$200

Brand new bumper still in factory wrap.  
I believe it also fits +4. \$300

Leather seat squab, red leather,  
good condition. Small tear driver's  
side back edge (left shoulder) \$100

Seat cushions, pair red leather  
with bladders. \$100

Prices do not reflect shipping  
Contact: Perry Weiner. 215-778-6987  
[mogowner@gmail.com](mailto:mogowner@gmail.com)





## MASKED MORGANEERS

Who Are  
These  
Masked  
Morganeers?

*Can You Guess*

Find answer on page 21

### The 3/4 Morgan Group Ltd SCHEDULE OF EVENTS 2020

<u>DATE</u>	<u>EVENT</u>	<u>HOST/CONTACT</u>
Fri-Sun Jul 3-5 <b>Postponed to 2021</b>	<b>MOG 50 Morgan Club of DC</b> Mimslyn Inn Luray, VA	Spider J. C. Bulyk <a href="mailto:shiftright@icloud.com">shiftright@icloud.com</a> 203-640-5700
Thurs-Mon Sep 3-7 <b>NO CHANGE</b>	<b>Lime Rock Historic Festival</b> Lime Rock Park, CT	Steve Schefbauer <a href="mailto:sschefbauer@aol.com">sschefbauer@aol.com</a>
Fri-Sun Sep 11-13 <b>Cancelled</b>	<b>British Invasion</b> Stowe, VT	Mike & Linda Baker <a href="mailto:lindabaker8847@gmail.com">lindabaker8847@gmail.com</a> 802-578-0382
Sun Sep 20 <b>NO CHANGE</b>	<b>Caffeine &amp; Carburetors</b> Pine & Elm St. New Canaan, CT	Tom Smith <a href="mailto:tsmith@thomassmitharchitect.com">tsmith@thomassmitharchitect.com</a>
Fri-Sun Oct 2-4 <b>NO CHANGE</b>	<b>Autumn MOG</b> Gideon Putnam Resort Saratoga, NY Rhinebeck	Deborah Spurgas <a href="mailto:zumbadeb@nycap.rr.com">zumbadeb@nycap.rr.com</a>
Oct 9-11 <b>NO CHANGE</b>	<b>2020 British Legends Weekend</b> Plymouth, MA Morgan featured marque	Cape Cod British Car Club Jamie Goodson

# The Hills Are Alive

## *(With The Sound of Morgans)*

Jonathan Kinghorn

**M**organs don't simply roll from production to dispatch without being checked. Quality standards and control have increased significantly in recent decades, but one thing the company has always done is to take every car made out for a proper test drive so major faults can be found and rectified before the car is released.

I don't know of any other car maker that still does this. Rolls Royce used to test every car they made with some poor guy shut in the trunk listening for rattles, squeaks, and other noises that shouldn't be there, but I don't think they've done this for many years. Today's major car makers test pre-production vehicles extensively to ensure that they are ready for manufacture and do quality control by sampling just a few of the cars coming off their production lines. Jaguar runs every vehicle on a rolling road at high speed in every gear as it comes off the line, but like other makers they find it impossible to take every car out for a road test—there are just too many!

### An Envious Job

Morgan Motors's test runs are usually between ten and twenty miles long, and they take place rain or shine. Fortunately, the works is within spitting distance of an ideal proving ground—the Malvern Hills. The current Morgan test driver is John Timms, but for many years this enviable job was done by a wonderful character named Charlie Curtiss who joined the repair shop as a mechanic back in August 1917 and didn't retire until 1971. He was styled Chief Tester from 1947, and during his more than 50 years with the company he road tested practically every Morgan built.

Charlie was far more than just a test driver of course. As a highly skilled mechanic he helped prepare works cars for Peter Morgan and others to use in

races and rallies. He was in the pits at Le Mans in 1939 when Jim Goodhall raced the 4-4 supplied to Miss Prudence Fawcett for her remarkably successful entry the year before. And he was back in 1962 (with Jim Goodhall) supporting Chris Lawrence when he famously won the 2-liter class. On that occasion Lawrence's Plus 4, TOK 258, ran flawlessly and the crew in the pits had nothing to do other than provide oil and fuel!

