

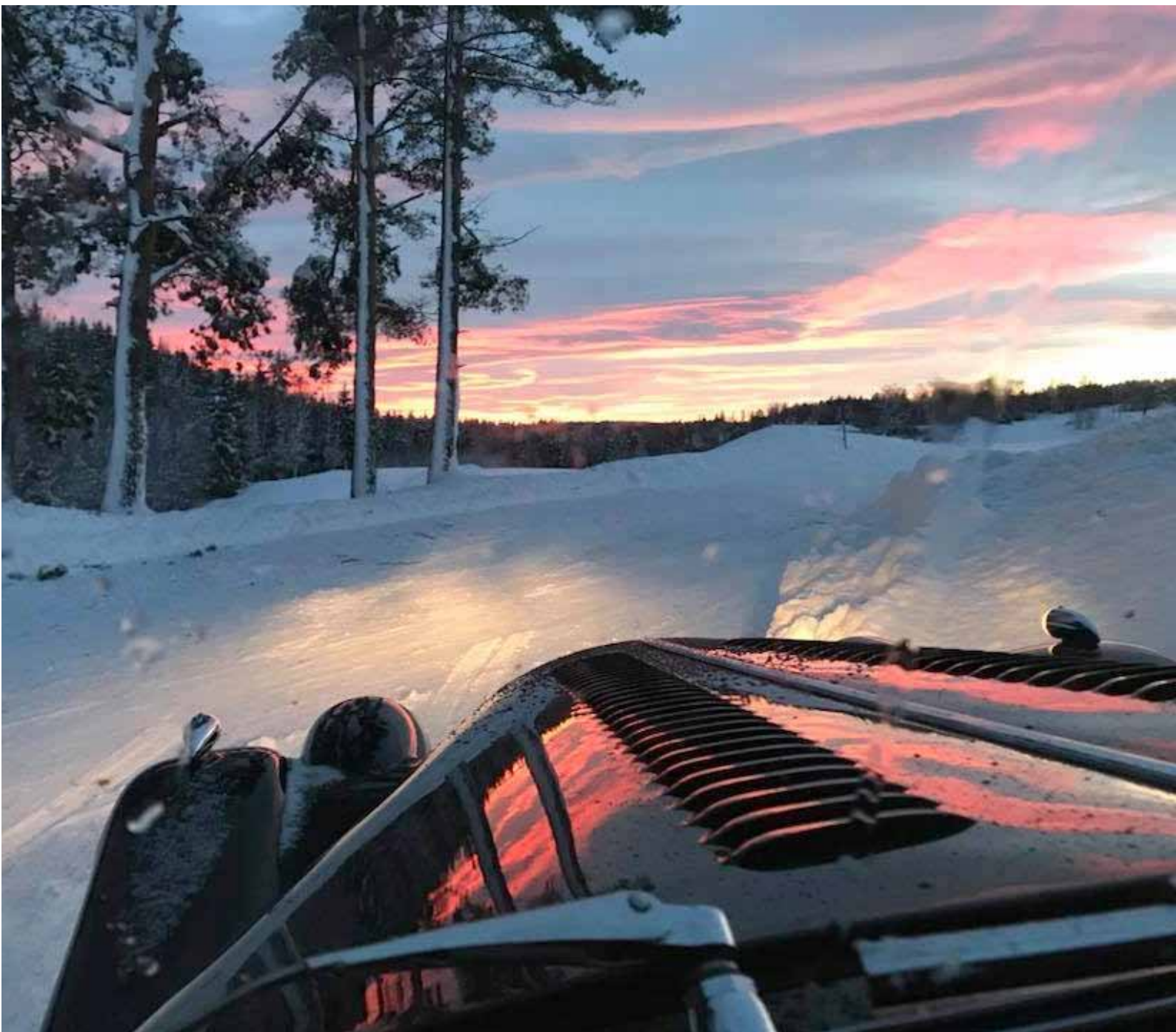
JAN/FEB 2021

Vol 44 Issue 1

The Morganeer



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



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'84 Plus 8

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CONTENTS

In Memorium	p. 6
Looking Ahead to the 2021 Season	p. 8
Housatonic River Run	p. 10
Member Profile	p. 12
The End of Another Era	p. 14
Centerfold	p. 16
Rolled On—Won't Roll Off	p. 19
Morgan & Me	p. 20
Whence Came the TR4-Pot Engine?	p. 22
75 Years of Morgan Progress	p. 24

FROM THE PRESIDENT



Ah—the Holidays! Hanukkah, Christmas, the New Year and so many others! A time for tradition, for a new start, new resolutions. Or is it the same ones all over again?

Every year I enjoy trotting out all the holiday standards. I have my tried-and-true carols that I listen to, my annual amaretto while I decorate the tree. The guys watch their traditional Christmas day basketball games. And don't get me started on New Year's resolutions! It seems like it is a tradition to make resolutions that we don't keep!

But this time of year isn't our only time for traditions and resolutions, especially where our cars are concerned. When my boys got their new cars, friends asked me if I was throwing change in for them. Me: "Huh?" It turns out that the term is often called "car coining." A few coins are tossed onto the floor of a newly purchased vehicle as a sign of good luck. I guess spare change is never a bad thing. One of my Jewish friends keeps 18 cents in the glove box with a red ribbon to avoid bad luck. I'll be verifying this with Lenny. "The red ribbon is an old Eastern European tradition. It's usually put on a baby's crib or worn on your wrist. It could be a ribbon or a red string, and it's there to ward off the evil eye. The Hebrew letters 8 and 10 together add up to the number 18. The eighth letter of the alphabet is a chet ח. The 10th is a yud י. Put them together חי ... pronounced chay which means life. In Fiddler on the Roof they sing to life, to life, lechayim. Le

means to and chayim means life, so 18 is a mystical number". We translate the holiday traditions to our cars as well. Driving around town, I see cars with wreathes, antlers, red noses and there are few with a large menorah strapped to the top. With lights!

We all have our Morgan traditions as well, whether it be taking our cars on a traditional dust-off route, visiting a certain pub at the end of the year, even a certain ritual way of settling your car for the winter. I know it is truly summer when I spend a Sunday afternoon drink in hand, sitting on the grass in my yard polishing the chrome. Traditions comfort us, they give us a sense of predictability. Ok, the car starting reliably may not always be predictable. Yet even this is traditional! Our noggins and meets and rallies—all the reminders of what has come before—reassure us that the pleasure of our Morgan will be great again.

We make resolutions about our cars. "This year I will ..." well, I am sure you have several ideas in that area. Drive more, clean more, polish more, drive more, visit more, drive more. It's human nature to set ourselves goals and expectations at the start of the year. It gives us something to be excited for, to plan. And I admit, I have no problem living up to my Morgan goals—unlike some other resolutions. "Drive more" seems to be one of those resolutions that is easy to live up to.

Traditions that ground us in the past, and resolutions for the future, are large part of our lives, and our Morgans. This year we need them more than ever.

I love the tradition of our cars, of our gathering, of our driving and shared enjoyment. And look forward to continuing that tradition this year.

I resolve to make time to enjoy the ride. To be patient at lights. To enjoy my Morgan and share that with everyone I meet.

Wishing you all excitement and comfort, love and joy, and a bit of wassail too!

Maura



OK, 2020 is behind us at last and we have some sort of normality to look forward to this year, eventually. Thank you Frank for your years of sterling service in this role—you are going to be a tough act to follow. Who am I to attempt filling Frank's shoes? Well, you may have seen my various contributions to *The Morganeer* and can always learn a little more about me from the member profile in the March/April 2019 issue.

Even though he is no longer editor, Frank has contributed to this issue. This reminds me that it should take a village to create *The Morganeer*, not just an editor and a few usual suspects. Given my limited discretionary time, I won't be able to produce as many articles as I have in the past and will be relying upon you—the members of this great club—to support *your* magazine by sending items for publication. They don't need to be researched as well as a doctoral thesis or to be fully polished and ready to go (although that would be greatly appreciated). Memories, tips, tour suggestions, event write-ups—anything Morgan-related is welcome. But, be warned, I will be continuing one of Frank's steadfast rules—no recipes! Conversational writing in your own voice is particularly welcome. And did I say no recipes?

With 2020 vision you'd have thought that we'd have seen 2020 coming, but

we didn't, and we were all blindsided. Thanks to COVID-19 nothing, it seems, went according to plan. I had been particularly looking forward to Cars and Coffee at the Larz Anderson Museum in Brookline, MA, the already-once-postponed biennial New England British Reliability Run, and my first MOG. None of that happened, but as the photo above shows, en route to its winter storage I did manage to drive my Plus 4 in the Veteran's Day Parade in Lexington, MA.

In normal times this issue might be reporting on the Autumn MOG, providing minutes of the annual meeting, and looking forward to the coming year's schedule of events. Hopefully by the time the warmer weather returns we will have some events to look forward to, but right now it is far too soon to know what the coming season will look like. I am nevertheless cautiously optimistic that the New England British Reliability Run will actually go ahead in September, and I hope that for all of us, Morgan-eering is able to return to something like normality at some point in 2021.

Meanwhile, at least we have our magazine to enjoy. My first *Morganeer* is the notoriously difficult to fill dead of winter issue, which is doubly challenging in this time of pandemic when there are no events to report on. So, what do we have for you in this issue?

