

MAY/JUNE 2022

Vol 45 Issue 3

The Morganeer



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



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in Wolf's
Clothing*

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COVER PHOTO

Golf cart at the Morgan Motors factory
Andrew Bone

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FROM THE PRESIDENT

Maura Hall

Although spring brings its promise of things to come, there are always things that are a bit uncertain. I feel so uncertain at this point—I mean, will the flat rad throw a temper tantrum when we start it for the first time? What IS that slightly damp spot under the 4/4? Did I remember to put the stabilizer in the gas last fall? Will I EVER get this layer of dust off the car? WHEN WILL IT STOP RAINING SO I CAN GO FOR A DRIVE!!!! As I write this, there is the threat of five inches of snow here in Saratoga. It was 65 degrees four days ago. All this uncertainty is really eating me up. But experts say be positive! I am fairly positive that I remembered the stabilizer, and I am not at all positive about that damp spot. And I am positive that the dust and the cat fur is winning the battle, at least for now. But spring is ... well, springing!

My needs are simple, all I want is the car to sparkle in the sun and run properly. My joys are simple: a sunny day, an open road, a shiny car and no traffic in sight. Our cars bring us a fundamental promise, a renewal of pleasure that starts with spring. Along with a fair amount of dusting, cleaning, and maybe a small amount of swearing.

The promise of spring isn't just for us alone in our garage. Morgans give us community. "Community," has its origins in the Middle French *communauté*. In its origin, it meant something simple and more powerful: "joint ownership." It is what we have in our group, a sense of belonging to a select group with shared experiences. In our club, we have shared adventures and events, but our most far reaching one is



the Autumn MOG, returning this year to Newport—many thanks to the crew taking this on!!

Motivation indeed—our MOG volunteers have been busy planning a wonderful event which I am viewing with anticipation. More anticipation than any spring cleaning, that's for sure. As we begin with spring dust-offs, of cars and otherwise, enjoy our local noggins and move towards Autumn MOG, enjoy your community, your cars, your experiences. Enjoy all that your car promises and remember, your friends will be there. Get your registration in, make plans to see the people you like and don't see often enough. Reach out to your fellow Morganeers and see who else is going, surround yourself with people you enjoy who share an interest in our beautiful cars and the lure of the open road. To me, this is key. Friends inspire and motivate us to make the time, to do things together. That's the destination of this long and winding road—to see you all at Autumn MOG.

As Mole says in The Wind in the Willows: "It was good to think he had this to come back to, this place ... these things which were so glad to see him again and could always be counted upon for the same simple welcome."

Maura



Dust it later



Making spokes sparkle

FROM THE EDITOR

Jonathan Kinghorn



Spring has sprung and I've dusted off my Morgan and it fired up right away, eager to go. It is now happily back in its natural element generating smiles and waves wherever it goes. I hope you are enjoying yours to the full also, after a winter that somehow seemed even longer than usual. In my mind, Patriot's Day serves as a prominent milestone marking the transition from winter to spring. The holiday is a New England thing, and it is a particularly big thing in my hometown of Lexington, Massachusetts, where the shot that was heard around the world was really fired (sorry Concord).

We have a slew of reenactments that start the night before with Paul Revere riding his horse to the Hancock Clarke House yelling "the regulars are out" and that continue in real time and space until the regulars retreat with their redcoat tails between their legs at the end of Patriot's Day. Big crowds gather for the main battle reenactment at dawn on the actual battle green and many stay for the impressive annual parade. There are events throughout day, including several presentations and memorials, and a five mile road race—the only older road race in the U.S. is the Boston Marathon held the same day.

I don't get Patriot's Day as a holiday but always take a day off work, initially to enjoy the town's big day with my family and in later years also to run the five mile road race or the Boston Marathon. These days, however, the Patriot's Day weekend has taken on a new significance as it is when I end my Plus 4's hibernation and get it back onto the road. Weather and

other commitments permitting, I even get to go somewhere in it, just to make sure that it still works, you understand. After months of separation, it always feels so good to reconnect with the car and to start thinking about plans for the season.

For the last two years we've had to forgo most of our familiar events and friendly faces thanks to COVID, but now things are looking up at last. The Calendar of Events in this issue is reassuringly full and folk are stepping up to the plate and organizing rides and lunches so we can get together again. It has been such a long time! I for one, can't wait to overbook myself.

This issue contains accounts from Fred Cohen and Steve Schefbauer of lunch meetings already held and invitations from Bob Britton and Gregg Pollack to upcoming events. And it also contains a registration form for Autumn MOG, which just in case you haven't heard yet, is taking place this year September 9-11 in Newport, Rhode Island. Newport is one of my favorite destinations, and I usually make it there at least once each summer. I'm already booked for what will be my first MOG and very much look forward to meeting you there.

What else do we have for you this month? Well, we've recollections and photos of a tour of the Morgan factory enjoyed by James Nichol in the 1970s, a short piece on the Allard/Morgan Connection, and a tribute to the Great David Brownell from Alex Dragone of Dragone Classic Motorcars, Orange, CT. I have contributed an article about ersatz Morgans—which explains my unusual choice of cover image for this issue, by the way, in case you were wondering.

On a more technical note, we offer and article on cool running from John Turnbull just in time for the warmer weather and the concluding part of *The Best Part of Winter* from Paul Fredricks, Morgan Detective, so you can find out if he was actually able to put it all back together in time to hit the road.

There's some other stuff in this issue too, that I'll leave you to discover for yourselves. I hope you find the content enjoyable and enlightening and that you are able to get out there in your Morgan to enjoy some rides and reconnect with some Morganeers. Please also take the lead from Bob Britton and Gregg

Pollack and organize a ride or two for yourself and others to enjoy. They can be simple and spontaneous events to take advantage of fine weather or a great idea. And when you've participated in or led an event, please write it up for *The Morganeer* so the rest of us can enjoy it vicariously. I'm always looking for content for your magazine, and you know where to find me.

Jonathan

Mailbag

Hello Spider,

I'm really not good at texting stuff, but taken by your warm obituary of Andy Traggis, I'm giving it a try. One of the first 3/4 Morgan events I went to was at Andy and Nancy place, after going to Gillette Castle. They were just a couple at the time. I have strong memories of how they made all of us feel very comfortable. I was immediately impressed.

Andy gave me this bottle wine which I obviously I still keep. It's so sad to hear of his passing. Thanks for your kind words on Andy's behalf.

Larry Krueger



Hi Jonathan,

As usual, a stellar issue of *The Morganeer*! "BUILD IT AND THEY WILL COME" has entered our Folklore. I am not so sure about "ORGANIZE IT AND THEY WILL COME" If I were to organize a

continued on page 4

Mailbag continued

ride along the Maine and New Hampshire sea coasts, do you think members would participate? For those who do not want to do a day trip, there are several nice hotels in the area, including a 5 star Marriott hotel resort, WENTWORTH BY THE SEA.

As a prelude to organizing the ride I am gauging interest. If you are tempted by this idea, please let me know at gregg-pollackii@gmail.com.

Gregg Pollack

Hi Jonathan,

I would like to extend an invitation to all Morganeers to join both British Cars of New Hampshire and Austin Healey Club of New England members on a tour to Newick's Lobster House in Dover, New Hampshire, on Friday, June 3. Perhaps some Morgan folks from Massachusetts or Maine may be interested in the tour/event.

The tour will depart Historic Motor Sports, 174 Raymond Road, Candia, New Hampshire (<http://historicismotorsports.net/>) around 11 a.m. for a one hour drive to Newick's at 431 Dover Point Road, Dover, New Hampshire (<https://www.newicks.com/>). Plan to arrive at Historic Motor Sports 10-10:45 a.m. Bathrooms are available and a gas station to top up is just across the street.

The tour will proceed through some scenic back roads and should arrive at Newick's around noon. There is plenty of parking and the restaurant can handle a large crowd. If you prefer, you can meet the group at Newick's.

Please RSVP to me at HealeyBJ7@hotmail.com ASAP that you are attending so I can get an approximate head/car counts.

Hope to see you there!
Bob Britton

IN CASE YOU MISSED IT ...

We've Waited a Long Time!

Morgan vehicles will likely be more readily available in the U.S. in the not too distant future. After years of lobbying from the Specialty Equipment Market Association (SEMA) the manufacture of low-volume turnkey replica cars in the U.S. has, at long last, been approved. The National Highway Traffic Safety Administration (NHTSA) has finalized a regulation to implement the Low Volume Motor Vehicle Manufacturers Act. Every year manufacturers can now each legally build and sell in the U.S. up to 325 brand-new replicas of cars over 25 years old.