Invariably, when Charlie was testing cars he followed the same route around the Malvern Hills. One local recalled how "every weekday, sometimes more than once a day, a Morgan would roar past our front gate" with him at the wheel. Charlie's favored route was devised to incorporate a combination of hills, bendy bits, and straights so he could put the cars through their paces. Throughout the year, whatever the weather, Charlie drove soft top down and sans-sidescreens, 'because he liked it that way.' The cars usually did not have their spare wheels fitted and, not being taxed or registered by their owners yet, carried the trade license plates that enabled them to run legally on public roads.

Charlie was always able to make

it back home when something went wrong, as it sometimes did, and could not recall ever calling the works for help—although he did admit to breaking a few starting handles. If he found problems with a car during a test run he would slip a note detailing them under a windshield wiper blade when he returned to base. And when told the problems had been fixed he would take the car out for a second run to ensure that all the issues had indeed been dealt with.

### Pickersleigh Road, We Have a Problem

Morgan Motors still test every car they produce, and have established favored routes that are probably very similar to Charlie's (which wasn't recorded). As in days of yore, on very rare occasions a test run doesn't go so well.

The most celebrated recent mishap occurred in March 2017 when a black Aero 8 was spectacularly written off on Madresfield Road—in a residential neighborhood about a mile from the works. At about 8:45 a.m. on the fateful day the driver noticed "strange noises." Almost immediately the car swerved violently to the right into a brick garden wall and the RV parked behind it, demolishing the former and damaging the latter. The car's air bags deployed but the driver, although shaken, was unhurt. He told the startled homeowner that the thought the prop shaft had dropped ...

### The Long and Winding Road

The roads in and around the Malvern



The Malvern Hills from British Camp (gailhamshire)



Hills offer some of the best Morganeering in England. The hills themselves have been officially designated an Area of Outstanding Natural Beauty, and the rural landscape around them is attractive too. The beautiful Severn plain and what the local tourist board terms the “undiscovered” Teme Valley lie to the north and east of the hills while the rolling fields of Herefordshire spread out to the west towards Wales.

The hills are an eight-mile string of peaks rising improbably out of a gently undulating landscape and terminating at the imaginatively-named End Hill. The 1,395 ft.

Worcestershire Beacon is the highest in the range, which was dubbed “the English Alps” by a seventeenth century visitor who had never seen the real thing. The hills are of course much smaller and greener than the actual Alps, are liberally provided with paths and park benches, and (until it burned down) boasted a hilltop tea room—but their slopes are extremely steep. For this reason, the principal roads run north/south along their length, one side of them or the other.

There are, however, a couple of passes through the hills and some interesting gradients. Old Wyche Road, which climbs up the eastern slopes to one of the crossings, the Wyche Cutting, is just about the steepest bit of road in the whole of England. From the earliest days H.F.S. Morgan used it when road testing his machines, usually without mishap. It's grade of 17.54° is topped only by a precipitous street in Bristol. Fortunately, the B4218—a much gentler approach—takes today's traffic up to the cutting from Great Malvern and over into Herefordshire.



Old Wyche Road (Trevor Rickard)

Further south, the A449 crosses the hills below the hill called the Herefordshire Beacon, which is capped by the Iron Age hill fort known as British Camp. From a recreational motorist's perspective, probably the best piece of road along the length of the hills is Jubilee Drive (the B4232), which runs north along the west side of the hills from British Camp, crosses the B4218 below the Wyche Cutting, and continues to the far end of the range to loop back around it to Great Malvern on the other side.

As well as being ideal for testing Morgans before their dispatch, the roads in and around the hills have long been used for Morgan Motors' publicity photographs and for motoring correspondent's review rides and videos. They are also a mecca for Morgan owners and are enjoyed for their own sake by tourists in tintops.

When you are in the area to visit the works, don't miss seeing something of the town itself. It is an attractive place with some interesting features.

Malvern is a mélange of neighborhoods—Great Malvern in the center, Malvern Link where the Morgan Works is to be found, Malvern Wells, West Malvern, and more. Parts are still lit with gas street lights, and there are many commons, managed today by an organization called “The Conservators” which also owns and preserves the hills. When my mother lived in the area her house directly abutted Barnards Green, which gave her grazing rights on the common for her livestock. She didn't take advantage of this perk, but you can expect to see others' horses and sheep doing so.