We start with a feel-good story authored by **Brian Houston** for Morgan Motors that reminds us that even in the era of COVID-19 good things can happen to deserving people—in this case Brian himself. **Steve Scheffbauer** looks ahead to the 2021 season, extols the benefits of inter-club activities, and makes us an offer. Demonstrating both the benefits of inter-club activities and that responsible socially distanced car-related events are possible during the pandemic, **Paul Fredricks** provides an account of a run with the Litchfield Lotus Club from Lime Rock Park to the Connecticut Antique Machinery Museum.

Frank Wnek has penned a member profile of new neighbor George Silvestri and we have the first installment of

a three part article about the development of the motor used in Triumph TR 2s, 3s, and 4s, so many of our Plus Fours, and sundry other vehicles. The article is by **Ian Cornish**, and was originally published in TR Action, the magazine of the TR Register.

Photos of the Morgan factory are always welcome, and we can now share **Warren and Judy Mann's** photos from their tour of the works in 2017, which we were unable to squeeze in last time.

There is something of a 3-wheeler theme to this issue. An article reprinted from *Vintage Sports Car* compares a 2005 Roadster and a 1928 Aero 3-wheeler to gauge 75 years of Morgan progress. And we share **Morgan Motors'** announcement of a very special limited-edition 3 Wheeler P101 which, sadly, marks the end of 3-wheeler production. In 2019, on my most recent trip to the UK, I dragged my family to Great Malvern for a factory tour. I hadn't visited the works since the mid-1980s, so noticed many changes. Our tour guide showed off the new paint shop but was particularly proud of the recently built factory bay constructed expressly to accommodate 3-wheeler production. Morgan's business was built on high performance 3-wheelers and their re-introduction in 2012 after a break of 60 years or so was a stunning surprise success. At least with the P101 the 3-wheeler is going out with a bang!

TO THE EDITOR

Frank,

This is just to thank you for doing me the honor of placing my picture on the face of *The Morganeer* as well as the excellent job of presenting my story and Lime Rock track article inside. I was flattered by my fellow driver's tributes which gave me more credit than I was due.

I trust we have many more Morgan adventures in future if not on the track.

Best,
Mike (Virr)

Continued on page 4

TO THE EDITOR CONT.

Frank,

Thank you for making The Morganeer so witty, interesting and informative. I always look forward to the hard copy even though Bob couldn't wait for it so he devoured the entire magazine on line.

Stay Safe,
Jeri (Colm)

Frank:

Great sunset issue and great photos of you et al. You did a great job and no doubt enjoyed the writing experience. I am sure the Club benefitted in many ways from the efforts you made.

Thanks for running the Plus 8 ad. So far zero response.

Bill (Alexander)

I must say I was overwhelmed (and a bit humbled) by the tribute article and centerfold put together, unbeknownst to me until seeing the proof, by Steve Schefbauer, Jack Flynn and Graphics person Nicole Kachmar for my last issue as editor. I was equally surprised to receive the above letters from other members. Thank you so much. It was my pleasure to serve you.

Frank

Dear Morganeer Editor,

Welcome to your new role at the helm of one of the marque's premier newsletters. I've been involved with the 3/4 Morgan Group through many of its ups and downs over decades, none more threatening than when this crucial communications vehicle faced serious instability of leadership over ten years ago. Frank took over at a crucial time and it is thanks to his patience and devotion that *The Morganeer* became a model for Morgan club newsletters around the country.

Along with the annual Autumn MOG, the newsletter serves to remind members of their connection with a larger community of devotees in the Northeast and beyond who maintain a passion for a quirky British sports car. Sure, it would be possible to turn out a simple newsletter that finds its way to members on a more or less predictable schedule. But such a modest effort wasn't enough for Frank. Under his stewardship, we've seen the evolution of the publication to one that is informative, professionally laid out and illustrated, and arrives on time.

It is significant that club members have repeatedly and enthusiastically supported a hard copy version, defying the digital takeover of so much of our lives. To my knowledge, *The Morganeer* is currently the only domestic Morgan club newsletter delivered regularly in this traditional format. Just as our Morgans represent an appreciation of the past, it is fitting that our club's newsletter reinforces that history.

You're taking over from one of the best. I wish you well and stand by, even if on the other coast, to support you on this new adventure.

Best, David Crandall
MOGNW, Morgan Plus 4 Club



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IN MEMORIUM

Bob Schmidt

Jonathan,

I just received notification from Michael Hattem in California that Bob Schmidt, 3/4's first president, has passed away. In view of his early connections and contributions to our club I thought it only right that he received mention in *The Morganeer*.

In mid-April of 1973 when the *Sunday New York Times* had a dedicated "Automobiles" section complete with classifieds that we of that era would read and reread through the day with dreams of Mercer Raceabouts, Bugatti Type 35s, or more affordably, Morgan +4s, there appeared an announcement of the organization of a new Morgan car club for the Northeast. The movers and shakers of this new group were Ken Gross, Ed Levi, John Erickson, and Bob Schmidt.

You'll note that the new group's name was a tad different than what was finalized and after recruiting about 50 members over the ensuing year, Bob was elected the president of the then named "MOG-NY" club with a supporting officers' list including Toby Gross and Betty Nacht as VP and secretary, Butch Struck as treasurer, Tom Williams in charge of publicity and editor, John Erickson as activities chairman, and technical directors Lee Gaskins, Howard Nacht, and Ken Gross.

While we know both Lee and Ken are well and no longer in the Northeast, sadly Bob has joined Butch and John who are no longer with us.

Bob had moved to California in (we believe) the mid '70s and worked many years to complete the restoration of his Series One 4/4. He and his late wife Sunny hosted a number of early club meetings and as one might suppose, he was a driving force in the club's inception. Our own connection with Bob had been limited to occasional phone calls as he searched for now obsolete bits needed to complete his restoration. The car was completed early in this century and I am sure that Bob was justifiably proud of his Moggie.

We owe him a debt of gratitude for his efforts in forming our much loved club.

Jim Nichol



PHOTOS:

Top: Bob Schmidt (right) conferring with Mike Hatv+4 Club. (Gordon Craig)

Middle: Bob driving most of his Morgan 4/4.

Bottom: Bob's Plus 4 four seater

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Editor to Editor

You may recall a letter from the Editor of The Morgan Ear, newsletter of the Morgan Club of Australia, in the March/April 2020 issue of The Morganeer on the environmental effects of the terrible fires that ravaged Australia last year, during their Austral Summer. Here is a follow-up recent email exchange between The Morgan Ear Editor Brian Tomalin and former The Morganeer Editor Frank Wnek.

Brian,

Was just watching a Nature program about saving some of your Australian wildlife after the fires. It made me wonder how things are going for you this spring? A bit greener I hope.

Here we just had a bit of snow today and our first fire in the fireplace tonight is the late autumn temperature dropped near 0 degrees C.

Hope all is well with you. Maine, fortunately, is probably the safest place in the U.S. to be right now with the COVID-19 virus.

Frank

Frank,

The native bush and ecosystems are showing signs of recovery. However it will be very slow and some will never go back to what they were.

The pleasing thing is that it is a surprising what has survived in some areas. Populations will take time to rebuild. Even around our property the drought decimated the small birds. Saw a pair of wrens the other day for the first time in 12 months. There is only one pair of wily wagtails still around.

The East Coast has had reasonable rain since February, green is better to look at than bare, brown, dry paddocks.

This year has been cooler with more moisture in the atmosphere than we had in 2017, 2018, or 2019.

The climate drivers have moved to a wetter pattern and should produce above average rain for most of the country until about January. However that pattern can produce severe storms made worse by global warming.

There have been some severe storms with flash flooding and local property damage but as yet no widespread or sustained flooding.

The grain farmers are just commencing their first harvest in three or four years and are desperate to get it off before there is too much weather damage from rain or hail. Livestock producers are having the best year for many years, abundant grass growth which hopefully does not lead to grass fires which will be more of a threat this year than forest fires.

The COVID situation in Australia is under control with States starting to reopen borders. Victoria still has the strictest community restrictions but they are being eased with new daily cases down to single figures in localized outbreaks which can be traced. All other states are returning to a socially distanced normal. We look at the U.S. situation in horror.

It is much more pleasant driving the Morgan in our current weather than in the baking temperatures we had last spring/summer. Stay safe

Brian

Morgan Magic Spider



PHOTO: The Great White Hope—irresistible!

It was mid/low 20F today, BUT sunny and dry. I was down in the shop helping my neighbor take possession of my old bench grinder. After he left, the bay doors were swung open wide and the Morgan was just sitting there. Hmmmmmm.....

I grabbed my Avirex (gen-u-iiiiine) fleece Snoopy & the Red Barron jacket, primed the carbs, buttoned up, pulled the choke, and hit the magic "S" button. What followed was some 30 minutes of wonder (heater even kept my feet warm). Down back roads, up and over some ridges, across bridges around reservoirs, even drifted a corner or two after the tires were warm. Everything ran exactly as supposed to. Pulled back into the shop. Micro-vacation.

Program complete. Woohoo Man ... that was fun!

