

JAN/FEB 2022

Vol 45 Issue 1

# The Morganeer



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

*What off season?*

GO FOR IT!



## NEW CLUB MEMBERS

John & Kelly Burrows Kansas City, MO  
BRG 1957 Plus 4 two seater

Alan Marcus Plandome, NY  
red 1959 Plus 4 four seater

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## COVER PHOTO

Stephan Hell, Munich, Germany  
January photo from the 2021  
Morgan Sports Car Club calendar

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## FROM THE PRESIDENT

### *Holiday Confessions of a Word Nerd*

Maura Hall

As I began my holiday preparations this year, I was chatting with several friends and local families. The conversations that all of us have had this year ranged from did I really want to do all the holiday stuff, what holiday things did we do, what were we doing differently this year—all that jazz.

Some of my friends referred to their holiday traditions, while others talked about their rituals. And word nerd that I am, I just had to split hairs, (I feel your shock from afar—I am not totally astonished).

The word ritual, used as a noun, first appeared in English sometime in the 1640s. It came from the Latin word *ritualis*, used to describe things pertaining to religious rites. Ritual generally refers to a religious or solemn ceremony involving of a series of actions performed in a prescribed order. It can also refer to a series of actions or behaviors habitually and consistently followed by someone. The key word is consistent.

Just think about the spring ritual of uncovering of your Morgan. I would bet a box of Christmas truffles that you have a standard rote procedure that you follow, dare I say religiously, every spring dust off. I know I have a preferred route that I take the first time out every year. Not to mention that it is most certainly the same ritual list of pleading and swearing that come out of my mouth at the initial starting up of the baby car. To stray from the established order would be to court disaster.

Now a tradition, on the other hand—



the word tradition appeared in English in the late 1300s. It came from the Old French which referred to a presentation or a handing over. Tradition can refer to the passing down of customs or beliefs from generation to generation.

Rituals are different from traditions in that rituals involve a series of repeated actions. The angel goes on the tree last in our house. Always. A tradition is similar in that beliefs or behaviors are passed down, with significance tied to the past; however, they do not need to be performed in a prescribed order. I traditionally have cocktails while decorating. But the cocktail and the company may vary year to year.

As homes are decorated, let's not leave out our cars. Has anyone given their Morgan reindeer antlers? A wreath or a hat? And seriously, a Morgan menorah seems like a great idea to me! (I'm not alone, if you see the photo I found.)

So, traditionally, I check all my cleaning supplies, my supply of oil and car polish. I look ahead to the first weekend off to get the Morgan out into the yard and shined up for the first outing. That doesn't interfere with my first 'Pleeze please start" ritual, which never varies.

continued on page 3



## FROM THE PRESIDENT continued

Rituals and traditions provide us not only comfort (when the car actually starts) but they help us have a sense of time, of things happening in the ordained order. And they can relieve anxiety (except when the car does NOT start) but give us the feeling that things are unfolding in the way we have come to expect (except for the starter that needs replacing. Actually, that might also be a tradition.)

So, following tradition, my car will write a letter to Santa, requesting all sorts of gifts and improvements. I will look forward to the traditions of spring cleaning and the start up rituals that we go through every year. Rituals and traditions unite us. They give us shared experiences. In the case of our cars, sometimes these experiences are best both shared and, hopefully, resolved!

We can look forward again this year to the traditional Autumn MOG, replete with its own rituals, this coming year hopefully in Newport. We can feel united through the ritual events that we attend, and comfort in knowing that we share as a group these people united in the love of our cars and our fellow Morganeers.

So, regardless if you are feeling traditional or ritual, I hope you feel great, best wishes to you all! And yes, I will be the one angsty over the eternal question ... is my purchase of a new floor mats a tradition, ritual, or just inevitable?

Maura

## MAILBAG

(formerly To the Editor)

Dear Maura,

Happy Thanksgiving and a great big thank you for bringing the trophy down to Brewster, New York.

Your articles in *The Morganeer* are always interesting and in particular your description of the word ELITE.

We appreciate the time and effort you put into the club. You certainly are the Morgan club's ELITE President.