If you don't have your Morgan with you when you are there Morgan Motors now hires out Plus 4s and 3-wheelers. They are available for the day, overnight, for the weekend, or by the week so people can enjoy these iconic vehicles and the wonderful roads and scenery of their natural habitat. What *are* you waiting for?

# Morgan Books For Sale

*Gary Bell, aka Cuthbert Twillie, author of A Yank At Malvern, has put up his extensive library of Morgan related books for sale. If you have an interest in any of these books please contact him with an offer.*

306-877-5160 [garyb6158@gmail.com](mailto:garyb6158@gmail.com)

## **Morgan Sweeps the Board**

Alderson and Rushton hardback

## **Morgan Four Owner's Workshop Manual**

R Clark soft back

## **Morgan Three Wheelers**

Peter Miller hardback/flyleaf

## **Morgan. First and Last of the Real Sportscars**

Gregory H. Bowden hardback/flyleaf

## **More Morgan**

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## **Morgan Plus 8**

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(In German) hardback

## **Four Wheeled Morgans, Vol I. Flat Rad Models**

Ken Hill hardback

## **Four Wheeled Organs, Vol 2.**

Ken Hill hardback

## **Morgan, The Last Survivor**

Chris Harvey hardback

## **Famous Car Factories Morgan.**

Bengt A. Holm hardback/flyleaf

## **Morgans. Pride of the British**

John H. Shealley II hardback/flyleaf

## **The Rare Ones. Peter Morgan and the Plus 4 Plus**

John H. Shealley II soft back

## **The Vintage Years of the Morgan. Three Wheeler**

William Boddy soft back

## **Morgan Plus 4 and 4/4**

Gold Portfolio Brooklands Books soft back

## **Morgan Plus 4 Super Profile**

John Teague Hardback

## **Morgan Best of the British in Old Photographs**

Ken Hill soft back

## **Morgan Cars**

Gold Portfolio Brooklands Books soft back

## **Completely Morgan, A 3 Vol Trilogy**

Ken Hill hardback/flyleaf

## **Morgan 75 Years on the Road**

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## **Morgan In The Colonies. Across The Pond**

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## **Morgan Cars 69 to 79**

Brooklands Books soft back

## **70 Years of Morgan Motoring 1910 to 1980**

soft back

## **Morgan Sports**

Auto Car soft back

## **Morgan Yearbook 1980/81**

soft back

## **Morgan Restoration and Buying**

Practical Classics soft back

## **Notes From a Morgan Garage**

Fred Sisson

## **A Yank at Malvern, 5th Edition**

Cuthbert Twillie



## Morgan 4/4 For Sale

1967 Morgan 4/4 Competition Series 5 or GT model (270 made) Chassis # B1380, Owned since August 2004. Red with new black leather interior Car completely disassembled and rebuilt (including new Morgan chassis) in early 2000's. Rear end rebuilt in 2019. Loads of factory options:Leather,wire wheels,bucket seats,Water Temp Gauge,Long range lamp,Heater,Defroster woodrimmed steering wheel. Competition Model or GT Model options: Tach,Tubular headers, High Compression Pistons, High lift Cam,Weber Carb, Ford Cortina GT. Engine (raised power from 65bhp to 83.5.) Factory Certificate comes with the car.Spent approx \$2200 prepping car for sale. Located in Allentown, PA but will be relocated to Belvidere, NJ area when I can leave West Palm Beach (May?). Car may be seen at either location. Morgan is great fun but down-sizing dictates sale. No rust. Lots of service records. Asking \$43000.

Contact Bob Wade 610-905-8311 (C) or [rwade@rattlesnake-ridge.net](mailto:rwade@rattlesnake-ridge.net)



*Our ace Morgan racer Mike Virr offers this assessment of the 2020 VSCCA season. ed*

# All Tuned Up . . . Nowhere To Race?

Mike Virr



**J**ust started to commission the Morgan today after a longer than usual hibernation? Much later than usual as the normal time of the Spring Sprints has now past. I can't see them running the Empire Cup (Jag) meeting at the beginning of next month either.

It's all messed up, but you can at least drive yours on the road.