LOOKING AHEAD TO THE 2021 SEASON

'Cause Happy Days are here again

Steve Schefbauer

Walter Irvine, VP of Lime Rock Park, one of the founders of the Litchfield Lotus Club and a friend of The 3/4 Morgan Group has made us an offer that we can't refuse. Since Walter and I believe that there is a natural synergy between our Morgan members and the Lotus Club members, he has invited us to take part in any planned or serendipitous activity from Lime Rock and the Lotus Club. A great example of this is The Housatonic River Run, A.K.A. "Enoughalraedy-withtheCOVID-19", organized in October as a Saturday meet at Lime Rock, drive down Rt7 to Kent and the Connecticut Antique Machinery Museum and back with a stop at Falls

Village Inn, for food. Paul Fredricks took advantage of the invite and his story will follow.

Here's my request: Anyone interested in being emailed with regard to participation in these fun events, as they are presented to me, please let me know. There's plenty of room for everyone and a great chance to mingle with our Anglophile brethren at Lotus.

Please email me at:
sschefbauer@aol.com.

Happy Holidays to all,
Steve Schefbauer



PHOTOS:

Above: Paul Fredrick's Morgan with the Litchfield Lotus Club
Below: Lotus Club member Ed Lawson and his red Lotus 7 at our Lime Rock Tapas Day





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HOUSATONIC RIVER RUN

AKA Enough with the COVID-19

Paul Fredricks / Photos by Jay Frankel

We have all been dealing with a lack of car events this year, given the current state of the pandemic. As much as we would love to get out there and meet up with our fellow car nuts the opportunities have been few and far between.

So imagine my delight when I got an email from Steve Scheffbauer informing all of us in the 3/4 Morgan Group about a car event in Connecticut. A get together led by Walter Irvine from Lime Rock. A gathering restricted to whoever wanted to be there, meeting at Lime Rock Park and moving on from there.

The weather of the last few weeks had been rather dismal. Long mornings of misty dampness, followed by short, occasional glimpses of sun. And temperatures have been on the lower side as well. Given that we are transitioning into the later part of fall all this makes sense, but I have grown tired of wet gloom.

As the day of the event drew closer, the weather report wasn't looking any better than it had been. What to do, what to do. The part of me that needed to get out there and drive was pretty powerful but so was the part that wanted me to stay dry and comfortable.

I did need to test the Morgan to see if the parts I had sealed up would actually keep the rain out.

I frequent the website talkmorg.com. Most of its members live in England. Many of the pictures they post are of Morgan's in the rain, since it seems to rain there more often than not. It occurred to me that while it may not be a perfect day for a drive, any day is a perfect day for a drive in a Morgan. It was this realization that convinced me that a drive, regardless of the weather, was in order.

With the winter hat, leather jacket, gloves and a scarf, I had it off on a cool misty morning for Lime Rock Park, hoping that I hadn't made a mistake. The ride was damp, but never overly wet. Never a full rain, more like driving through the clouds. As I crested the hill in Warren the clouds lifted, and while it never actually got sunny the rest of the day was just mostly overcast with glimpses of brightness. And the temperature warmed to just that right degree for autumn driving.

Approximately 15 cars met on the outfield hill where the Lime Rock Drivers Club is located. Most were of the Lotus marque; Europa's, Elise, Evoras, an Esprit Turbo, and a Seven. A Mercedes

230 SL and a Jaguar S Type II were there as well. The lone Morgan was the '73 4/4 Angel Mog. A nice bunch of folks and cars. This may come as a shock, but we mostly talked about cars. Our meeting spot overlooked the Straight-away, Big Bend, and the Esses. There were some drivers and cars from the Driver's Club down there turning laps. Yes, I was jealous.

We hung around for about an hour before a trip south on RT 7. The destination was The Connecticut Antique Machinery Museum (Also known as the Sloan-Stanley Museum). While the museum has been closed for the year due to COVID, a special arrangement was made. We received a private tour of the steam engine and tractor buildings. Our guide had a great deal of information and some great stories about the buildings and the collections. This would be a great spot for a future 3/4 Group outing, though I have a feeling the club has been there in the past.



Photos on this page:
The Connecticut Antique Machinery Museum



From there the group headed north to the Falls Village Inn for refreshments. While I would have loved to go, it was a half hour in the wrong direction and I had plans for later in the day. A right turn out of the driveway, and not two miles later I was back in the clouds and the mist. The temperature was dropping, but with the tonneau half zipped and the heat on it was a great ride home. Top down all day, by the way.

Walter says they may do another meet up in November, weather permitting. For those in search of something different, he said in the winter they cover the autocross track with snow and have a go. Sounds like fun, but maybe not in a Morgan.



PHOTOS:

Above and to the right: On the run

Bottom left: At the Falls Village Inn

Bottom right: Jay Frankel and his Lotus seven





MEMBER PROFILE

George Silvestri

Sports Car Enthusiast, Morgan Man

Frank Wnek

Geographically speaking, the state of Maine is as close as the U.S. gets to the U.K. Perhaps that's one reason its rugged coastline plays host to an impressive array of classic British motor cars. Another reason is member George Silvestri, who recently added a pair of bays to his garage in Harpswell to accommodate his ever-evolving family of enviable English badges. Down East winters are long and cold, and George had run out of adequate housing for his Plus 4 roadster and two Lotus Elans.

I first met George at a British Invasion some years ago, just after he had joined the Club. He sought me out knowing I was editor of *The Morganeer*, as well as a fellow Mainer. Although his primary residence was in Massachusetts at the time, his wife, Katy, had owned a summer 'camp' in the Boothbay Harbor area of Maine for many years. The following summer, George drove to our Harpswell Lobster MOG in his red hustle back Plus 4, Katy riding shotgun. Soon after arrival he was kicking tires with the boys, telling stories, and chatting everyone up. He fit right in.

Several years later I was pleasantly surprised to discover (see article "Rolled On, Won't Roll Off" elsewhere this issue) that George

and Katy had retired and purchased a home just two coves over from me in Harpswell. A double stone's throw away you could say—or a short boat ride. Soon he joined our Mid Maine Sports Car Club Group. George graciously agreed to take over as webmaster of the MMSCC website. Thanks in part to his

efforts and skills, the club has a rather nice new and updated website. Check it out at www.mmscc.com.

Although George came to appreciate Morgans—the true sports cars—somewhat late in life, his car guy genes appeared early. His introduction to all things motorhead-related came thanks to an older cousin who was dabbling in hotrods and motorcycles and Bill, a high school friend, who had a 1950 Dodge pickup truck. So, the young and impressionable George started out tinkering with a flathead straight six. (Luckily many of our youthful obsessions faded, as did mine with my uncle's two-tone pink and white DeSoto). Bill moved on to MG TDs, Alfas, and strangely, Corvairs (you remember those, right? 'Unsafe at any Speed' according to '60s consumer advocate and presidential candidate Ralph Nader) Many years later their friendship remains and George mentions a recent trip to New Hampshire to rescue, you guessed it, a Corvair.

George and Bill also share a mutual interest in traditional sailing craft. The highlight of this trip ended up being a lovely sail in Bill's Herreshoff 15. George is also a sailboat owner, *Gougeon G32*.

Getting back to sports cars, George has owned a vast spectrum of two seater transport, with a few motorcycles thrown in for good measure. The brands include Alfa Romeo, Ducati, Lancia, Lotus, MG, Porsche, Volvo ... and finally MORGAN. (The list gets updated almost weekly it seems).

While George definitely has a soft spot for Lotus ("brilliant design and great fun to drive"), if pressed to name a favorite, he will say "Well, the Morgan is the one that makes friends everywhere it goes". (Good point, George old boy!) "Although, I do have very fond memo-



ries of my Volvo P1800 that provided transport during my undergraduate years and after.”

On the professional front, George spent his career in Massachusetts as a school teacher, first in special education, adapting technology to meet students’ needs, and then moving on to elementary education, once again integrating technology into curriculums. He and his wife, Katy, have been together now for over 30 years. Katy enjoys motoring around in George’s many conveyances, especially when there’s room for their dog, Amos, (and when it’s not raining or snowing).



George says his first memory of Morgans goes back to freshman year in high school, when one of his British teachers arrived at school in a BRG Morgan. That winter, his teacher described snow coming in between the side curtains and windscreen of the Morgan driving to school. George was both intrigued and maybe even hooked at that point. Not every car owner proudly describes snow blowing into the interior.

But it was not until 25 years later when George was attending a Lotus gathering on the west coast, that his cousin mentioned knowing someone back East who had a Morgan he might be interested in selling. George contacted the owner when he returned. The prospective seller had bought the car while working in England and brought it home when he returned to the U.S. The owner’s interest in the car waned and it had been sitting unused for several years. It was, as George describes

it, “complete and awaiting a new life.” How could he resist? After spending a day getting the wheels to turn again, with Katy’s help they winched it onto his trailer and brought it home.

Asked about his favorite club or Morgan event he has attended, George mentioned three that came to mind:

“The first Autumn MOG I went to in the late ’90s, in Connecticut I think. It was shortly after I bought the Plus 4. The cars were cool, but what I remember most is that the people were friendly and willing to answer the questions of a new Morgan owner. The second, the

Lobster MOG in Maine which brought us to Harpswell, where we eventually bought a house and retired. Third, a Morgan gathering in Gaydon, UK about 20 years ago. While “in the neighborhood,” Katy and I went to the Morgan factory, where we saw the production of the traditional models and the Aero cars. It was an interesting contrast between the two models. We watched with fascination as a craftsman took a blank and made a bonnet for a Plus 4 on an English Wheel, then stamped the louvers. Katy enjoyed seeing dogs under work benches as well as signs for fresh eggs on top of the workbenches. Little wonder why they make such great cars.”