The new program recognizes the unique challenges faced by companies that produce a small number of custom cars. The vehicles built will be subject to federal oversight, although not as stringently as mass-produced vehicles, but they will still have to meet current model-year emissions regulations. Replica manufacturers will therefore have to register with NHTSA, the Environmental Protection Agency, and the California Air Resource Board. This process takes several months, and it will therefore be a while before vehicles built in response to this change reach the market and hit the road.

As an interested party, the Morgan Motor Company has been actively involved in the development of the regulation, commenting on the draft wording, for example. The new regulation enables a formal re-entry for their iconic four-wheeled products into North America and they plan to divert available Plus Four and Plus Six production to support U.S. market introduction at the earliest opportunity. Woo hoo!

3 Wheeler Review

The online lifestyle site *Iron & Air* recently published *Morgan Super 3: A Three Wheeler That's Almost a Motorcycle & Not Quite a Car*, a review of the latest model from Pickersleigh Road. <https://ironandair.com/morgan-super-3/>

Writer With a Mog

On March 31 the *New York Times* carried an obituary for Nancy Milford, author of *Zelda* and *Savage Beauty*. After completing *Zelda*, Milford bought herself a Morgan and liked to tool around the Berkshires in Massachusetts. The article includes a photo of her at the wheel.

<https://www.nytimes.com/2022/03/31/books/nancy-milford-dead.html>

Sharing Our Past

The April issue of *Miscellany*, the magazine of the Morgan Sports Car Club (UK), contains another part of the historical timeline article about the history of affiliated overseas clubs edited by Mike Pullen. And yes, the 3/4 Morgan Group does have an entry, submitted evidently, by our very own international liaison David Crandall with input from Spider.

And a Bit of Fun

Not Morgan-related, but tangential. Hagerty published an amusing story by Norman Garrett, "A few things to know before stealing my 914".

Enjoy it at <https://www.hagerty.com/media/advice/a-few-things-to-know-before-you-steal-my-914/>

REGISTRATION FORM Autumn MOG 2022 – Newport RI – 9, 10 & 11 September

We're cooking up a great time for all in Newport so be sure to register before space gets scarce! We wouldn't want to miss you. What's included in this great event besides a fun time with old friends and chance to make new ones while checking out the great stuff and bidding on cool goods on auction? A generous hospitality suite, a Friday autocross, and, on Saturday, a concours, gimmick rally, awards dinner and auction as well as a guided tour of the National Museum of American Illustration. On Sunday, we're planning a board meeting and a meeting of the membership before heading out. Two optional (extra-cost) items: a wonderful Friday dinner at <https://sardellas.com> and outstanding commemorative T-shirts to order for yourself and your partner. *A more detailed agenda is coming soon.*

Hotel reservations are **not included** in this registration. Please call the hotel at **401-849-9880**, mention the $\frac{3}{4}$ Morgan Group and our group code **THETH220909-182315** or go to www.wayfinder.com (call them directly if you're looking for a Thursday night arrival.)

YOU

Name
Phone
Address
Email

YOUR PARTNER

Name
Phone
Address
Email

What events are you participating in?
Check all that apply.

Are you $\frac{3}{4}$ club members? Would you like to join?	<table style="width: 100%;"> <tr> <td style="text-align: center;">YES <input type="checkbox"/> Check Box</td> <td style="text-align: center;">NO <input type="checkbox"/> Check Box</td> </tr> <tr> <td style="text-align: center;">YES <input type="checkbox"/> Check Box</td> <td style="text-align: center;">NO <input type="checkbox"/> Check Box</td> </tr> </table>	YES <input type="checkbox"/> Check Box	NO <input type="checkbox"/> Check Box	YES <input type="checkbox"/> Check Box	NO <input type="checkbox"/> Check Box
YES <input type="checkbox"/> Check Box	NO <input type="checkbox"/> Check Box				
YES <input type="checkbox"/> Check Box	NO <input type="checkbox"/> Check Box				

☐ Check Box

Auction (I am planning on contributing goods)

☐ Check Box

Autocross (Friday)

☐ Check Box

Concours (Saturday AM)

☐ Check Box

National Museum of American Illustration

☐ Check Box

Rally (Saturday PM)

☐ Check Box

Auction (Bidding at Dinner)

☐ Check Box

Reception & Awards Dinner

Everything in this box is included in your event fee of \$340/couples, \$180/single)

Concours Morgan 1	Concours Morgan 2
-------------------	-------------------

Year	
Model	

Private escorted tour - preregistration via this form is required

☐ Check Box

For you: Optional Friday Dinner (\$70 per person, tax and tip included) at Sarella's in Newport

☐ Check Box

For your partner: Optional Friday Dinner (\$70 per person, tax and tip included) at Sardella's

☐ Check Box

For you: Commemorative T-shirt

☐ Check Box

For your partner: Commemorative T-shirt

(Unisex sizes: small, medium, large and XL \$25, XXL \$28, and XXXL \$30. Please pickup in Newport because we won't have shipping available.)

Go to page 2

If you checked off (selected) a T-shirt for you or your partner on page 1, put checkmarks in the sizing tables for each of you, calculate the T shirt total cost & put that \$ number in the payment calculation table below.

YOU

<input type="checkbox"/>	Small	\$25.00
<input type="checkbox"/>	Medium	\$25.00
<input type="checkbox"/>	Large	\$25.00
<input type="checkbox"/>	XL	\$25.00
<input type="checkbox"/>	XXL	\$28.00
<input type="checkbox"/>	XXXL	\$30.00



YOUR PARTNER

<input type="checkbox"/>	Small	\$25.00
<input type="checkbox"/>	Medium	\$25.00
<input type="checkbox"/>	Large	\$25.00
<input type="checkbox"/>	XL	\$25.00
<input type="checkbox"/>	XXL	\$28.00
<input type="checkbox"/>	XXXL	\$30.00

PAYMENT CALCULATION

Item	Expected value	Your Entry
Event Fee	\$340 or \$180	
Early-bird discount (if you've received approval and payment is received by the 15th of June)*	\$0 or -\$25	
Optional Friday Dinner(s)	\$0, \$70 or \$140	
Annual Membership Dues (for new members signing up with this form)	\$0 or 60	
T-Shirts	\$0, \$25 to \$60 (size dependent)	
<i>Rush</i> processing (if not received by 14 August)	\$20	
Grand Total -- Amount Due		

* In Autumn MOG Bulletin #2, we offered an early-bird discount *for the first 15 people to apply* for it via email to tom@tom-austin.com with the subject line "Early Bird Discount Request." The first 15 people who request an early-bird discount will be eligible to take a \$25.00 discount on their registration providing their full payment is received by 15 June.

Payment

Make your check for the Grand Total calculated above, payable to 3/4 Morgan Group LTD. Mail the form and check together to Jack Flynn, [388 High Head Road, Harpswell, ME 04079](mailto:388_High_Head_Road_Harpwell_ME_04079).

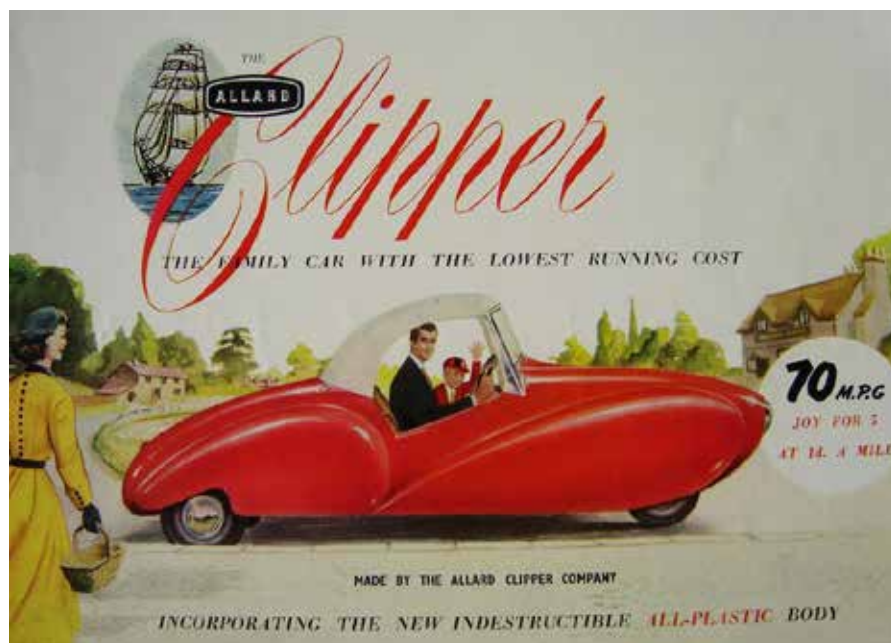
The Allard/Morgan Connection

Sydney Allard. At the age of 19 in 1929, began racing Morgan three wheelers at the Brooklands racetrack. He won at an average of 73.37 mph. He founded the Allard Company in London and took the Morgan three-wheeler concept and made it into a four wheeled car. Though his first car looked homemade it was a huge success and became the foundation of production cars in 1946. They had Ford or Caddy motors. A couple of early Allards make one wonder if he didn't have a soft spot for Morgans—right down to the belt over the bonnet!