---

**Photo:**

Mike in his usual place in the lead with Chris Towner bearing down on him in his flat rad. Morgans first and second place during the 2019 Empire Cup race at Lime Rock. Also in the background fending off a few pesky MGs is either Larry or Katy Eckler in the Eckler Racing Team Plus 4.

---

## MASKED MORGANEERS UNMASKED (For A Moment)

Photos by daughter Cindy Cutler

Aha! It is our very own Bill and Sheila Alexander taking their friends, Drs Joel Cutler and Cindy Wegener, out for a drive in their Plus 4, 4 seater on a fine spring day in Maine.



# TECH

## *What type of battery should I choose? How lead-acid, gel, AGM, and other batteries compare*

By [Jim O'Clair](#)

**W**ith stay-at-home orders currently issued all over the country, people may have not considered the fact that many classic vehicles, boats, RVs, and motorcycles have been sitting dormant for even longer periods of time than normal this year and many will require a new battery, or at least some battery maintenance, before we fire them up again. These days, though, there's more than just the standard parts store lead-acid battery to choose from, so let's break down the differences between lead acid, gel, AGM, and other battery types now on the market to see which is best for your needs.

For almost 100 years, the lead-acid battery was the basis for any automotive electrical system to provide an energy boost for starting, as well as long-lasting amperage to power ignition systems and dozens of electrical accessories. Initially offered in 6-volt form, batteries used a series of lead-based plates (with other ingredients), bathed in 25-percent water and 75-percent sulfuric acid, encased in an acid-resistant rubber box. The acid (or electrolyte) allowed charged ions to move between the lead plates, which resulted in an electrical charge either being drawn from the battery or returned to the battery via the car's charging system. These 6-volt batteries have three "cells," and 12-volt batteries have six.

Each cell of a battery contains a series of positively and negatively charged lead plates. The amount of plates varies and determines the amount of amperes the cells can store and deliver when needed. Every stacked cell produces 2.11 volts, which is why a 6-volt battery should measure 6.33 volts when fully charged and a 12-volt battery should be measure at 12.66 volts when brand new.



Typical tar-top six-volt battery.  
Photo courtesy Jegs.

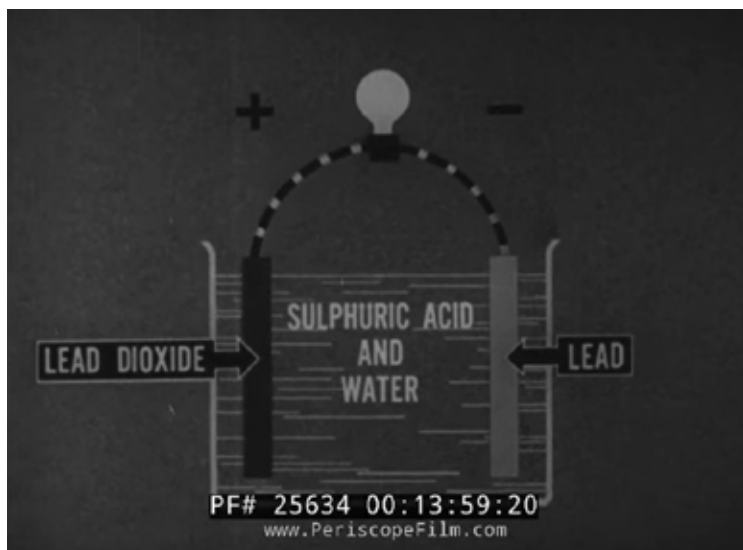
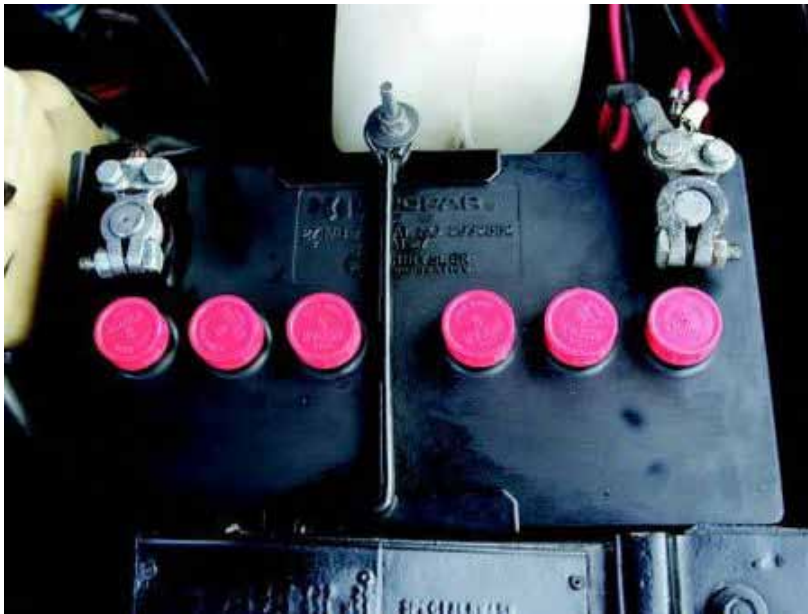