So, with George and Katy we have yet another enthusiastic and interesting couple in our club.

Even better for those of us in Maine, and especially the Wneks and Flynnns of Harpswell.

ADDENDUM

Bruce Vild, Editor
British Marque News

About George. For many, many years he and his partner, then wife, Katy Richardson used to have a small group of people over for New Year’s dinner. George is a terrific cook, one would say gourmet, and would prepare a brisket, some barbecue, a roast turkey or chicken, whatever, as the main course, and the rest of us would provide hors d’oeuvres, wine, beer, and spirits. The “spirits” part was mostly a guy thing as after dinner the boys would repair to George’s barn for cigars and Scotch, Bourbon, anejo Rum or whatever, and talk about his latest projects. We saw first-hand his Bristol, Porsche 356B, Morgan, and/or Lotus Elan and heard about his plans for them for the year. He also had something of a woodworking shop in the barn and a wood stove to keep us from freezing (we needed the window open to exhaust the cigar smoke). The girls meanwhile stayed inside, drank copious amounts of wine, and played whatever games were handy. And laughed at us, I’m sure.

George did a stint as a co-Contributing Editor to the *Marque* for NELLI (New England Lotus Lovers Inc.) with Jon Gardner, who was always included in the New Year’s festivities. As I’m sure you know, he and Katy renovated and added to the house in Maine pretty much on their own. They are both two incredibly talented people.

Activity on the new house, their relocation there and of course COVID has put the New Year’s party on hold. I can’t wait till they start up again. George has always had interesting daily drivers ... Porsche 944, Jag XJ6, and Volvo P1800 among them. He’s a real renaissance kind of guy, and he and Katy are the perfect mates. Faith and I are proud to call them our friends.

Photos:

Above: The Morgan and Lotus in front of the garage

Opposite page:

Top: George and Amos out on the water

Bottom: George’s Plus 4 and sailboat

The End of Another Era

Morgan Launches New Limited-Edition 3 Wheeler P101 to Celebrate End of Model's Production



The new limited-edition 3 wheeler P101

The Morgan Motor Company is marking the end of production of one of its most well-loved models, the 3 Wheeler, with the announcement of the P101 edition. The 3 Wheeler—which was introduced in its current form in 2011—will cease production in 2021, once type approval on its S&S V-twin engine finishes.

P101 stands for Project 101, the internal name given to the project to revive the 3 Wheeler when development began more than a decade ago. Limited to just 33 examples, the P101 was conceived by Morgan's in-house Design and Engineering departments to celebrate their original project, and its resulting model success throughout its production run.

The current 3 Wheeler has been one of the company's most popular models of all time, more than 2,500 examples having been made since its launch in 2011. The 3 Wheeler is exported to all corners of the globe and has received countless motoring accolades from across the industry. This recognition, the popularity of the car, and the numerous 'stand out' road trips undertaken by owners confirms that

the spirit of adventure and individuality is alive and well, both at Morgan and within the wider automotive industry.

Characterized by a purposeful and utilitarian aesthetic, the P101 features a range of unique components and bespoke detailing, many of which have been inspired by the prominent design features of Morgan's three wheeled models.

A striking single-leaf tonneau cover—first seen on Morgan's EV3 concept in 2016—has been deployed to exaggerate the asymmetrical theme and is intended for single occupant use. The composite resin cover exhibits a natural translu-

cent golden color, not dissimilar to materials witnessed on engine shrouds for 1970s race cars. The tonneau is lightweight, streamlined, and honest in both its design and manufacture.

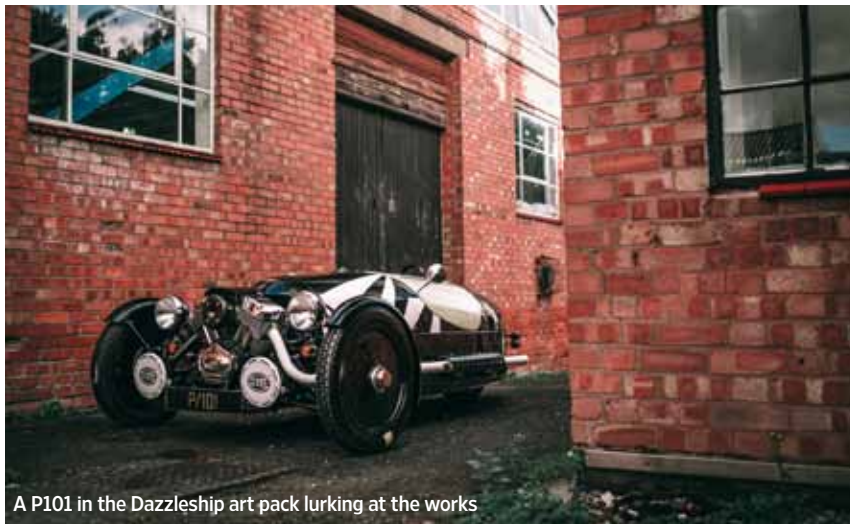
The Aero-disc wheels—painted to match the main body color—provide a further streamlined visual and define the look of the P101, making it instantly recognizable as a unique model. The low-drag aero-disc wheels work together with low-slung Hella 9-inch spot lamps, positioned to reduce turbulence around the suspension and wishbones, whilst also giving the car a more forward-leaning aesthetic.

Adding to the asymmetry and split identity of the P101, alternated black and white ceramic coated exhausts contrast left to right of the model. Further detailed additions include torque markers on each front tire, straight-cut exhausts, a fly screen, additional louvres, exposed rivet details, and unique P101 markings. Together, they evoke the sense of excitement felt around the company when the original prototypes were being developed.

Each 3 Wheeler P101 is available in Deep Black or Satin White Silver paint, with appropriate decals to suit. Further to this, four P101 art packs will be available for customers



A view from above shows the translucent single-leaf tonneau cover well



A P101 in the Dazzleship art pack lurking at the works



The Aviator graphic pack evokes a sense of aviation spirit

to choose from, each with their own unique identifiers and vivid graphics:

The Belly Tank — Referencing liveries found on belly tank racers and ‘lakesters’ that were inspirations for the 3 Wheeler initially, The Belly Tank graphic pack features a distressed effect in the vinyl.

The Dazzleship — The Dazzleship—featured in the launch film and images—is the boldest of the art packs. Its striking black and white design is inspired by the graphic camouflage of period military vehicles.

The Aviator — Evoking a sense of aviation spirit, The Aviator graphic pack is an extension of similar theme graphics offered on 3 wheelers. Inspired by nose art found on RAF planes in WWII.

The Race Car — Three wheeled Morgan vehicles were competing in motorsport almost as soon as the first example was created. The Race Car graphic pack features stripes and roundels and pays homage to the liveries which have adorned by early Morgan race cars.

The limited-edition P101 is priced from £45,000 plus local market taxes and on-the-road costs, and all 33 production slots have already been allocated to Morgan dealerships. Production of the model will begin immediately and continue alongside ‘bespoke’ 3 Wheelers during 2021.

The importance of three wheelers in Morgan’s history cannot be underes-

timated. From the original Runabout built by HFS Morgan in 1909, through to the latest version in production today, thousands have been built in Morgan’s factory in Malvern, Worcestershire. Through various iterations, the original three wheelers were made until 1952, when the factory began exclusive production of four-wheeled cars until the launch of the 3 Wheeler in 2011. Details of a potential successor to the 3 Wheeler are yet to be announced, and while Morgan can confirm that the Morgan 3 Wheeler will return, there will be a break in production.

Steve Morris, Chairman & CEO, Morgan Motor Company, said:

“Production of the most recent 3 Wheeler has been a thrilling and exciting chapter in Morgan’s history. The significance of the original Three Wheeler is undoubted, however the introduction of the ‘current’ 3 Wheeler in 2011 proved to Morgan, and the world, that fun cars still have a place and that the ‘why not’ attitude is sometimes best.

The P101 celebrates the raw and stripped back nature of the 3 Wheeler and provides us with the perfect opportunity to draw an incredible chapter of Morgan’s history to a close. Once the 33 examples have been created, the opportunity for an exciting new chapter for three-wheeled Morgan vehicles begins.”

Ed.: Press release courtesy of Morgan Motor Company.



Aero-disc wheels painted to match the main body color

OUR MORGAN FACTORY TOUR

Warren & Judy Mann

Ed.: In the September/October 2020 issue of The Morganeer we published Warren Mann's account of the trip he and his wife took to Europe in 2017. As well as visiting Germany and Sweden, the Manns spent some time in England. The highlight of that portion of their trip was a tour of the Morgan factory in Malvern Link. The works has a reputation for being something of a time capsule but it has evolved continually, if slowly, to meet the needs of the business. It has changed in layout and character significantly since my own first visits in the early 1980s, when pop music and girly pinups were prominent but shirts were not; today it is in the process of changing yet again. Here are some of the photographs that Warren took during his tour in 2017.







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.

FOR SALE

5 Speed Conversion Kit
for Plus 4 \$3600



Entire kit with all parts as supplied by Morgan Spares.

Rebuilt T9, drive shaft, clutch master, throw-out bearing, pedal set etc.

Installed in my '64 four-seater in April and used less than 500 miles.

Runs perfectly and works as advertised. Highway driving at 65-70 mph is a treat.