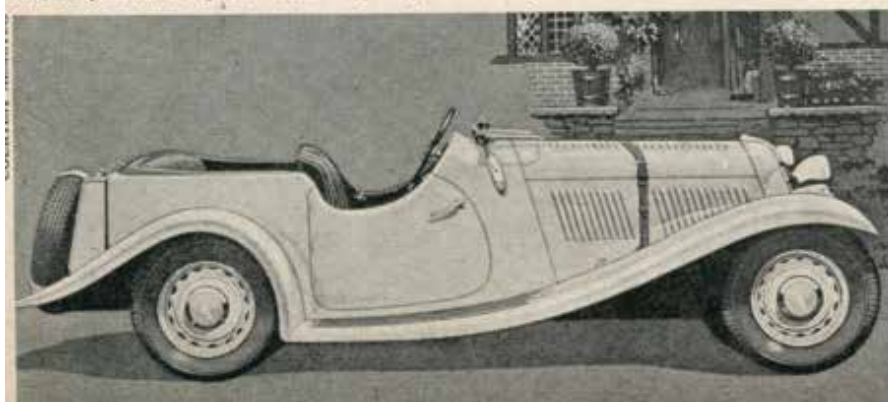
The three-wheeled Clipper of 1953 did not sell well. He should have kept the Morgan idea of two wheels in front rather than putting them in the back. He made only 20.

More modern four wheeled Allards, though not high volume, did do much better. The marque is abundant in the 1954 movie "The Fast and the Furious"

Ed: This article first appeared in the Spring 2022 issue of Morganotes, the magazine of the Western New York Morgan Owner's Group.



An early Allard 4-place tourer of the pre-war days.



MMC Half a Century Ago

Jim (Plug) HalfDime
James Nichol

Half a century ago our beloved MMC was in the midst of a crisis. Due to the American colony's legislation, Morgans were not to come to our shores (Save Canada which, as a member of the Commonwealth, had no such limitation) and PM (Peter Morgan) could no longer look to the USA as a market. The Plus 4 was no longer catalogued, but there were the old standby 4/4s, now in both two and four seat versions, and the new model—the Plus 8— was selling quite well. With this as background, Yr. Obedient Servant dropped in on the Mecca of Morgandom, Pickersleigh Road in Malvern Link.

For those in the readership who have not made the pilgrimage, or who have done so only within the past twenty years or so, here's a look at Morgan manufacture as it was some two score and ten years back. While we have attempted to order the photos in the synchronicity of build, understand that not all was as would seem logical. With the works sheds running downhill from Pickersleigh Road it might seem logical that assembly would run downhill for ease of movement. Remember, this is Morgan, so such was not the case! As may be seen from the photos of the Works seen from Pickersleigh Road, back is obviously downhill, so where did assembly begin? Of course, behind the lowest elevation shed where the chassis are piled outside. From what I observed, as a new build was scheduled two workers would pull a chassis and carry it uphill to the Chassis Erection Shop where the drivetrain and wheels/tires were installed. At a similar time the body frames were being constructed in the shed containing the Wood Mill and Body Shop, which were both in the second lowest shed just above the machine shop (The lowest shed in the line) and also where the Trim Shop was located.



The works slopes downhill from Pickersleigh Road



The pile of chassis outside awaiting use



Chassis erection



Rolling chassis stored outside



The wood shop



Adding the body to the chassis



Building a frame



The sheet metal shop



Forming panels in the sheet metal shop 2

The rolling chassis were stored in an open shed until their bodywork was ready to join them, which was done just prior to rolling the assembly one shop uphill to the Sheet Metal Shop. Next was another one shed uphill trip to the Paint Shop, a far cry from today's sterile shed. The uphill again for initial electrical install followed by a downhill (Finally)

roll to the Trim Shop, at the same level as the Body/Wood Shop. Back uphill to the final electrical install and finally final testing after which the shiny new Moggie was carefully parked in the Dispatch Shed located just below the Stores and Offices.

For those fortunate enough to have visited the works recently (In the 21st

Century) they may notice the changes which range from the elimination of pinups and coal heaters to much improved lighting and the elimination of friendly clutter.

Return with us now to those thrilling days of yesteryear and follow us through the MMC of 1972.



The dispatch shed



The paint shop



The trim shop



Graffiti and pinups everywhere



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1k miles 2018 Morgan THREE WHEELER – Green Metallic // PERFECT

2013 Morgan THREE WHEELER – BRG/Tan Leather // FRESH ENGINE

1934 Morgan MX4 SUPER
– Matchless water-cooled engine, modified with foot pedal gas feed, dash mounted choke and spark advance // SIGNIFICANT PRICE REDUCTION

1933 Morgan MX4 SUPER SPORT
– Silver, Matchless water-cooled engine // GROUND UP RESTORATION

1930 Morgan AERO VAN – MX4 Vee twin engine, Pozzi Blue, Scarlet red leather // FULLY RESTORED

ROADSTERS

NEW 2023 Morgan Plus Six – the new era of performance and refinement // ORDER YOUR EXAMPLE

NEW 2023 Morgan Plus Four – automatic, eight speed paddle shifter or six speed manual transmission

ANNIVERSARY EDITIONS

2003 Morgan Plus 8 – Ivory exterior, Black Yarwood Leather // 10.8K MILES!

2003 Morgan Plus 8 – Royal Ivory, Mulberry Leather // 18K MILES!

2001 Morgan Plus 8 – Jaguar Grey Metallic/Mulberry Red Leather // 12.5K MILES

WWW.MORGANWEST.NET



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

1963 Morgan Plus 4 SUPERSPORT
– Dark Blue, Black leather, Black 72 spoke wire wheels // LEGENDARY RACING RECORD — UNBEATABLE IN BOTH EAST AND WEST COAST VINTAGE RACE VENUES!

1954 Morgan Plus 4 – Yellow, Black interior, interim-cowl example // RIGHT-HAND-DRIVE

1949 Morgan Four/FOUR SERIES 1 – Tan body with chocolate wings, Chocolate leather // PRICE DROP!

OTHER MARQUES

NEW 2021 Allard J2X MkIII – Coming soon!

1974 Lotus EUROPA – Twin Cam 5-speed!

1965 Sunbeam TIGER Mk1A
– Race Rally Prepped!



1962 Fiat O.S.C.A. 1500S CABRIOLET
by PININFARINA. Perfection!



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MAD MOG

Fred Cohen

Saturday March 12 was a cold snowy day in Connecticut. With the highly anticipated MAD MOG at the Madison Beach Hotel scheduled for noon the outlook was not good. To our pleasant surprise, seventeen hearty Morganeers from Connecticut and Massachusetts arrived to welcome in the new driving season.

The water view out to the Sound was obscured by the snow but the food, drink, and fun conversation more than captivated our group. We discussed car mods, cold garages, upcoming car events, and driving plans for 2022. Morgan Malone gave us a preview of Autumn Mog.

On hand for the lunch were Andrea and Ted Lucas, the Bullys, the Dressells, Paul Fredricks, the Goodsons, the Griffiths, the Mulls, Morgan and Alison, and the Cohens. In spite of the foul weather, our intrepid group of Morganeers had only thoughts of clear roads and warm sunny driving days just a few weeks away. Another successful season opener at MAD MOG.

MAD MOG Mulligan

(Thanks Spider)

Steve Schefbauer, Editor-at-Large

As Fred mentioned, it was a snowy day for MAD MOG. Fred was being conservative, Bomb Cyclone, snow, sleet, rain wind gusts to 60 mph, frogs and locusts—in short it was a dark and stormy night (Thanks Spider). Scratch that, dark and stormy day.