Ellen and Erwin

## FROM THE EDITOR

Jonathan Kinghorn

January/February is always a challenging issue to pull together because it is compiled when time is short during the hectic holiday period and because there are so few activities to report on. As well as all the seasonal shenanigans, I have two family birthdays to contend with and more than usual going on at work, and I'm sure you are just as busy and preoccupied. Nevertheless, as we look forward to a hopefully happier New Year and busier Morganeering season we do have some event reports to encourage you so you can start to plan for the upcoming season.

We have a short piece from **Steve Schefbauer** highlighting a video featuring Jay Leno and a 4/4 in Newport, Rhode Island—with ingredients like those it is surely a must see! And while we are talking about the likely location of Autumn MOG 2022, let's note our Member Profile of **Deborah Sprugas**, the vivacious chair of Autumn MOG 2021, talking about how that event came together and more.

We have photos from a Morgan tour of the Mediterranean island of Elba curated by **Steve Schefbauer** and a visit to Dragone Motors written up by **Fred Cohen**. **Joanne Avery** from the Morgan Sports Car Club of Canada tells the tale of how she came to own a Morgan. And there's a centerfold stuffed with three wheeler eye candy. We've squeezed in some fun stuff too. Given the paucity of content options at this time of year I've raided the can to add an article about Joseph Lucas, the Prince of Darkness himself—or is he? Read on and find out. And to accompany that article we have revived a piece of nonsense about the much maligned guy.

Yours truly has also contributed an article inspired by an item **Frank Wnek** shared with me about the first retro-electric vehicle conversion of a Morgan. My grandfather once told me that the first motor car he could remember seeing was spotted in the summer of 1914—it was stopped, incidentally, at the top of a hill—and it was on



fire—which I suppose made it doubly memorable. Since those far off days, gas-powered motor cars have become so commonplace and so numerous that we take them entirely for granted. But for how much longer will this be the case? This article is particularly timely given that Morgan Motors have just announced the appointment of Matthew Hole as chief technical officer and head of electrification.

As usual, we round out the issue with more PR from the Morgan Motor Company in *Word from the Works* featuring a cool race and a cool car and teasing the upcoming reintroduction of the three wheeler. What we don't have for you, is a *My Morgan* article. Putting on my grumpy editor hat for a moment, once again I invited four members to contribute and received no responses. This is your club magazine, so please contribute! And when I end an article saying, "what do *you* think?", I really mean it. Drop me a line and spark a conversation in *The Morganeer*.

My Plus 4, "Woody", is safely stowed away for its annual hibernation; one month down, four to go. But, as our cover photo proclaims, winter doesn't have to be a season of inactivity. I hope you braver souls than I take full advantage of breaks in the weather and keep Mogging on. Hopefully the pandemic will wind down in the coming months and we will be able to enjoy even more normality than 2021 afforded us. I wish you a very Happy New Year and look forward to seeing as many Morganeers as possible in the flesh once the weather gets warmer!



## IN CASE YOU MISSED IT ...

### What's In a Name?

In November, *Newsweek* reported that insurance, energy, broadband, and mobile switching site Uswitch had reviewed 2000-2019 government naming data to ascertain the most popular car-inspired names being inflicted on babies. Starting with a list of 86 names and removing real names given to car models by manufacturers they were able to come up with top ten lists of car names being given to boys and girls.

It seems that over the last two decades car names have been more popular for boys than girls. The three most popular boy's names were Austin, Cooper, and Devin but Morgan appeared in seventh place on the list with 11, 828 instances found. When it came to girl's names, however, Morgan came top with 98,326 young ladies so named.

The second placed girl's name was Mercedes—clearly someone didn't do their homework because this marque is of course named after Mercedes Jellinek, the daughter of the company's chief engineer, Emil Jellinek. Many names are to be found on both lists, but Tesla appears only on one, having been given to 1,468 girls; it is growing in popularity for boys, evidently, but not enough to make the list yet. The least popular name found for girls was Mini (*Ed.: this was my grandmother's name, and she hated it*). The least popular boys name was Chevrolet—what were they thinking!