The **"back story"**: Kit was purchased and installed because I was planning to take the car on an extended European tour this year. Cancer and Covid cancelled all travel plans. For local driving I prefer to convert back to the original Moss transmission.

Best part: the kit is still installed so the prospective buyer can drive and verify that it is as described. NO SURPRISES.

Contact:

RON@MADABOUTMORGANS.COM



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FOR SALE: *Racing Helmets*



Yes, fellow Morganeers, with Mike Virr's retirement, YOU could now own one of his famous racing helmets! Here is Mike's offer:

These race-driving full-enclosed helmets are surplus to requirements. I'm happy to let them go for the first reasonable offer plus postage. Neither is eligible for current circuit racing, which has to be SA 2010 spec.

1) Bell Sport 3 SA 2005 Racer series medium. Has the Glen tech stickers for 2007-08-09 and Lime Rock Festival #32.

2) Bieffe SA95. Small size—best for a lady. Was used by Morgan 3/4 club autocross for a couple of years.

Either would be suitable for hill climbs, autocross, or just part of your automobilia collection.

Contact Mike at Mike.virr@gmail.com

Rolled On—Won't Roll Off

Frank Wnek



Raise muffler first attempt

This story goes back to the summer of 2019. I was out in my Morgan Drophead Coupe for a nice summer ride. Approaching a stop sign a few miles from my house I spotted a car with trailer going by, and on the trailer, to my surprise, was a red Morgan roadster. It looked like a late '50s twin spare bustle back. You don't see Morgans in our little town of Harpswell every day—what a coincidence. My curiosity piqued, I made a turn to follow and decided wherever this Morgan was going I would follow until it arrived at its destination.

We passed the road to my home, and again to my surprise, the Morgan and trailer turned onto a road leading to the opposite side of the cove where I spend a good part of my summer fishing. The road became unpaved after a mile or so and soon after I was pulling into a strange driveway following close behind the trailered Morgan.

As it turned out it was someone I had previously met, George Silvestri. I had met him at one of the British Invasions I attended and perhaps at one of our Lobster MOGs years ago. He was trailering his Morgan down from a property he owned up towards Boothbay. As we became reacquainted, he and his spouse Katie Richardson told me that they had retired and sold their house in Massachusetts and purchased this home in Harpswell, literally a stone's throw

(well, maybe a double stone's throw) from my home.

As a good Morganeer I of course offered to help George get his Morgan off his trailer. Should be a pretty straightforward task one would think. We placed two ramps at the back edge of the trailer spaced appropriately for the tire spacing. George hopped in the Morgan, started it up and began slowly backing off the trailer. But just after to rear wheels started down the ramp the Morgan came to a stop. I looked under the running board just forward of the rear wheel arch and noticed the back end of the muffler was touching the bottom of the trailer. "Whoah!" I called out to George as he revved the engine before letting out the clutch. What was going on here?

George pulled the Morgan back up on the trailer and hopped out to check

things out. We surveyed the situation with our best engineering minds and eyeball levels and could not figure anything out. Baffling! Finally we came to the same conclusion; if we raised the end of the ramp at ground level it should decrease the down angle of the ramp and allow enough additional clearance to get the back bottom edge of the muffler past the aft lip of the trailer.

The first attempt showed improvement in the situation, but the muffler still fetched up on the trailer before clearing the lip. Now we were really scratching our heads. Finally George, after thinking things over a bit more and recalling when he loaded the Morgan on the trailer had a brilliant inspiration. "Oh", he said, as he walked over to the FRONT of the trailer and elevated the hitch tong with the hand crank on the tongue strut, thus further decreasing the angle between the trailer floor and aft ramp. Brilliant! (And why didn't I think of it!)

George hopped back in the Morgan and started slowly backing off the trailer once again—and, miracle of miracles, third time was a charm. Another job well done. Another engineering problem solved with proper analysis of the situation, a little trial and error, and of course some proper Morgan good luck. George suggested we celebrate with a beer. I'm liking this guy already!

So, lesson learned here. Just because it rolls on doesn't mean it will roll off. It's all about the angles.



Decrease ramp angle, second attempt

MORGAN & ME

Brian Houston

For NHS worker Brian, winning a prize draw was something that only happened to other people. Until he entered the BBC's *The Big Night In*, that was, and this all-new Morgan Plus Four became his.



I've always wanted a soft top car, and I knew that one day I'd have one. A Morgan was beyond my wildest dreams—I couldn't afford a new one and the older ones tend to stay in the hands of their owners for some quite considerable time. It's a pride and joy for these people, so you don't often see them come up for sale.

But, in April, I became aware there was going to be a television program on the BBC called *The Big Night In*, conducted by Comic Relief and Children In Need, which I understood Peter Kay was going to be on. I've always watched Peter Kay, because he comes up with some fantastic sketches.

I didn't know there would be a Morgan as a prize, but when I saw it I just said, 'I'm going to apply for this'. The fact that it was raising money for the NHS was another reason I entered, because I've worked for the NHS in excess of 45 years, moving up from a clerical officer to the head of payroll services for my health board.

Towards the end of the month, someone tried to call me four or five times. It was a withheld number, which I don't

normally answer, but eventually I decided to pick up. They told me that I had won but, honestly, I thought that it was a joke because I just couldn't believe it. It transpired it wasn't. When Morgan got in touch with me, it finally felt real.

I spoke to Toby at Morgan, who guided me through the specification using the online configurator. I came up with about 20 possibilities but eventu-

ally narrowed it down. I settled on a car which transpired to be very similar to one of the cars used in the marketing photos: dark blue with tan leather.

On the day it arrived I couldn't eat—I was so excited. This big trailer arrived outside and this wee car rolled out the back of it. It was a fantastic sight to see it in the flesh, having never looked closely at a Morgan before. It was very much different to anything else I've driven, with the long bonnet—you're sitting almost at the back axle! I was nervous as hell, but David from Morgan came out with me to help me familiarize myself with it, and said I was a natural at driving it.

I've never driven anything as high performance as this. To be able to try out the acceleration is unbelievable. You're thrown back when you floor the throttle. A couple of friends have said we need to organize a track day. They mentioned the Nürburgring but that's a bit far away, so they suggested Knockhill which is local to me in Scotland. But I've also heard Donington Park is very good and flowing.

I've had it a week and I've already done 400 miles in it. I intend to use it, not just put it in the garage over winter. After COVID, and once we're back to normal, I want to take it out at weekends and days off to explore more of Scotland. I've joined the Morgan Sports Car Club, and there's a classic car club





Photos:

Opposite page:

Top: Ooh, the anticipation!

Bottom: Here she comes.

This page,

Top: Exploring the new toy.

Middle: A great looking interior.

Bottom: The proud owner.

in Stirling I might try and join up with. I plan to keep it forever, and then I'll pass it on. My granddaughter, who's only ten, has her eye on it...

"I took the car to work—that was an event and a half. I hope my boss doesn't try and force me to sell it to raise more money for the NHS! My friends and family can't believe it—like me they thought these competitions are won by someone else, not someone you actually know."

Ed.: Press release courtesy of Morgan Motor Company.



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Ian Cornish is a Chartered Electrical Engineer, has owned a TR since 1963, and has owned 4VC, one of the ex-Works TR4 Rally cars, since 1969. The TR Register was founded in 1970 and Ian joined early that year, served as Technical Editor from 1971-1986, was the club's first Chairman (1983-1985), was awarded Honorary Membership in 1985 and was appointed as the club's first Vice President in 2004.

Whence Came the TR'S 4-Pot Engine?

Part one: from Drawing Board to Tractors

Ian Cornish

Standard's "Shadow" Factory

In 1939, at Banner Lane, Coventry, the Standard Motor Company commenced the construction of a new, "shadow", factory and this was in operation in 1940, making aero engines. Shadow

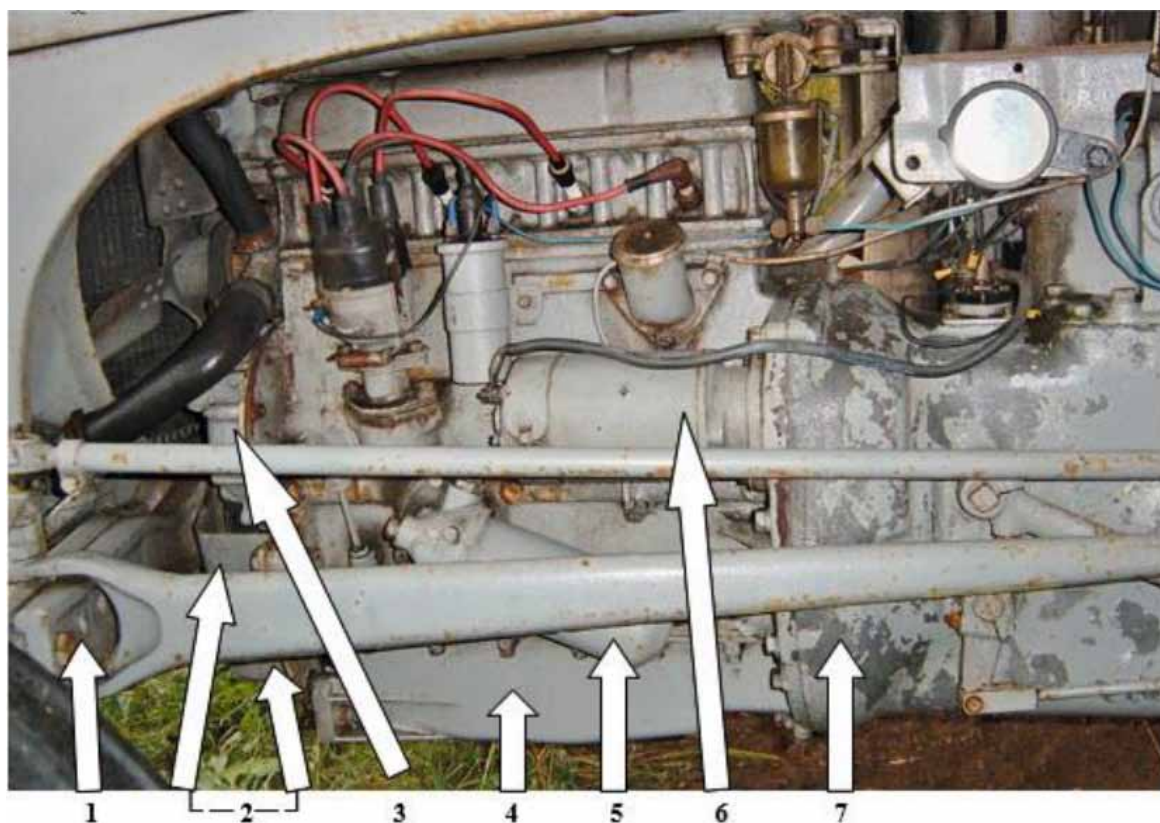
factories were built away from the existing factories in order to reduce the risk of damage from air raids, from which Coventry, as an industrial centre vital to the War effort, later suffered very heavily. This 1,000,000 square feet