At 9:00 a.m., after watching the snow blow sideways outside my window, I emailed Andrea and said I can drive through rain and snow, but I can't do a white out on

I 95. With that, Ann Marie and I failed to proceed. Too bad, I had my mouth all set for interesting conversation and a Madison Beach Hotel Lobster Roll.

Several days later, I emailed Andrea, Fred, and Spider with the suggestion of a re-do to which Andrea said, "sorry once a year only, next one in March 2023." Yes but—Fred and Spider gave me hope with a "yea, we can do an impromptu noggin—not the original crowd but at least a second chance." Ann Marie and I said, "count us in!"

Fred did an impressive job of ducking, weaving, and open field running with the following, over a two day period: Plan 1, meet at Donahue's in Madison—oh, oh, they're closed on Tuesdays. Plan 2, meet at Madison Beach Hotel in Madison—oh, oh, not open for lunch during the week until late April. Our lunch seemed doomed.

Andre suggested The USS Chowder Pot in Branford, CT since she and Ted had been there several times. And survey says—SUCCESS.



Mulligan sans Schef



We had nine Morganeers in attendance: Fred and Lita Cohen, Erwin and Ellen Dressel, Spider and Stephanie, Ann Marie and I, and David Darby who also used discretion over valor in the snow and missed the first MAD MOG as well.

Anytime you get more than one Morganeer in the same place it's a really good time and that Tuesday was no exception with everyone sharing stories, drinking, and eating and yes, I finally got a Lobster Roll for lunch.

Ahh, redemption—

Photos by Steve Schefbauer and some nice lady from the next table over who volunteered to take a photo so I could be in it.



Mad Mog Mulligan

The Great David Brownell

Alex Dragone



Dave Brownell

Besides waking up to a cold and icy morning here in New England on Saturday, I was greeted at my office desk with an email message from our long time friend Jerry Littieri with the subject “David Brownell Passed away in November.” I was shocked because I always wondered what had happened to him. The email contained a link (which I will share below in the comments) to an article written by John Gunnell of *Old Cars Weekly* about Dave and his great life achievements. Seeing this immediately sparked fond memories of my childhood, going to car shows with my dad and always seeing Dave set up in the flea markets with all kinds of great brass era and other prewar era goodies. Both my dad and uncle would always buy most of what he had. He was always happy to see us and always a cheerful guy who just loved old cars.

I am too young to have really gotten to know Dave, but my dad, uncle and Dave were great friends and we are all deeply saddened to hear

about his passing. As I have gotten a bit older (now 31 years old) I have obviously been working with and collecting a lot of great cars and have read through many old VMCCA *Bulb Horn* magazines and even many early volumes of *Old Cars Weekly* publications where Dave had written in or was mentioned and I have been really impressed with who he was and his great knowledge which added much more color to my memories of him. It is sad to learn of what had happened to him and that the last few years of his life were lonely and that he was basically abandoned and forgotten. From time to time I always wondered what happened to Dave. I have now learned that he suffered a stroke and was kind of living in an assisted living home in Vermont for the last maybe eight or so years. A sad end to a great man, so I felt compelled to also write something about him so he would not be completely forgotten. Not to say there are no other great car collectors and enthusiasts that also deserve to be remembered or written about (which I

will try to in the future), but Dave was a close friend and a great man.

If you are not familiar with Dave Brownell he had a plethora of early car knowledge, his true passion being the brass era, but he had a very broad knowledge and knew just about everything. Writing is what he loved to do, and he started writing about old cars as a young teenager and the rest was history. I was amazed to learn that Dave was a very close friend of Henry Austin Clark Jr. of the famous Long Island Auto Museum, another wonderful antique car historian and collector. Dave was the one who got Austin involved in writing his very popular column in the early *Old Cars Weekly* publications called “Young Nuts and Old Bolts” where Austie would talk about everything from how he used to find old cars in barns, car tours, and even how some crooked car collector screwed him out of something. I remember reading an article in *Hemmings Motor News* years ago entitled “Remembering Austin Clark” where

Dave was interviewed and quoted, telling his memories of Austin and how they met:

"I met Austie in 1967 in Manhattan at an auction of vintage auto memorabilia. All he did was basically outbid me on every piece. Afterward I said to him: 'You're Henry Austin Clark.' 'The one and the same.' 'I was chasing a number of the things you bought.' 'Oh, are you an automotive art collector?' 'A budding collector.' 'Oh, you must come back to the house, and I'll show you some things you probably haven't seen.'"

So, I went out to Glen Cove and spent a delightful afternoon with him. I bought a couple of pieces at very, very reasonable prices. I was charmed by an early French print of a guy behind the wheel of a car, wearing a checkered hat, with a lady. They're flying along in the breeze and she has a big Gibson Girl hat on, with a bow strung around her chin. I thought it was a very, very nice embodiment of what early motoring was about. There was also a poster of a Züst [made in 1905-1917], one of the participants in that New York to Paris race in 1908. It was done by a famous German Expressionist artist. A very arresting piece.

I remember there was this great painting in his library: J.C. Leyendecker's "Mercedes at Madison Square." A classic piece: It was on the cover of the 1905 Collier's automobile supplement. I vowed to myself: I'm gonna have that. I did eventually get it. I used to look at it every night. I'd study Leyendecker's brush work, just the way he'd do a brass lamp with one twist of color.

That's how our friendship began. It was worth losing out to him."

Dave goes further into his memories and how close he and Austin became, they would go to auctions, buy cars and parts together and even get drunk and stop at topless bars along the way. True collectors. He even talks about how Austin would hold his famous "Iron Range" swap meets where he had all kinds of excess parts and cars laid out from his travels and how everyone would pile into Austie's old Autocar bus and drive down to his favorite restaurant in Southampton called "John Duck's" where Austin would have a few too many drinks and manage to drive everyone back to the museum. Of course, everyone, includ-

ing Dave, knew Austie was a bit easier to deal with after lunch when he was a bit loosened up. I think his memories with Henry Austin Clark are very important to mention because it shows who Dave was and I think he really enjoyed that time in his life. He was later able to purchase Austin's 3 liter Bentley which he would keep almost to the end of his life.

Besides his days drinking around with Henry Austin Clark Jr., he had many other great accomplishments including helping start and promote *Old Cars Weekly*, becoming editor of *Cars and Parts Magazine* in Ohio, then becoming editor of *Hemmings Motor News*, judging and speaking at numerous car shows and events and belonged to the VMCCA and Society of Automotive Historians. He also started the company "Automobilia Auctions LLC" with his friend Jerry Littieri which is still in business today auctioning great automobilia, and he was also the eastern representative for Gooding and Company.

Besides all his accomplishments he was mainly just a really great friend to us. My dad and uncle sold and bought cars and great automobilia for a really long time with Dave and he even set up in our tent at the AACA fall meet in Hershey, PA, for many years. One thing worth mentioning here was

Dave's red Morgan Plus 4 that I remember fondly as a kid. He loved that thing and had it for a very long time, although he would eventually sell it to my dad who then sold it to another local collector, so it was around me for some time. It's funny how things happen because just a few months ago I purchased a great historical house (which I will also separately post about at a later time) and I have been collecting artwork and antiques and such to fill it with of course and my dad gave me a painting by our friend Penny Havard who painted a lot of great auto related pieces for collectors back in the 1970s through the 1990's. It is a painting of a red Morgan Plus 4 at full bore flying up (what I believe is) Prescott hill, my dad gave it to me with no explanation just something for my wall and of course it reminded me of Dave's car. Well, upon hearing the news of Dave's passing my dad said to me: "hey, you know that Penny Havard painting I gave you of the red Morgan climbing the hill?, well that was done for Dave Brownell back in the 80's or 90's and that's his car in the painting." I now have the painting hanging in my kitchen, so now every time I have a glass of wine I can look at that painting and remember good old Dave Brownell.

Reprinted with permission of Alex Dragone, Dragone Classic Motorcars, Orange, CT.



The painting of Dave's red Morgan

Morgan Vanity Plates

One of our clever photographers, Pat Hennessy, noticed at the 2011 Autumn MOG concours that there are a lot of Morgan related vanity plates among our members and took these photos. Frank Wnek, then editor of this esteemed publication, used them to run a contest in the May/June 2012 issue. The first person to send an email correctly identifying the owners of ALL of the cars bearing these license plates won a FREE dinner for two at the 2012 Autumn MOG banquet. How many of these cars are still in the club? Sorry, but if you have the correct answer there's no free dinner or offer this time around!