### Nine Special Edition Plus 8 GTRs

The Plus 8 has been reincarnated in the form of nine very special limited edition cars—all of which have unfortunately been sold. The cars are built on pre-2018 chassis that were supplied to “an external buyer” for a project that never came to fruition and found their way back to the works to be recommissioned and upgraded. The GTRs are a one-off batch of bespoke hard top head coupes crafted in the Morgan Motors design studio, not on the factory production line, and are powered by BMW's discontinued 4.8-liter naturally-aspirated V8 engine. The GTR was teased a year ago by Morgan Motors as “a more aggressive take on the Aero 8 with design cues inspired by Morgan race cars”. For more, see *Word From the Works*.

### Like Lew Spencer, His Racing Career Began in a Morgan

The American race driver Bob Bondurant passed away in November 2021 at the age of 88. His career started racing motorcycles, but he switched to sports car racing in 1956 driving a Morgan. He went on to achieve success on the track in North America and in Europe. He was a technical consultant for the 1966 movie *Grand Prix* and trained actors James Garner, Yves Montand, and Brian Bedford to drive Formula 1 cars for the race sequences. His Bob Bondurant School of High Performance Driving, which opened in 1968, has trained many American racing drivers. Bondurant survived a serious crash in 1967 and another at Watkins Glen in 1992 when the steering arm of his McLaren broke at 150 mph. The car flipped multiple times and Bondurant sustained major injuries in the wreck; he was told that he would likely never walk again but overcame his injuries. Truly a legendary diver.

### Morgan Motor Company Health and Safety Breach

The *Worcester News* reports that the Morgan Motor Company

has been fined £60,000 for failing to ‘assess and control the risk’ of unloading and maneuvering a car chassis while it was being delivered in April 2018. According to the *Malvern Gazette*, an employee was injured in this, the first incident of its kind at the works. Steps have been taken to strengthen procedures since the incident.

### Hagerty Insurance has Gone Public

Hagerty debuted as a Publicly Traded Company on the New York Stock Exchange on December 3 After Completing Business Combination with Aldel Financial, a publicly traded special purpose acquisition company. Hagerty executives rang the bell to open the trading day at the New York Stock Exchange on Monday, December 6.

### 2019 EPA Rule Allowing Year-Round E15 Ethanol Sales Struck Down

The U.S. Circuit Court of Appeals for the District of Columbia stated that it was clear that Congress did not intend for ethanol blends higher than 10% to be allowed to be sold year-round and thus struck down the 2019 EPA rule. The EPA had thus overstepped its authority by issuing a rulemaking allowing gasoline with up to 15% ethanol to be sold year-round.

Previously, fuel-volatility concerns that higher blends of ethanol combined with warmer temperatures may lead to increased smog led to a summertime restriction on the sale of E15. Particularly in higher concentrations such as E15 Ethanol can cause damage to high-performance parts and vehicles manufactured prior to 2001 that were not constructed with ethanol-resistant materials and could be subject to metal corrosion or plastic and rubber deterioration.

### Tony Dron, 1946-2021

After a long illness, the British automotive journalist and Morgan Plus 8 team driver Tony Dron died on November 16, 2021, at the age of 75. As a journalist, he was able to draw on his hands-on knowledge of motor racing—he was a successful driver and won races in 41 different types of cars as wide-ranging as Camaro, Fiat 128, Allard JR, vintage Bentley, and Lister ‘Knobbly’. He competed at Le Mans four times, finishing 12th with Rouse in a works 924 Carrera GT in 1980 and a class-winning 13th with Richard Cleare and Richard Jones in the former's Porsche 934 in 1982.

### Group Member Michael Kane

It is with deep sorrow that we announce the death of Michael Stephen Kane of Bardonia, New York, born in Bronx, New York, who passed away on October 22, 2021, at the age of 76. Michael and Judy Kane joined the 3/4 Morgan Group in 2004 and drove a 1960 Plus 4, which they had Morgan Spares in Copake, NY, switch from left to right hand drive. They loved that car! The Kanes attended Autumn Mog in Saratoga Springs shortly before Michael's death.



# The Goodwood Revival Tour 2022

## *A luxury 14 day classic car experience*

For anyone lucky enough to be planning a Morganeering trip to Blighty this summer, the Goodwood Revival Tour just might be something to add to your bucket list. The tour is offered at two levels, styled Gold and Silver and includes both the Goodwood Revival and a Morgan factory tour!