(93,000 square meters) plant stood idle once the war had ended, and Standard's Managing Director, Sir John Black, was anxious to find a use for it. Such a large empty factory was also of interest to Harry Ferguson, and a deal was struck between the two men.

After the War was over

It must be remembered that the day after Victory in Europe Day (the War ended on the 7th and VE Day was 8th May 1945), the American Government rescinded the Lend Lease Act, and it is well known that, because of this and the fact that Britain was hugely in debt, the regime of rationing was even harsher within Britain after the War ended than it had been during the worst of the War. These factors drove the foundation of the post-war Labour Government's export campaign—if Britain did not export, it could not afford to import the food needed to feed its people. The Government's slogan at the time was: "Export or Die". We might consider this a little melodramatic now, but in the immediate post-war era, this slogan was employed by the Government to exhort all British manufacturers to bring in foreign revenue—sometimes to the detriment of domestic production—in

Figure 1. Standard Engine of Colin Booth's Petrol/TVO Ferguson.
1, Front Axle; 2, Front Axle Support Assembly; 3, Alloy Cover over Timing Chain & Governor; 4, Alloy Sump; 5, Oil Filter; 6, Starter Motor; 7, Clutch Housing



support of economic growth. With the urgent need for the country to earn foreign income to aid reconstruction, priority was given to supplying raw materials to those companies which concentrated on exporting their products—hence, the maxim “Export or Die” had very real meaning. Ferguson and Black were assertive—they persuaded Sir Stafford Cripps, President of the Board of Trade, to sanction a loan and materials for commencement of tractor production, and Cripps advised Black to build the tractor!

As usual, Ferguson was to be in charge of design, development, sales and service, while the Standard Motor Company made the tractors for him. The two men thought on similar lines and realized that a commonality of some components between tractor and car (in reality, there were very few), combined with economies from greater volumes and some sharing of overheads, could reduce costs for both enterprises. To simplify production and cut costs, Black had decided on a single model policy for new cars, and planning for what became the Standard Vanguard commenced in 1945. In the interim, the Canley factory re-commenced production of what were basically pre-War models with some modifications: Standard 8 and 12 models in July 1945, and the 14 in June 1946.

Development

The Ferguson Tractor was announced to the press in November 1945 and tractors were produced in July 1946, although agreements, giving the Standard Motor Company the right to manufacture the Ferguson tractor for 10 years, were not finalized until August 1946—Harry Ferguson believed that a handshake between gentlemen was sufficient! It was an expensive time for Standard as the company had bought the rights to Triumph for £75k (although this was recouped immediately from the sale of the bombed-out factory—I am indebted to Graham Robson for this “inside” information, which corrects data from another source!) and then spent a further £3 million over the next two years on re-tooling Banner Lane for Ferguson production and in adapting Canley for the Vanguard.

Harry Ferguson set up an independent company (Harry Ferguson Ltd.—HFL) to market, design, research, and develop the tractor and its implements. This company joined the American Harry Ferguson Inc. under Ferguson Holdings Ltd. HFL operated from premises leased from Standard at Fletchamstead Highway, adjoining the Canley site. Harry Ferguson moved back to Britain from the US, buying Abbotswood, a 600-acre estate near Stow-on-the-Wold. Work on tractor and implements commenced in 1945, based loosely on the American Ferguson-Ford design—but much was changed. Incredible as it may seem, everything was drawn twice—by Ferguson’s draughtsmen, then to suit Standard’s own filing system! A limiting factor was the size of the tractor’s rear axle, which provided the mountings for the Ferguson System’s unique and patented 3-point linkage—the configuration couldn’t be changed else the older Ferguson equipment wouldn’t fit. The axle was based on that of the American Ford Ferguson light truck, which restricted power to 20 hp!

The first product of the new “alliance” was the TE20 (TE = Tractor England), and the first one came off the Banner Lane production line on the 6th July 1946, equipped with an engine from Continental Motors Corporation in Michigan, USA. The little grey Fergie, as it became known, was a milestone, not only for Ferguson, but for agriculture in general, as it was so light and maneuverable, could be equipped with a wide range of equipment and tools built to the same System—and it was affordable and inexpensive to run.

Under Ted Grinham, design and development of the British engine proceeded at Standard, and, whilst the design was loosely based on Continental’s engine, there were no licensing issues. There was influence also from Citroën’s 1911cc, wet-linered, overhead valve engine, used in the 1939 Light 15 car. The Standard engine was 1849cc, 80 x 92, using flanged wet-liners with figure of 8 sealing gaskets at the bottom, and the oil filter was external (unlike the Continental, where the filter was inside the sump, making replacement—via a cover plate at the base of the sump—a

messy job, with the risk of subsequent oil seepage from the cover). A Zenith carburetor was chosen—although not liked by Harry Ferguson, he couldn’t afford the £25k cost of developing something else! The design target was 25 hp at 2,000 rpm (governed speed), with an operating range of 400-2,000 rpm.

The Tractor/Vanguard Engine

In designing a dual-purpose, tractor and car, engine, Ted Grinham and his team had to cater for the major difference in the construction of the vehicle: in the car, the engine/gearbox assembly is supported on a chassis, but in the Ferguson, the engine is the sole structural member linking the front axle to the rear of the tractor—in this role, it is subjected to considerable bending forces (note: this technique has been used in rear-engined Formula 1 cars for several decades now). On a Continental-engined Ferguson there are ¾ inch diameter tie bars down either side of the bottom of the pressed-steel sump—these being required to provide the structural strength necessary between front and rear. With Standard’s tractor engine, the block/crankcase and sump were designed ab initio to support the whole structure without any such reinforcement, which required these castings to be far more massive than those for the Vanguard car, although within the engine, there are numerous similarities.

At the front of the tractor engine (see Figure 1), there is a substantial front axle support assembly, which encloses the crankshaft-mounted (fan belt) pulley wheel on both sides and below, and is bolted to the block and to the sump. This assembly provides the central pivot for the front axle, in addition to the mounting points for the radiator and the bonnet, which hinges forward (like the later Triumph Herald) to expose the engine. The forward end of the fuel tank is supported by a bracket which is part of the thermostat housing casting.

Production

Initially, the Ferguson TE20 Tractor was fitted with the imported Continental 1966cc Z-120 unit. However, once the 2088cc unit being developed for the Standard Vanguard became available in September 1947, the tractor version

of this engine, at 1849cc capacity, was phased into Ferguson production from 26th January 1948, although tractors with Continental engines remained in production until July 1948. There were two engine production lines at Canley, one for car engines, the other for tractor engines; the latter then were transported to the Ferguson works at Fletchamstead. The Standard tractor engine was designated TEA20 (there is debate as to whether or not there should be a hyphen or stop in this designation, so I have made life simple!), with pre-production from September 1947 and the first public demonstration of a Standard-Ferguson on 11th December 1947. Arnold Staples tells me that in all performance demonstrations of Ferguson versus other tractors—however powerful—the opposition was thrashed on pulling power, ease of use (so little time required to hitch and dismount equipment), maneuverability, and economy.

Modifications to Standard's tractor engine in 1948 included: different steel for exhaust valves and a change to Tecalemit inclined oil filter (replacing vertical type). The tractor engine was initially 80 x 92 = 1849cc, with a compression ratio (CR) of 5.77. Throughout, I have discarded the conventional representation of CR e.g. 5.77:1, as all ratios are with respect to one. The engine produced 23.9 belt horse power @ 2,000 rpm—an engine speed which was sel-

dom used. Belt horse power is easy to measure on a tractor as there is a take-off pulley used to drive static machinery (this pulley was an option on the Ferguson and was fitted onto the Power Take-Off at the rear). In 1950 (tractor 172598), the engine was increased to the same dimensions as the Vanguard car: 85 x 92 = 2088cc (giving 28.2 belt hp @ 2000). The CR of the petrol engine was increased later to 6.0; for use with TVO fuel (Tractor Vaporizing Oil), the CR was 4.8 (23.9 belt hp), later 5.1 (25.0 belt hp). The lower-revving tractor had semi-circular inlet and exhaust ports, and equal-sized valves with single springs, whereas the car had its exhaust smaller than the inlet and two springs per valve. The tractor's sump and timing cover, both of which were structural members, were made of cast alloy—instead of pressed steel for the car, where they are just covers.