Flower Child of the 3/4 Morgan Group

Steve Schefbauer, Editor-at-Large

Our very own Treasurer, Jamie Goodson, thought he was buying a four wheel Chia Pet, so he added water and look what happened.

Every year, during the last week in April, both Nantucket, MA and Audrains in Newport, RI have their annual Daffodil Festivals complete with antique car parades whose participating vehicles are decorated, appropriately, in Daffodils.

Jamie has, in the past, piloted his Morgan in both and sent me the photos shown here. But the problem this year seems to be that both events are on the same date so, Jamie is opting for Nantucket, MA.

Good choice since the boat ride to Nantucket is quite a treat, as long as there's no North Easter (sorry for the pun).

Cheers Jamie and keep 'um blooming!



EVENT CALENDAR 2022

The 3/4 Morgan Group Ltd.

As far as 2022 events are concerned it is early days yet and few dates and details have been published. This calendar is therefore just the first appearance of a work in progress, and we'll post updates from time to time to keep you informed. These events have already been confirmed, so mark your calendars now! With the COVID pandemic still wreaking havoc, however, we can still expect reduced numbers, social distancing, and maybe mask requirements. Some events may be cancelled or postponed so best to check with organizers ahead.

DATE	EVENT	HOSTS
June 3	OUTING TO NEWICK'S LOBSTER HOUSE Dover, NH	Bob Britton HealeyBJ7@hotmail.com
June 3-5	GREENWICH CONCOURS D'ELEGANCE , Greenwich, CT	Steve Schefbauer sschefbauer@aol.com https://www.greenwichconcours.com/
June 5	BRITISH BY THE SEA Harkness Memorial State Park, Waterford, CT	Fred Cohen fsc541@verizon.net http://www.ctmgclub.com
June 10-11	BRITISH MOTORCARS IN BRISTOL Bristol, RI	https://www.britishmotorcarsinbristol.com/
June 19	NEWPORT CO. FATHER'S DAY CAR SHOW Tiverton RI, 9 a.m. – 4 p.m.	https://www.facebook.com/events/357054466288730/
June 19	PORTSMOUTH ABBEY FATHER'S DAY SHOW , Portsmouth, RI	
June 18	KLINGBERG VINTAGE MOTORCAR SERIES EVENT , New Britain, CT 9 a.m. – 2 p.m.	https://klingbergmotorcarseries.org/
July 10	ANNUAL BAY STATE ANTIQUE AUTO CLUB CAR SHOW Endicott Estate, Dedham, MA, 7 a.m. – 2 p.m.	https://www.bsaac.com/
July 16	ANNUAL FOUNDER'S DAY & CLASSIC CAR EXHIBIT , Paris, ME	http://www.hamlin.lib.me.us/founders_day.html
July 15-17	MISSSELWOOD CONCOURS D'ELEGANCE , Beverly, MA	https://www.misselwood.com/concours-delegance
July 23	SHOW OF DREAMS , Hudson, NH 10 a.m. – 3 p.m.	https://www.bcnh.org/
June 26	BRITISH CARS DAY Larz Anderson Museum, Brookline, MA 9 a.m. – 1 p.m.	https://larzanderson.org/2022lawnevents/britishcarday22/
Aug 12-14	VERMONT ANTIQUE AND CLASSIC CAR SHOW , Waterbury, VT	https://vtauto.org/vermont-car-shows/antique-classic-car-meet/
Sept 2-5	HISTORIC FESTIVAL 40 GATHERING OF THE MARQUES Lime Rock Park, Lakeville, CT	Steve Schefbauer sschefbauer@aol.com https://limerock.com/labor-day-historics
Sept 9-11	AUTUMN MOG , Newport, RI	Details on pages 5 and 6
Sept 9-11	THE BRITISH INVASION , Stowe VT	https://www.britishinvasion.com/
Sept 18	BRITISH CAR DAY , Oakville, ON	http://www.torontotriumph.com/BCD/

Nota Bene: In non-COVID times 3/4 Morgan Group Ltd. members regularly get together in smaller, regional events on a less formal basis: Noggins, lunches, BBQs, tours, work sessions, and casual parties. Contact your local Area Captain to host one yourself or just to stay in the loop.

Who Was That Masked Man?

I Don't Know, But He Left a Silver Bullet ...

Steve Schefbauer, Editor-at-Large

Your humble editor-at-large and eight others got an email from Bob Cohn posing this question, "A friend of mine in Palm Springs sent me this photo of a chrome-plated 3 Wheeler that showed up at a local cruise-by event. Ever see one?"

Well, this sounded like a challenge to me, and it drew a few "I don't knows" and "never saw such a things" from some of Bob's email recipients.

Not being anything close to resembling a Morgan 3 Wheeler expert, I posed the question to someone with a

ton of all around Morgan knowledge on this side of "The Pond", Dennis Glavis of Morgan West.

Without blinking an eye, his immediate response was the following:

The polished aluminum body was first offered as a £10,000 option on the Brooklands series, 13 of the 50 Brooklands were so built. Morgan West sold 12 of those. I have serial number 001 as my permanent personal 3 Wheeler.

I then commissioned two more special editions, sets of three, commemorating the Isle of Man and the tourist trophy

in polished aluminum, special interiors, special graphics for each, a total of another six.

How many others were sold worldwide I have no idea. I've sold about five or six of them on the secondhand market as well as people get older and just don't use them. I just sold two in the last two months.

Cheers, Dennis

Yet another case solved by the guy who knows.



Ersatz Morgans

The Insincerest Form of Flattery?

Jonathan Kinghorn

What is it that we most love about our Morgans? The performance, the look, the sounds, the smells, the kudos? Or is it all of these and more? Morgans are certainly charismatic, and they never lack for admirers. But there aren't too many of them, they don't come cheaply, and not everyone who wants one is lucky enough to snag one. The next best thing for some is an affordable set of wheels that looks a bit like a Morgan.

Kit cars, for example, can be fine and fun vehicles, they have a poor reputation generally because all too often they seem to be disappointing pastiches. In the UK they were in their heyday in the 1980s when there was a ready supply of cars from the 60s and 70s in reasonable shape mechanically, but with bodies rusty beyond hope. A host of small businesses sprang up offering home mechanics a way to give their old machinery a new lease on life.

Kits could consist of little more than plans that left the builder to source or fabricate parts. Most, however, offered at least a fiberglass body into which components from donor vehicles could be fitted with relative ease. Many British kits were designed around the Triumph Her-

ald/Vitesse/Spitfire platform because these cars were affordable, readily available, and—in an age of almost universal unitary construction—had a separate chassis to build upon.

Kit cars' bodies can be original free-lance designs (some elegant, others not so much) but many emulate iconic vehicles from the past. Convertibles are common because they are fun, and the classic British roadster is a particularly popular subject. When the Morgan 4-4 was born in the 1930s it looked much like many of its numerous competitors. Even if they try hard not to do so, kit cars of this type can't help appearing a bit Morgan-like, and often a bit MG-, HRG-, Riley-, or SS-like at the same time. Some kits, however, were intentionally designed to look like today's Morgans. I don't know for sure, but can well imagine, how the Morgan Motor Company feels about them! Here are three examples.

The Moss Malvern

The Moss Motor Company (not to be confused with parts suppliers Moss Motors) was formed by John Cowperthwaite in Sheffield, Yorkshire. Its first kit car was the Malvern roadster—a Morgan/MG TF-like mongrel launched in 1982. The Malvern was 11' 10" long and 5' 1" wide, and according to a sales brochure, pos-

sessed "olde worlde charm that never fails to impress". Sales picked up when a 2+2 version was added in 1983 and several entirely different models followed. The Malvern had a fiberglass body designed to fit the Triumph Herald/Vitesse chassis with minimal modification, but it could also accommodate parts from certain Ford donor cars. It was popular, and several hundred kits were sold.

When the factory and some of the molds were destroyed by a fire in 1985 three members of the owner's club (www.mossownersclub.org.uk/) acquired surviving molds and production rights. They continued manufacture of some Moss models into the early 1990s. Moss cars found their way to Australia, New Zealand, and the U.S., but are mostly found in Europe, particularly in France, where a later Moss model is reportedly still produced.

The Burlington SS

The Burlington Motor Company started business in Leamington Spa, Warwickshire, in about 1983, moved to Northampton, and halted production in 1992 or so. The founder, Haydn Davis, created plans that customers could use to assemble cars at home by combining a donor chassis with a plywood body they built themselves; there was no kit of parts. More than 6,000 plans for the first design, the MG TC-inspired Arrow, were sold and perhaps 500 cars were completed.