Image via Periscope Films on Youtube.





Caps over each cell allow for inspection and topping off of water for batteries that require maintenance.

The movement of the electrolyte and discharge and recharge cycling often lead to a chemical reaction within the battery that results in evaporation and loss of some of the water content. This explains why most batteries had (and in many cases, still have) caps over each cell. The evaporation is vented through the caps, and these same caps allow us to inspect the battery's condition with the use of a hydrometer and refill escaped water content to maintain the proper 75/25 mixture. This is why you should never add acid to an old battery, as the acid content never diminishes, only the water.

Maintenance of the level of water has always been an important factor in battery health because the less liquid in the battery, the less likely it is to recharge or to take a jump from another power source. Batteries can also freeze when subjected to constant cold temperatures without being maintained. The water and acid tend to separate in a dormant battery, and the water content is higher at the top of the fluid than at the bottom; eventually, this water freezes. Even though the acid is still potent enough and may not freeze towards the bottom of the cells, once the water freezes in a battery there is little chance of it ever regenerating despite recharges. (Important footnote here: Frozen batteries are not a warranty issue and no new battery manufacturer will warranty one, as these are deemed "unmaintained").

Historically, rubber-cased batteries could often discharge on their own if stored on a concrete floor, so improvements in design led to a change in the casing during the 1960s, when rubber was phased out in favor of polyethylene outer cases. Inner technology also changed, with improvements to the

shape and the amount of lead plates that could be stacked into each cell, and changes to the grid design and connection between cells. The addition of more lead plates led to still higher ampere ratings and longer warranties.

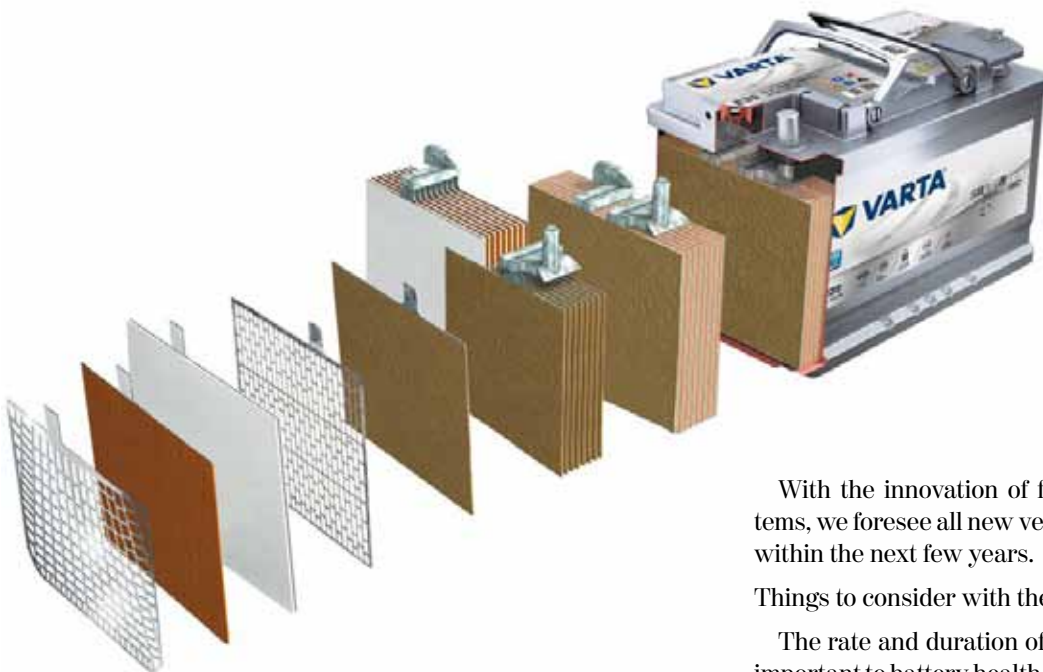
Lowering the amount of antimony within the lead-based plates and substituting calcium, selenium, and strontium reduced the amount of gassing that occurs within the battery and virtually eliminated the need for battery caps. New buzz words for batteries were marketed because of this change; the improved batteries were then sold as "low maintenance" or "maintenance-free." These innovations have also led to "sealed lead-acid" batteries, or SLAs, which are used extensively in computer power backups, battery booster boxes, kids' electric vehicles, and emergency exit signs in municipal buildings. SLAs offer less fuss and muss to maintain, but because the cells were often no longer accessible, these batteries could not be checked with a hydrometer or refilled should water content decline. Many were still vented in inconspicuous places, but there was no cap to remove to test or refill. Hand-held battery load testers and electronic charging system analyzers grew from the need to find a better way to test their condition and state of charge.