Despite the fears about the strength of the tractor's rear axle, Arnold tells me that he met only two cases of rear axle failure. In both instances, this was as a result of plowing with (at the rear) one steel wheel (i.e. no tire) and the other a rubber-tired wheel. In fact, the weakness of the Ford-Ferguson axle lay in the pinions within the differential, not in the crown wheel and pinion, and the factory made available a modification to beef-up the differential.

Although only 314 of the Ferguson TE20 Tractors were built in the first year of production (1946—all with the Continental engine), 20580 were produced in 1947 and, by the time the last one was produced in 1956, a total of 517,651 (including variants) had been built. These sales figures are an indication of its unique capabilities—Ferguson's patents on draught control, combined with the huge range of implements, meant that no other manufacturer could compete. Alongside the competition, the Fergie looked almost fragile (which it wasn't) and lightweight (which it was, its dry weight being just a shade less than the Phase I Vanguard), but its performance far exceeded that of heavier and more powerful beasts—it punched well above its weight! The Fergie was immensely popular and had captured almost 80% of the tractor market in Britain by 1949; even today, many TE series tractors (and their successors up to 1956) are still in use. The replacement for the TE series, the FE35, was fitted with the same Standard engine, but using 87mm liners to increase capacity to 2187cc and thereby give a useful boost to torque and power. Harry Ferguson, having received "an offer he couldn't refuse" (as Michael Thorne, described it!), teamed with Massey-Harris to build rather more powerful tractors, but still based on the Ferguson System, and Standard manufactured tractors for Massey-Ferguson until about 1958.



FOR SALE

1984 MORGAN Plus 8 Conversion from Turbo Propane to gasoline. Edelbrock 500 CFM carburetion, Performer series manifold, Mallory Unilite distributor, factory coated headers, Plus 4 straight through mufflers. New old stock rims carrying Kumho tires. Complete interior by Barbara Willburn, new bimini top, waterproof cockpit cover, new factory tonneau, Wilton carpets. New dash created from Pommele sapele. All dash switches replaced. Bare metal respray of exterior in Vienna mist green, a color that shows gold hues in sunlight. Transmission has a new internal pump. Brakes rebuilt by Whitepost. Ron Davis aluminum radiator with thermostatically controlled fan. New rear AVO shocks from Heart of England Morgans.

All original turbo equipment is included as well as wire wheel set and adapters.

This car goes as well as it shows. Offers circa \$48,000. Recent photo can be seen on 2020 MSCC calendar for October.

Bill Alexander 207-799-7614 walexand@maine.rr.com

Ed.: This article originally appeared in Vintage Sports Car, the house organ of the VSCCA, issue number one, 2006. Thanks to the editor, Jim Donick, for allowing this to be reprinted.

75 Years Of Morgan Progress TOJ



Our subjects for the comparison; the 2005 Roadster on the left and the 1928 Aero on the right. (TOJ)

While road tests are not generally within the purview of this publication, we recently had an opportunity to compare two models from the same manufacturer and felt the comparison to be of enough interest to share herein.

As many lifetime producers of sports cars have been engulfed within larger corporate entities, the one at hand remains as it was some ninety seven years ago, in the hands of the family for whom it is named.

We refer of course to the Morgan Motor Company of Malvern Link, Wores.,

England, manufacturers of sports machinery since nineteen hundred nine, and producers today of a traditional bodied model called simply, The Roadster. With forty eight hours to play, we decided to compare Morgan's newest offering with a comparable model of some three quarters of a century ago, a 1928 Morgan Aero.

Basics

For motors of a similar purpose the specifications are quite dissimilar as evidenced by the chart below.

	Aero	Roadster
Engine:	V2, wc, 1978cc	V6, wc, 2967cc
Bore and Stroke	85mm x 95mm	89mm x 79.5mm
Induction	Twin float Amal	Electronic fuel injection
BHP	40 (maybe)	225
Torque	Barely enough	200 lb ft
Manufacturer	British Anzani	Ford
Drivetrain:	Cone clutch to driveshaft to bevel box, to dog clutch to final chain drive. Two speeds fwd. No reverse.	Single dry plate clutch to 5-speed gearbox (plus reverse) to driveshaft and limited slip differential.
Wheels	19" x 3" wire wheels.	16" x 7" stainless steel wire wheels.
Tires	3.50/4.00 x 19 tube type bias ply.	205/55/16 tubeless radial ply.
OA Length	10' 3"	13' 2"
Width	4' 9"	5' 7"
Weight	4.6 cwt.	2070 lb.

As is clear from the accompanying photos, both are open models with fabric hoods and minimal luggage capacity. Lack of luggage capacity has little impact on the fact that both are sporting machines of the first rank with brisk acceleration and handling commensurate within their class and historic era. Both also provide excellent hood down visibility.

Ergonomics

Entrance into the cockpit is decidedly easier in the Roadster. This is due largely to the inclusion of doors. The Aero sadly lacks this convenience, although their omission does make for a lighter vehicle.

On entering the Morgans, the Roadster's bucket seats hold one firmly in place; the Aero sports a one piece seat back above two individual squabs which rest on wooden slats. One will not fall asleep easily while driving the Aero.

In front of the driver, both sport easily read instrumentation, with the Roadster's arrayed in front of the driver on a traditional looking dashboard. The Aero's instruments are a bit more spread out, with only the speedometer combination mounted directly in front of the driver. The ammeter is found to the left of the drive—in situ with the magneto switch, the petrol gauge being simply a cork with a steel rod attached, much like many airplanes of the period, and water temperature measured by that old standard, the MotoMeter, located on top of the radiator several feet in front of the cockpit.

It is when one begins to sort the controls that things get a bit complicated. As one might expect, the Roadster's controls are standard for the new century with the expected foot pedals for clutch and brake, though the throttle is Morgan's standard roller type pedal (*An organ style flat pedal is optional*). Headlamp dipping and turn signals are operated via the usual stalk on the left of the steering column, and ancillary controls are dash mounted. While there are no electric windows, one does not have to suffer with crank-up models either as tried and proven side curtains protect the occupants from weather along with

a manual hood which is available either as Morgan's new "Easy Up" model, or the traditional roadster type with separate frame and top.

In the Aero, one is faced with an unusual display. On the floor are two pedals, the left being the expected clutch, while the right activates the rear brake. Rising from the center area is a brake lever that controls the front brakes (*The front brakes do most of the stopping, the rear brake makes most of the noise*). To the driver's right (*It is, after all, a proper English cyclecar*) is the shift lever, forward for low speed, central for neutral, and pulled back for not so low

of ventilation as there are no side curtains or side windows. Both models are meant to be primarily open cars as the perceptive reader may have surmised by now.

Driving Impressions

Driving them both requires one hundred percent attention, though for different reasons. The Roadster, with a 0-60 time of under six seconds, is quick enough that a lapse of attention could easily find one many yards from where was intended. The Aero is a machine that needs three arms to successfully operate and thus one's ceaseless concentration is vital.



The Aero displaying its low cut cockpit sides that function in lieu of doors. (TOJ)

speed. On the steering wheel are choke, spark, and throttle. Fortunately for the operator, the wheel is only about two thirds of a turn lock to lock, so one does not have to deal with an upside down throttle in mid-turn! Simplicity being the hallmark of the Aero, the only other controls are an adjustable oil flow meter (*one drop every two to three seconds*) and a headlight switch. To raise the hood, one must first remove the optional boot, attach the five twist fasteners (*otherwise known as common sense fasteners*), leap into the car, pull the hood over you, then attach the three lift-the-dot fasteners on the windscreen. There remains plenty

On the road, the Roadster is a traditional sports car with modern mechanicals (*Save for the traditional sliding pillar front suspension, the same as on the Aero*) with light weight, superior acceleration, acceleration, vastly improved roadholding and braking over the models of forty years ago, and a joy to drive in the sporting manor to which it was intended. The Aero embodies all the eccentricities one would expect in a seventy eight year old English three wheeler and, while one must be mindful of the mechanical brakes, on country lanes and back roads it is a delight.

Two Morgans, separated by three quarters of a century, yet both embody the sporting spirit that appeals to many of us. We would gladly suffer through comparisons as this on a regular basis. Better yet, we would gladly suffer the problems of finding room for the pair of them in our motor shed.



The Roadster's instrument cluster puts most of the important data points in the line of sight of a single glance. (TOJ)



The cockpit of the Roadster follows modern practice with a well-padded steering wheel and nicely trimmed panels. (TOJ)



The cockpit of the Aero is a bit more Spartan with bits and pieces whose operation is not so intuitive. (TOJ)



A nice view of the Roadster in profile. Note the hinge line indicating the presence of modern doors. (TOJ)



Morgan x Piston Gin

World's 1st Ash Wood Infused Gin Released By Morgan

The Morgan Motor Company has long been famous for its use of ash wood in the construction of its cars, but the 111-year-old firm has now discovered a creative use for the surplus material, with the launch of its Morgan x Piston Gin, produced in collaboration with Piston Distillery (<https://www.pistongin.com/>).