Other designs followed, one of which—the SS—looked remarkably like a Morgan. The original SS had no doors and only the top of the hood opened but



I photographed this kit, evidently based on a 1971 MGB, in 1987 and still don't know what it is. Does it represent a Morgan, an Allard, a Healey, or something of all three?



An NG TF kit car seen at a show in 2017



A Dorian four seater



The Mynx (Shannons Auctions)



The South African "Morgan Tourer"



A Mk. II Burlington SS. (Geozyg)



A JZR replica of a Morgan trike



A GCS Hawke photographed in 2008



A Moss Malvern photographed at the National Kit Car Motor Show in 2017

an improved version remedied these deficiencies and added a 2+2 option. The Burlington Register (www.burlington-register.bappy.com/) lists only 31 completed SS cars, most of which are Herald or Vitesse-based, but presumably there were more than that. Almost all are to be found in the UK, although there are cars listed in South Africa, France, the Netherlands, Australia, and Norway, some of which are “under restoration”.

Brian Dorian’s Dorian Motor Company developed a chassis for the SS that could accommodate a wider variety of engines. The company produced 80 or so finished vehicles between 1986 and 1988, marketing them as the Dorian SS. There was an unsuccessful attempt at resuming production in 1990.

The Hawke

GCS (Gary Colin Specialist) Cars of Orpington, Kent, produced a car emulating the Plus 8 called the Hawke. It had a ladder-frame chassis designed originally to take parts from the Ford Cortina and adapted later for the Sierra. As a result, it was a wider car than the Burlington/Dorian SS. Another difference is that the Hawke had a one-piece fiberglass bodyshell with an integral floor. The chassis could accommodate many different engines up to and including the Rover V8 motor that Morgan shoehorned into the Plus 8. GCS sold the Hawke both as completed vehicles and as kits, and for a while offered a 2+2 version in addition to their roadster.

The company was sold in 1999 to Tiger Racing, and then sold again to LC Developments Ltd. GCS produced a total of 115 Hawkes, selling mostly to the UK but also exporting to Turkey, Norway, Sweden, France, Belgium, Spain, Germany, the Netherlands, South Africa, and the U.S.; a further 20-30 kits or completed cars were sold by Tiger Racing and LCD before production ended in 2007. There is an active owner’s club (<http://hawkeownersclub.co.uk/>).

Others

There have been many Morgan replicas built around the world at one time or another. A quick Google search, for example, turned up one built in India in 2012 as the first in a batch to be produced by Tutu Dhawan, “a famous restorer of classic and vintage cars and a well-known face in the television circles”. My

search also found an ad for a fiberglass car powered by an L-Series Subaru motor registered in South Africa as a “Morgan Tourer”. This was presumably an older vehicle as the ad notes that this example needed “some TLC here and there but she starts, stops and drives”.

There have also been several one-off replicas built by fans for themselves. I recall seeing one on TV that was created by some guy out in the Philippines, I think it was. He spent years building the car by hand because he was besotted with the look. My online search uncovered another—the Mynx, built in 2009 by Queenslander Alf Kalkaus to his own design, “though the styling is strongly reminiscent of a Morgan Plus 8”. This monster has a 5-liter Toyota V8, automatic transmission, and the major components of a Ford Falcon assembled on a fabricated steel chassis under a fiberglass body. It was evidently built under Australia’s Individually Constructed Vehicle (IVC) registration scheme and was Australian Design Rules (ADR) compliant. I wonder where it is now?

Three-Wheelers Too

Not all mock Morgans have four wheels. Before the reintroduction of the Morgan three-wheeler in 2012 supply of the real thing couldn’t meet demand. GCS, for example, developed a Morga-nesque three-wheeler in 1999 and called it the Leighton; only one demonstrator vehicle was completed using—of all things—Citroen 2CV parts! After GCS’ demise BRA continued production but only 16 units were built before the Leighton Motor Company took over and kept production going into 2009. The Leighton is just one of a surprising number of three wheelers that have been based to some extent on Morgan lines over the years. There are many others—the Ace Cycle Car, for one, but the more you Google, the more you’ll find.

Tributes, Evocations, or Pale Imitations?

The appearance of the original 4-4 was crafted by H.F.S. Morgan, who truly had an artist’s eye. He reportedly walked around the prototype marking its bodywork with chalk where he wanted changes made until he was happy with the result. He was supposedly influenced by the elegant bodies created by Vanden Plas for the Squire (an advanced sports

car so expensive that only a handful were built). Over the years the proportions and dimensions of the Morgan’s body have evolved but it still looks great from any angle and has come to be regarded as a true classic.

A form crafted so carefully is hard to emulate successfully, especially when the reproduction is constrained by the geometry of an alien chassis or the properties of different materials.

And while copies try to look something like the vehicles they’re aping, there the resemblance ends; beneath their skins they are entirely different animals. They only want that Morgan look. Appearances, however, are not everything. A modern car—even when re-clad in fiberglass—is just a means of transport, designed to get from A to B as painlessly as possible. A Morgan is more than a mere machine. The ride, the aromas, the leaks, and the regular tending, for good or ill, contribute a lot to the ownership experience. A Morgan is like a mischievous but much-loved pet that needs constant TLC, and as we know so well, every journey in one is an adventure and an occasion.

For those on a limited budget, for whom what people today call “optics” are more important than performance, heritage, or character, kit cars and replicas are an attractive option. Buyers can enjoy a very real wind-in-the-hair/bugs-in-the-teeth experience for a fraction of the cost of the same thing in a genuine Morgan. But while these vehicles may have aped the Morgan’s iconic body, they cannot replicate its soul.

You might call them evocations, copies, or fakes, and I might use the British phrase “all fur coat and no knickers” to describe them, but they can be thought of as tributes because they exist thanks to a genuine, if superficial, admiration for the breed. I can understand Morgan’s being sought after, and I always like to see people enjoying open air motoring. Owning one of these replicas hopefully ensures easier care and a smoother ride with fewer worries about wood rotting or bolts working loose. But I much prefer the real thing, warts and all.

1963 4/4 2-Seater For Sale

The last Series IV to leave the factory. Engine upgraded to 1500cc. Other upgrades include Pertronix electronic ignition; custom exhaust header with Ansa tip and Cherry Bomb muffler; aluminum radiator; thermostatically controlled puller fan; Delco one wire alternator; new brakes, brake lines, and dual master cylinder; Panasport wheels and Vredestein tires. Koni rear shocks and SuperSports bucket seats with competition belts. Instruments recently reconditioned by Nisonger Instruments. Interior needs carpet; Olde English White exterior has typical paint chipping, scratches. An article featuring this car may be found at: <https://www.motortrend.com/vehicle-genres/1961-63-morgan-44-series-iv-collectible-classic/>.

This is a very solid driving, reliable Morgan reasonably priced at \$32,500.

1963Morgan44sale@gmail.com

<https://www.motortrend.com/vehicle-genres/1961-63-morgan-44-series-iv-collectible-classic/>



1948 Morgan F4 Three Wheeler for Sale

Right hand drive 1948 Morgan F4 imported to USA from Nottingham, England, in 1968. Shown at the Connecticut Concours d'Elegance in 2009. Chassis #1146, Vin #MOR78595634, 1958 Ford 100E engine, 22,000 original miles. Current Location: Long Branch, New Jersey.

Email or text Marcia or Tom Blackwell for further information, tjblackwell68@gmail.com, marciaserioblackwell@gmail.com, 732-539-9181



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Paul Fredricks gives us Part 2 of his article from the March/April issue of *The Morganeer*.
Steve Schefbauer, Editor-at-Large

The Best Part of Winter Part 2

Putting It All Back Together

Paul Fredricks
Morgan Detective

Ok! Let's put it all back together. And hopefully with a minimum of left-over parts!

Let's start with the brakes. All new stainless steel lines. I really enjoyed the process. A bit of mechanical know how, mixed with art. Lots of twist and turns. And some of the connections were a bit tricky to get to. This would have been much easier with the engine removed. I reused most of the original tube nuts because the original sizes are British and not available at my local NAPA. They were in fine shape, so a little cleaning on the wire wheel and they were just like new.