Driven by the marine industry, battery manufacturers created the next generation of battery, the gel cell. These batteries were safer in marine applications, wheelchairs, jet skis, RVs, and other special use vehicles, because the electrolyte solution was changed to a paste consistency by adding silica. The thicker acid mixture further reduced evaporation and spillage, and these batteries provide a more consistent available amperage than a conventional lead-acid unit. On average, a "flooded," or conventional lead-acid battery can be charged to as much as 14.5 volts and maintain 13.6 volts in "float phase," whereas gel-cell batteries can only be charged to 14.1 volts but maintain a higher float at 13.8 volts. Gel batteries are still very popular in special use applications, but their warranties are not as long as lead-acid batteries because they are used in conditions that require less cold cranking amps and more amp/hour or deep-cycle usage. The plates in deep-cycle batteries are thicker and, as a result, provide more reserve capacity over long periods of time. Both gel and deep-cycle batteries should also be recharged at a slower rate to get the most life out of them.

AGM or "absorbed glass mat" batteries are the newest innovation, and their use has been adopted by OE manufacturers such as BMW, Mercedes, Audi, Volvo, and Volkswagen. American manufacturers are also heading towards their use; Cadillac, among others, recently adopted AGM units. AGM batteries have even more plates packed into each cell, leading to an increased active surface area within each cell. Each stack of plates is put together with a series of fiberglass separator mats, which are soaked in the acid mix. The matting reduces battery failures due to spillage or vibrations that occur due to vehicle suspension or within the engine compartment.



A typical hydrometer.



AGM-style battery (exploded view).  
Image via Varta.

Although AGM batteries do vent gasses, most are re-absorbed by the mat and require only a small side vent attached to a drain tube for any gasses they may expel. AGM batteries can be recharged as much as 15 percent faster than a lead-acid or gel battery, and peak voltage can be as high as 14.7 volts. Float phase voltage is in between the gel and lead-acid units, at 13.6 volts.

One last mention of AGM batteries are the Optima series performance batteries used in many muscle car, racing, marine, and aftermarket car applications. Optima batteries are virtually the same as the new AGM batteries, however, each of their 2.11-volt cells have their tightly stacked plates rolled into cylinders, with additional grid reinforcement applied to the outside of each stack. This explains their odd-shaped cases that look like three or six separate cylindrical batteries bolted to each other. Several vintage battery suppliers who offer reproduction rubber-cased batteries to replicate the OE design have discovered they can use Optima units within the classic battery cases and provide excellent starting power and reserve capacity for classic cars.



Optima Red Top battery. Photo courtesy Optima.

With the innovation of fuel-saving stop/start ignition systems, we foresee all new vehicles converting to AGM batteries within the next few years.