Believed to be the world's first ash-infused gin, it is made using delicate shavings of the wood that is used to form the body-supporting frame on every Morgan. This frame sits on the CX-Generation bonded aluminum platform—or, historically, Morgan's venerable steel chassis—on every four-wheeled Morgan, supporting the car's bodywork. The use of wood—chosen for its pliable nature, lightweight, and sustainability—has been part of Morgan's coach-building method since it launched its first car, a three-wheeler, in 1909.

Morgan x Piston Gin features notes of natural crisp sweet apple and delicate wood from the carefully selected shavings of ash. Its signature pour is a ginger ale mixer, garnished with fresh blackberries and plenty of ice.

The spirit is produced by Piston Distillery, a gin maker founded in 2018. Its award-winning gin combines 14 botanicals to deliver a unique taste and captivating experience from the moment the stainless steel bottle top is removed. A distinguished local producer with a shared dedication to skilled craftsmanship, high quality, and an appreciation of classic style, its values perfectly reflect Morgan's. Based in Worcester, just nine miles from Morgan's famous factory on Pickersleigh Road in Malvern, the fellow Worcestershire-based brand was also chosen as part of Morgan's commitment to working with local businesses.

Toby Blythe, Head of Marketing, Morgan Motor Company, said, "Ash wood forms one of Morgan's three core materials, alongside aluminum and leather,

and as such is intrinsic to our coach-building identity. When we worked with the expert distillers at Piston Gin—who are based just down the road from us, in Worcester—we were curious to find out how this material could be infused with their acclaimed gins. The result, we believe, speaks for itself. The new Morgan x Piston Gin makes the perfect gift for Christmas or any other celebration, or just a drink to enjoy yourself."

Grace Stringer, Distillery Manager, Piston Distillery, said, "As with Morgan, quality materials and craftsmanship are at our core, so it has been wonderful to work alongside another local company whose values are at least as high as ours. It's a great idea to pay homage to Morgan's history by using ash as its signature botanical, and adding the apple to soften the flavor has created a wonderfully distinctive gin"

Ed: Press release courtesy of Morgan Motor Company.

Word from the Works

Morgan Motor Company to Open Experiential Hub at Bicester Heritage

The Morgan Motor Company is to become the latest resident at Bicester Heritage with the opening of an experiential hub at the former RAF Bicester site. The beautifully restored Power House building is situated on the original Bicester Heritage development and will be occupied by the Malvern firm to offer a range of driving experiences for customers and enthusiasts.

A dedicated fleet of 'Bicester' specification Morgan models, finished in a striking Safari Yellow, have been built for driving experiences that will run from Morgan's base at Bicester Heritage. Morgan's current Bicester fleet includes the Plus Four and Plus Six, with a 3 Wheeler also being available in 2021.

In addition to Morgan driving experiences—which will be run on both road and track by performance driving coaches—Morgan's aim for the appropriately titled Morgan Experience Bicester is that it will provide visitors with the ideal destination to experience the Morgan brand. Whether those visitors are part of the Morgan community already, or new to the world of Morgan, the Bicester Heritage base will be ideally located for access by UK and overseas visitors and will work in partnership with the Morgan factory in Malvern, Worcestershire.

Morgan Experience Bicester will be the first company-operated premises outside of Malvern in the company's 111-year history. The announcement of the new premises coincides with major works to Morgan's existing visitor facilities at their historic factory—which have been completely repurposed during 2020—and are due for completion in January 2021.

Steve Morris, Chairman & CEO, Morgan Motor Company, said: "We are extremely proud to announce plans for Morgan Experience Bicester. The experiential offering of the Morgan Motor Company is something that's grown

significantly over the last decade, and with our friends at Bicester Heritage, we have the perfect opportunity to extend this offering further. From the Bicester Heritage team to the fellow residents, everyone has been extremely welcoming, and it's reassuring to know that we are joining a community of like-minded individuals.

The introduction of Morgan Experience Bicester will revolutionize our offering to the Morgan community, and I'm particularly excited to begin Morgan's involvement with future Bicester Heritage events."

Dan Geoghegan, Bicester Heritage Chief Executive, added, "In Morgan we recognize a cultural and experiential fit with everything that we are achieving at Bicester Heritage. We are delighted to build on an already strong relationship that will engage enthusiasts past, present and future in sharing our enthusiasm for the genuine motoring. Morgan, the team, their cars are a very exciting arrival to the strong Bicester community of like minds, skills and ambitions."

Morgan Motor Company and Worcestershire County Cricket Club Make the Perfect Match

The Morgan Motor Company has agreed a new partnership with Worcestershire County Cricket Club that will see it become the club's official main shirt sponsor. The partnership between the Malvern-based car manufacturer and the equally historic cricket club brings together two brands at the heart of Worcestershire's history.

The partnership will see the Morgan brand featuring on the front of the Nike-produced first-team playing shirts in the County Championship, Royal London Cup and Vitality Blast competitions throughout the 2021 season, signaling an exciting new partnership between the Worcestershire-based businesses.

As well as Morgan's eye-catching branding taking pride of place on the

shirts of the Worcestershire players, the brand will be prevalent throughout the New Road ground, official club merchandise and all of the club's digital platforms.

At the turn of the 20th century, Worcestershire County Cricket Club first joined the County Championship, with the Malvern-born Foster family dominating the first XI line up. At the same time, HFS "Harry" Morgan opened the first Morgan garage—in Malvern—before building the first Morgan Runabout.

At the beginning of the 1930s, Worcestershire County Cricket Club's Fred Root set a new record for first-class wickets taken in a season, and Morgan broke the world one-hour speed record, averaging more than 100mph for the first time. In 1962 there was more success for Morgan, as the firm won the prestigious Le Mans 24-hour race. Shortly after, cricketing legend Basil D'Oliveira made his Championship debut for the county.

The success of Morgan has continued since. While Morgan cars were competing successfully in the Production Sports Car Championship during the 1980s, Worcestershire County Cricket Club were in a dominant era, winning two County Championships and numerous one-day trophies throughout the next decade.

Steve Morris, Chairman & CEO, Morgan Motor Company, said, "The Morgan Motor Company is famed the world over for its long history and sporting achievements. Worcestershire County Cricket Club, with a similarly impressive heritage within its own field, makes the perfect brand for us to partner with. We are firmly dedicated to supporting fellow local businesses. I am confident that our shared values, commitment and passion bode perfectly for a prosperous future working together."

Worcestershire County Cricket Club Chairman Fanos Hira said, "We are delighted to welcome the Morgan Motor Company as our new official main shirt partner. We are looking forward to working closely with Morgan. Its history and values beautifully intertwine with our own, as we embark together on an exciting new chapter."

Ed.: Press releases courtesy of Morgan Motor Company.



3 WHEELERS:

NEW 2021 Morgan 3 WHEELER 17th RAF Black Knights Aerosquadron Edition // FINAL NEW 3 WHEELER ORDERED FROM MORGAN MOTOR COMPANY

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1934 Morgan MX4 SUPER Matchless water-cooled engine, modified with foot pedal gas feed, dash mounted choke and spark advance // BEST OF CLASS IN HUNTINGTON BEACH CONCOURS 2019

ROADSTERS:

NEW 2019 Morgan Plus 4 2.0 Polished alloy center body with Rolls Royce Velvet Green wings, Black Leather, 5 black painted Factory wire wheels

NEW 2019 Morgan Plus 4 BMW Silver Glacier body, Morgan Sport Black wings, Scarlet with Royal Blue XT Leather trim, range of '110 edition' options

NEW 2018 Morgan Plus 4 Imola Red, Black Leather // NEVER REGISTERED

NEW 2011 Morgan AERO SUPERSPORT Black with Deep Grey Metallic wings and wheels, black leather 200 original miles // NEVER REGISTERED, 1 OF 33 MADE

2005 Morgan ROADSTER Acura Molten Copper Metallic exterior (special order) Yarwood Tan leather



TI photo courtesy Tam MacPartland

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

1984 Morgan Plus 8 Isis TURBO CONVERSION Special Corsa Red/Cinnamon leather // PROPANE-POWERED

1977 Morgan Plus 8 Rolls Royce Shell Grey/Red leather

1964 Morgan 4/4 Green body Black wings, Black leather Wire wheels, 33k miles // READY FOR RALLY OR EVENT

1963 Morgan Plus 4 Two seater roadster, BRG, Black leather // RESTORATION BY CHARLES ACKERMAN

1963 Morgan 4/4 BRG body Black wings, Black leather // JUST ARRIVED

1963 Morgan Plus 4 Connaught Green, cost no object restoration of a standard Plus 4, true Pebble Beach quality restoration // INSTANT FUN OR CONCOURS WINNER

1962 Morgan Plus 4 Four passenger, Red body/Black Wings // RESTORATION BY PHIL EISENBERG & RICHARD TUTTLE

1961 Morgan Plus 4 Four seater, Regency Red with SuperSport bonnet scoop, Black leather, roll bar, wire wheels // WELL MAINTAINED

1958 Morgan Plus 4 Bustleback Roadster, Dove Grey/Burgandy wings, Cream leather // INSTANT CONCOURS WINNER AND A JOY TO DRIVE

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The Morganeer

CROSSHEAD

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