Rebuilding the master cylinder was quite the job. It seemed straight forward enough. Pull it apart and replace the soft stuff, then just pop it back together. Sounds easy, but not so. There are two seals for the rear brake side of the reservoir that are not available. Mine were in fair shape so I reused them, but I put



Master cylinder with a large tie-wrap for extra security



The Magic Shovel



Front suspension reassembled

a heavy tie wrap around everything to make it it didn't leak. And it didn't. I think in retrospect it may have been a better idea to just replace it. If it were a single reservoir system I definitely would have.

I sent the rear brake shoes to Porterfield in California to get them relined. I opted for their R4-S compound which was mentioned on the GoMog site. I also got a matching set of front pads from them. When I got them back the rears didn't fit. A call to Porterfield and they decided they hadn't trimmed them enough. Back they went for a re-arc-ing, but they came back quickly and on they went.

The brakes are completed now and everything is working perfectly. I either rebuilt or replaced everything, and a test drive on one of those rare beautiful days we had in March proved that it's got the stopping power I was looking for.

The new kingpins in the front suspension went together without an incredible amount of trouble. This is definitely not a job for the faint of heart. It took two of

us to get the new springs compressed enough to fit everything back into the frame. Thanks to Morgan Malone, I now know the secret of using the stainless steel garden shovel wedged under the top of the cross frame to push everything into place. Definitely not as easy as it sounds. And I drilled a hole in the front of the shovel and dropped a screwdriver through to help stabilize it on the top of the crosshead. The shovel will find its place on my garage wall and only be used for this purpose in the future.

While trying to get the sping and pins into place you have to really push. But if you push too hard you can start to push the car off the jack stands. I know this for a fact. The car didn't fall, but it certainly got our attention!

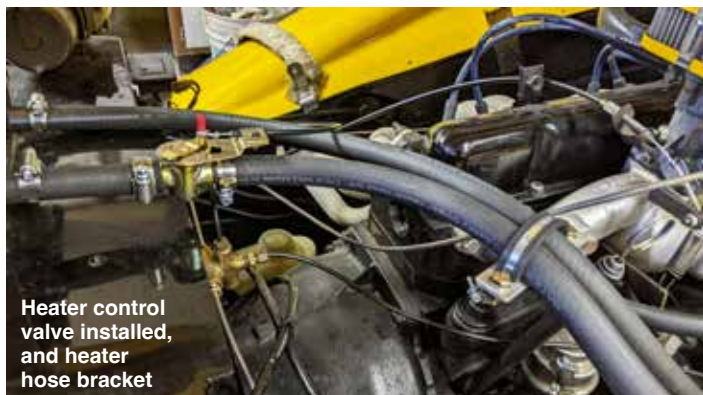
The rest of the front suspension went together relatively easy, though I did briefly forget that the hubs have to go on the correct side of the car. I mounted one and then realized that I hadn't checked. 50/50 shot right? No, I got it wrong, and had to swap it over to the other side. Better to figure that out now than later. Putting the hubs on the wrong side can cause the wheel to fall off as you drive



Brake pressure differential switch with stainless steel lines



PTFE washers were installed under the main springs



Heater control valve installed, and heater hose bracket

down the road. Something best avoided.

I used AVO Rutherford adjustable shocks, new main springs, repacked the wheel bearings, and replaced the damper blades and fittings. I found some Teflon washers that go at the bottom of the main springs, under the thrust pad. Not only will this reduce possible front end shimmy, but also makes the steering lighter. I took measurements so that I can reproduce them if needed. They do make round, flat bearings that go there, but it seems to me that is a good place for dirt to collect and just another mechanical item that can fail.

With new front suspension, and a little steering box adjustment, the front end feels fantastic. I can't wait to push it harder and see how the car reacts.

I replaced the radiator as it was the original and had a number of slow leaks. Mr Malone pointed me in the right direction for an aluminum replacement. I added an electric fan and eliminated the original mounted to the water pump. This should free up a little horsepower at higher revs that can be sent to the rear wheels. I had a spare toggle switch on the dash which I wired to the fan so I can run it manually if desired.

I had a laundry list of little things I wanted to do while waiting for spring. I added a heater shut off to try and keep the cockpit a bit cooler in the summer. I replaced the heater hoses and fabricated a bracket to hold them. I rerouted the fuel line to the carb. Freed the sliding mechanism for the passenger seat so it could be adjusted without ripping the dash off. I had some spare carpet padding that I cut to size and put under the floor mats and boot carpet. Hopefully to reduce road noise a little, and maybe help with heat penetration. We'll see.

The accelerator pedal was bent in towards the gearbox tunnel, so I straightened out using a torch and a vise. While I also replaced the roller with an aluminum piece made by Wolf Engineering in England. I love the feel compared to pressure point I felt with the roller, and it may allow a bit of heel/toe. It's a fairly simply piece that I could have probably made myself, but what the heck. Since I had the whole thing apart I replaced the throttle cable. The piece that ties into the accelerator pedal was nothing like the original, so I used a file to reshape it.

Since the car was up on stands I did a little scraping and repainting to protect the underside. Nothing that will win concourse honors, but it's better than it was, and things are a little better protected from the elements. I also tidied up some of the wiring that was hanging around.

From the little road time I've had, I would say that the car feels fresh. Looking forward to warmer days and sunshine.

I have started to make my list of future projects for the winters to come. The paint needs some attention. Local repairs would be fine, but a total repaint would be the best way to go. Again, I'm not going to have a concourse winner, so I have to weigh the time needed vs. economics.

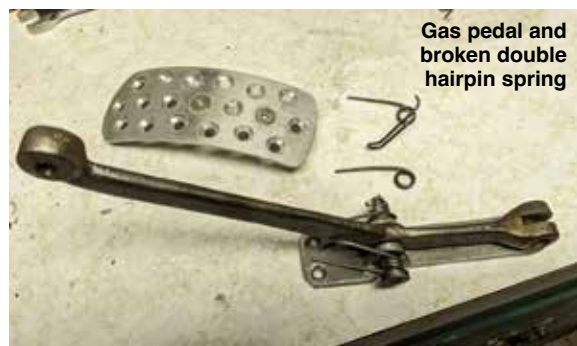
The engine could also use a good going over too. Whatever it needs to make sure it's healthy and reliable.

I will say I enjoyed playing the great Morgan guessing

game: Is that bolt a 7/16th? Maybe 11mm. Or is it BSF? Or Whitworth? I ended up filing a couple of wrenches so that they would fit. And I painted them so I knew what they were for in the future. I also found that no matter how often you put tools back in the tool box, there are always more to put away

In closing I have to thank all of those out there in Morgan land who helped out along the way. Especially Morgan Malone with all his knowledge, because he's been there, done that. Arwyn Williams, who lives in Wales and has a very deep knowledge of all things Morgan and beyond. And Linda and Larry Eckler at Morgan Motors for having nearly everything I needed, getting it to me fast, and giving advice when I needed it.

The road is open!



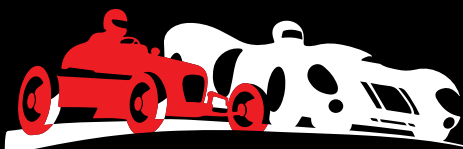
Gas pedal and broken double hairpin spring



New pedal installed



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Cool Running

John Turnbull

Summer is here again and many Morgans could be missing from their touring duties. Not because of COVID-19, it's just too hot! When engines overheat and cabin temperatures become extreme it's not a comfortable experience.

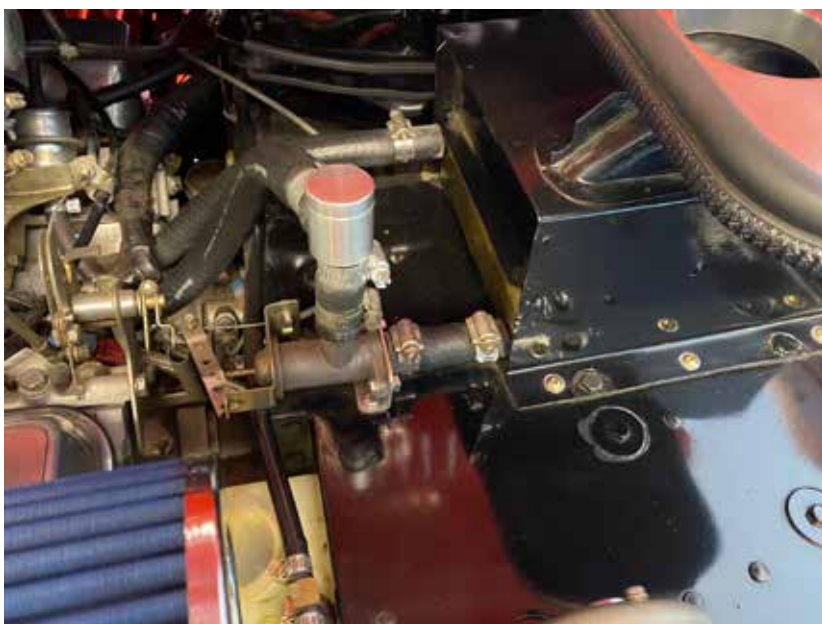
However, not all Morgans overheat. Some early series, with smaller engines, and some later models advantaged by factory upgrades relish the heat.