Things to consider with these different types of battery:

The rate and duration of charge for each type of battery is important to battery health. Gel batteries need to be recharged at a slower rate than lead-acid or AGM batteries. AGM batteries can be charged at a faster rate than lead-acid batteries but can be overcharged more easily. Look for battery chargers that have a selector switch, so that you can charge both types: These chargers are designed so that you cannot overcharge an AGM battery or charge a non-AGM unit too quickly.

The need for low-ampere battery maintainers, especially during extended storage. This is a good idea for all types of batteries but more importantly for any special applications that require amp/hour rates over cold cranking amps and units you know will be in storage longer than a few weeks. Even a 1/2-amp unit is fine, but many two- to four-amp units with automatic shut-off and auto-sensing re-start are very popular and functional on all types of batteries. With the many new electronic sub-systems in your car constantly drawing milliamps of charge to keep them functioning, this is especially important for cars that see limited use.

Load testing. The easiest way to check any type of battery is with a load tester. New smart testers typically ask what type of battery is being tested and the battery cold cranking amp rating (stated on the label) before testing. They simulate a 50 percent draw of the battery's CCA to test the recovery period to determine if the battery should be replaced or recharged.

Terminal sizing. Many new European AGM top-terminal batteries now have smaller battery cable posts than lead-acid or American AGM units. This means they may not be a direct interchange for the conventional batteries. You can still elect to upgrade to one of these AGM batteries in most applications, but you will need to purchase a battery terminal post shim for the original battery cables to retrofit properly. Conversely, attempting to substitute a European AGM battery with a lead-acid unit requires you to use battery cables with a larger post diameter.



# New Weather Gear

Spider and Stephanie Bulyk's newly restored Plus Four four seater may have been 'All Dressed Up . . . . Nowhere To Go' on the cover of the last *Morganeer*, but at that point it did not have all weather capability. And I'm certain Spider would not have driven it anywhere even a few blocks from home if there was even a hint of rain in the forecast or in the sky.

Now 'The Great White Hope' has a new hood, side curtains and knowing Spider I would guess also tonneau, and is truly ready to go 'anywhere, anytime.' A great tan color also, I would add.

Let us all hope we get to see this spectacular restoration at a real, live 3/4 Morgan Group event or maybe just informal gathering soon.

Amazing finishing touch Spider, old boy. And a job well done.



## Road Signs of the Times

Courtesy of Steve Schefbauer



In these uncertain and anxiety producing times, a sense of humor and a good laugh does make the drive more pleasant. And whatever you do, don't mess with my meds!





Don't get left behind!! **One More New V6, 3.7 + One More New PLUS 4!!** Order in your colors and options.



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**2010 Morgan AERO SUPERSPORT** Black, Red, 2.7k miles

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**Morgan +8+** conversion in 1995 by ISIS Motors included stock LS 1 Chevy, 6 speed, 4 wheel disc and alloy body, galvanized chassis

**1989 Morgan PLUS 8**, Silver/Black leather, gasoline conversion, 5-speed, 49.6k original miles, California car

**1967 Morgan PLUS 4**, DropHead Coupe, Ivory/Green Wings, Ivory leather // NEW GREATLY REDUCED PRICING

**1963 Morgan PLUS 4 SUPERSPORT** 1 of 101 Factory SuperSports, Rolls Royce Green Velvet (dark British Racing Green), Black leather, Black mohair weather equipment, Black wire wheels // CORRECT RESTORATION TO HIGHEST STANDARDS.

**1962 Morgan PLUS 4** Four Seater Roadster, White with black leather // FULL RESTORATION

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

**1953 Morgan PLUS 4**, Ming Blue/Black Monterey Historics History, stunning!!

### OTHER MARQUES:

**1960 Triumph TR3A** 40 years in storage, mechanically restored, impressively original. 4-Speed manual, White w/ blue trim

**1950 Jaguar MK V** Drophead coupe, just rebuilt engine + trans. Primrose body/black wings



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# The Vintage Fall Festival

## *Gathering of the Marques*

SUNDAY SEPTEMBER 6, 2020

Steve Schefbauer

I seriously hate to say this but this could be the only time, this season, that club members will be able to get together SAFELY, in the great outdoors of Lime Rock Park.

Skip Barber, Owner of Lime Rock Park, has been working very closely with the state of Connecticut to insure the wellbeing of all guests and staff and has gone, over and above what is required, by the state, to provide a clean and safe environment.

Along with the Concours, this year's Sunday in the Park will once again feature the Gathering of the Marques, one of New England's largest display of Car Clubs and enthusiasts. It's the



Photo: Jonathan Kinghorn's Best British Car 2017



perfect opportunity to be part of the day even if your car is not part of the Concours.

At this event, in 2017, Jonathan Kinghorn won the Best British Car award for his 1960 Morgan Plus 4. In 2018 Marc Wunderman won the Best British Car award for his 1934 SS 3 Wheeler. Last year, of course, 40 of us were in the Concours having a ball and winning 10 + awards among the club members.

It would be nice to see The 3/4 Morgan Group Ltd. have a really great turnout this year and to see so many old friends and new who have all been quarantining and sheltering in place over the past 3 months, meet in a safe setting and have a good time.

So mark your calendars for Sunday, September 6th, and keep your fingers crossed, because this years Gathering of The Marques is, optimistically, officially on. See you all at Lime Rock Park.



**Photos:** Top: Always best British marque owners Bottom: Marc Wunderman. Best British Car 2018





## 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.



# TO AUTUMN MOG—OR NOT?

Yes, that is the question Shakespeare fans and Morgan enthusiasts. I'm sure you have noticed that auto and other events are being cancelled right and left across the country and now even into September and October.

Your Autumn MOG team and the Board of Directors are just putting the finishing touches on a simple one question survey that we will be putting out to all club members via email and the website. We would like as many of you as possible to respond so we can get a good consensus on what the overall feelings are on attending Autumn MOG the first weekend of October.

We need to hear from you. Please participate in the survey. A decision will be made mostly likely by the end of this month on whether or not we will proceed with Autumn MOG at the Gideon Putnam Resort in Saratoga Springs, NY this October.



**MARTY, WHATEVER HAPPENS**



**DON'T EVER GO TO 2020**



## ADMINISTRATION

### President

**Maura Hall**

etudesmusic@gmail.com

518-587-7581 (c)

25 Webster Street

Saratoga Springs, NY 12866

### Vice-President

**Morgan Malone**

mhmalone2000@yahoo.com

401-369-5639

319 Stephen French Rd

Swansea, MA 02777

### 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

Harpswell, ME 04079

### Intl. Inter-Club Liaison

**David Crandall**

mogdriver@gmail.com

978-223-5061 (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 2020

### Chair

Deborah Spurgas

*Event chairs volunteers needed*

# 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).*

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

## EDITORIAL

### Editor

**Frank Wnek**

Wnek\_fm@comcast.net

207-837-1178 (c)

56 Headland Road

Harpswell, ME 04079

### Associate Editor

Jonathan Kinghorn

jkinghorn@verizon.net

### Editor-at-Large

**Steve Scheffbauer**

sscheffbauer@aol.com

203 459-4959

14 Falls Brook Circle

Monroe, CT 06468

### Webmaster:

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

**Bill Clark**

billclark424@gmail.com

978-256-3778 (c/h)

20 Rack Road

Chelmsford, MA 01824

### Graphic Design/Layout

**Nicole Kachmar**

nlkachmar@gmail.com



## TECHNICAL

### 4/4 Cars (Post War)

**Morgan Malone**

mhmalone2000@yahoo.com

401-369-5639

319 Stephen French Road

Swansea, MA 02777

### Plus-4 Cars

**Spider J.C. Bulyk**

shiftright@icloud.com

203-640-5700 (c)

31 Field Brook Road

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## AREA CAPTAINS

### New England North Captain

**Larry Sheehan**

[larry\\_sheehan@post.harvard.edu](mailto: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](mailto:andrea.lucas@snet.net)

203-421-4650 (h)

16 Williamsburg Circle

Madison, CT 06443

### Metro New York City Captain

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### Mid- Atlantic Captains

**Bob & Jeri Cohn**

[CohnRobert@yahoo.com](mailto:CohnRobert@yahoo.com)

201-447-6982

61 North Pleasant Ave

Ridgefield, NJ. 07450

### New York Hudson Valley Captain

**Jim Nichol**

[jhalfdime@aol.com](mailto:jhalfdime@aol.com)

845-518-5453

25 Crumwold Place

Hyde Park, NY 12538

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