While engine running temperatures may be influenced by cracked heads, blown gaskets, ignition, and fuel combustion problems, the underlying cause is often found within the cooling system itself. Not originally designed for Australian climatic conditions, coolant temperatures increased as more powerful engines were installed.

Driving enjoyment is greatly enhanced if your engine runs cool. Don't delay, investigate potential causes and upgrade for greater efficiency.

If your radiator is in good condition, it may just cope in our climate if everything else works perfectly. Have it pressure tested for leaks if its suspect. Don't be tempted to replace your radiator cap to increase boiling point as this may split the soldered joints on older radiators. PWR (<https://www.pwr.com.au/>) manufacture a slightly larger radiator (designed for Morgans by Geoff Williams) that can cope with higher cooling pressures and has an increased cooling capacity. A great investment (refer to the alloy radiator photograph and note, the new header tank take-off at the top of the radiator that removes air locks).

The coolant system must retain all its fluid and importantly not contain air locks. All radiator hoses must be sound under pressure and hose clips and gaskets secured tightly. Check water pump seals and heater hose condition under pressure. Air locks cause coolant to boil and produce steam within the system resulting in coolant being expelled through the pressure cap. This exacerbates the further loss of coolant and increases the volume of the air lock. Airlocks must be eliminated.



There are three air lock problem areas:

The top of the radiator and around the filler cap,
the top of the header tank, and
within the cabin heater coil.

When filling the coolant system for the first time,
follow this procedure:

Park the vehicle nose up hill, so the top of the
radiator is the highest point,
remove both the radiator and header tank caps,
fill the header tank first to the brim and replace its cap,
now fill the radiator to the brim and replace its cap, and
check the water pump belt for correct tension.

Unfortunately, this process often does not totally remove all
the air from the system. In an effort to remove the last of the
air from the heater and radiator, I have added a separate fill-
ing tower to the heater stop cock, so that I can fill the system
on level ground. (Refer to Coolant Filling Tower photograph).

The best solution is to duplicate the closed system of mod-
ern vehicles. This involves fitting a plastic overflow tank, fitting
pressure relief caps to both the header tank and the radiator
with overflow tubes to the new overflow tank so that only fluid
may be drawn back into the system as the engine cools. Keep
the new catch tank filled to about 3/4 full after each run. It will
require constant topping up until all air is expelled from the
system. (Refer to Coolant Overflow Tank photograph). One
way of testing this is to squeeze the main radiator hose, when
the engine is cold, if it feels spongy, there is air in system.

Ensure the thermostat is operating correctly. It is easily test-
ed in hot water using a thermometer to check when it opens.
Remember fuel injection engines operate at higher tempera-
tures. 90 degrees is normal so don't use a thermostat rated at
less than 82 degrees, 88 degrees is common. Don't drill holes in
your thermostat to increase coolant flow as it will cause the en-
gine to run cold in cooler weather. Larger capacity thermostats
are available. I currently use a Tridon TT2000 - 187 in my 1986
+8. This is a worthwhile upgrade. Never run without a thermo-
stat. This contributes to premature engine wear.

Check your temperature gauge is reading correctly by using
an auto test meter to check the temperature at the temperature
sender. Gauges require 10 volts not 12 volts to operate correctly.
If your voltage regulator is faulty, your gauge may be reading
higher. Replace your original regulator with one that has a
finned alloy heat sink to redistribute the generated heat. (An-
other good upgrade)

High flow radiator fans are effective to assist more air
through the radiator. I selected one that has dimples on the
blades to disrupt the additional noise that they tend to pro-
duce. It processes 2,400 cubic feet per minute (CFM) but more
powerful are available up to 3,000 CFM. Ensure that it is fitted
close to the radiator to ensure air is actually drawn through the
radiator core. Shop around for the right one as there are poor
quality fans on the market.

Provided the fan is operating correctly, it should automatical-
ly turn on around 100/105 degrees. A good upgrade is to mount
a switch under the dashboard to allow the fan to be turned on
manually at any time. This can prevent excessive heat building
up when there is heavy traffic or on long hill climbs.

Some anti-freeze fluids have superior heat transfer proper-
ties. A good one, is manufactured by Redline and is used by
various motor sports.

At speeds over 12.4 mph the increased flow of air under the
radiator flows up into the engine bay, colliding with the fire wall
and backs up to pressurise the engine bay. This inhibits air from
flowing through the radiator and it gets worse at higher speeds.

Given that summer temperatures can cause road surfaces to
melt, air temperatures flowing under a Morgan can approach
engine operating temperatures. The solution is an air dam that
extends under the radiator, causing a low-pressure area that
draws hot air from the engine bay and allows air to better pass
through the radiator.

This also:

Reduces cabin fumes and heat,
helps remove exhaust pipe heat, and
keeps engine bay clear of dust and bugs.

Heat generated by the exhaust manifolds may be reduced by
ceramic coating or wrapping with an insulation material. Ex-
haust heat may find its way along the fire wall and tunnel, thus
heating up the cabin. I have applied an alloy heat shield (self-
adhesive material) that is most effective. Also check that engine
heat is not finding its way into the cabin via ineffective cold air
intake rubbers.

Airflow may easily bypass the radiator due to the large gaps
between the radiator and the bonnet cowl. A heat resistant
foam maybe used to block these gaps, which increase air pres-
sure against the front of the radiator. I have fitted a scoop at the
base of the radiator to further increase the grill intake area.

Engine oil coolers and finned alloy sumps offer a further
cooling advantage to dissipate oil heat. However, these are
more vulnerable to damage and can be difficult to protect.

Once you have solved your over heating problems, drive your
Morgan frequently. Approximately 30 miles every two weeks
will keep your gaskets, seals, and hoses in optimum condition.

Keeping a run sheet to include distances and dates of servic-
es/inspections is good practice, providing insurance for keep-
ing *your* cool.

*Ed: This article first appeared in the December 2021 issue of The
Morgan Ear, the magazine of the Morgan Owners' Club of Australia.*

The Morganeer's Bookshelf

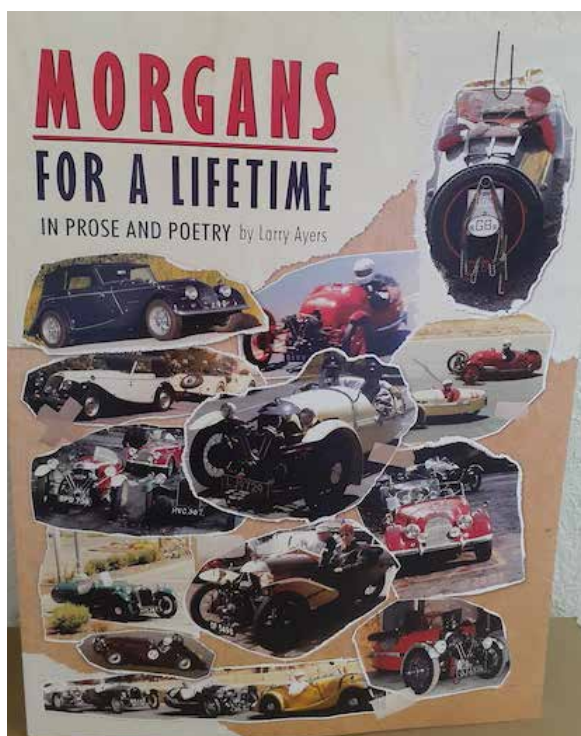
Morgans for a Lifetime:

In Prose

and Poetry

by Larry Ayers

Minuteman Press, 2021



Most Morgan books are about the history of the marque or offer advice for maintaining or obtaining examples of the breed. This volume offers short stories and more than 50 poems about “the joys, pleasures and experiences owning, driving, racing and restoring Morgans”—particularly three wheelers. It runs to 138 pages and has 50 black and white photographs. The book can be obtained for \$20 (check or cash only) directly from the author, Larry Ayres, at 1240 Taylor Ave, Vallejo, CA 94591.

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