### The Goodwood Revival Gold Tour

This tour, which is fully escorted throughout, takes place September 6–20, 2022. It's 640-mile route includes not only a 3-day entry pass to the Goodwood Revival itself (with grandstand seating and free circuit parking), but also excursions to some of the UK's most iconic monuments including Windsor Castle and Blenheim Palace.

As a break from car-related venues we also visit some important English gardens like RHS Wisley, Exbury Gardens, and Westonbirt Arboretum. With a private boat trip on the River Thames included as well as a coach trip to HMS Victory and the Mary Rose Museum in the Portsmouth Historic Dockyard.

Accommodation for the 14 nights is in a series of five 4-star luxury hotels. All have been chosen by Backwater Tours for their comfort, excellent facilities, and locations. Guests are provided with a full English breakfast every day and nine three-course dinners over the full fortnight, plus a Gala Farewell Dinner on the last night.

Naturally, the highlight of the Revival tour is the three days at the Goodwood Revival Festival itself. A firm favorite with classic motor enthusiasts for over two decades, this flamboyant and colorful event has something for everyone, from classic sports cars to motorcycles, old airplanes, and jazz bands, to say nothing of glamorous costumes from the 40s, 50s, and 60s.

Very importantly, during this event, Backwater Tour guests will be staying at the Avisford Park Hotel, a venue situated just six miles from Goodwood. This means that daily visits to the Revival are quick and easy, with no need for a long journey through heavy event traffic, a problem frequently encountered with some other Revival tour packages.

The price of the Goodwood Revival package includes the hire of a luxury car: a Mercedes E Class or similar as standard. A GPS Navigator pre-loaded with day-to-day route planning, and a comprehensive tour book, ensure comfortable driving and a chance to appreciate some beautiful countryside.

For further details of The Goodwood Revival Gold Tour 2022, including a fully illustrated 16 page detailed brochure, visit <https://www.backwatertours.co.uk/open-tours/goodwood-revival-gold-tour-2022/> or email: [paul@backwatertours.co.uk](mailto:paul@backwatertours.co.uk).

### What's Included:

- 14 nights' accommodation in luxury hotels
- 14 days luxury car hire, options available
- 9 three course dinners. Full breakfast every day
- Windsor Castle Tour. Williams F1 tour and lunch
- Two hour private luxury tea cruise on the River Thames
- Goodwood Revival 3-day entry. Goodwood Roving Grandstand Seating
- Brooklands Motor Museum. RHS Wisley Gardens options
- Morgan Motor Company factory tour. Gaydon Heritage Motor Centre
- Blenheim Palace tour with Lunch. Haynes Motor Museum
- Beaulieu National Motor Museum. Westonbirt Arboretum option
- Coach trip to Portsmouth Historic Dockyard, HMS Victory, and the Mary Rose
- Comprehensive tour book. GPS Navigator with day-by-day route planning
- Haynes Motor Museum. Goodwood Official Souvenir program, free circuit parking
- Experienced Tour Director, to ensure you're able to make the most of your tour
- Depart and arrive from your hotel each day in your own time.

### The Goodwood Revival Silver Tour 2022

Although this tour is a simpler and less time intensive version of our Gold Tour the cost is dominated by the full three days at Goodwood which is exactly the same as offered on the Gold Tour with Roving Grandstand seats on all 3 days to allow you to experience Goodwood Revival to the full.

Backwater Classic Car Tours is a UK-based company that has been organizing and escorting events since 2008, principally for classic Jaguars. Their aim is for all our guests simply to enjoy themselves and to see new places. The emphasis of all tours is as much on the social side as on the driving experience.

# An Inkling of Autumn MOG 2022

Steve Schefbauer

Audrain Automotive Museum in Newport, Rhode Island <https://www.audrainautomuseum.org> is an all-encompassing gathering of things automotive and over the past several years has become an internationally recognized source of automotive information as well as the force behind Car Week, a spectacular event that runs the first week in October. Get yourself on their email list and you will get a steady mailing of interesting programs.

My favorite series features Donald Osborne, CEO of Audrain and Jay Leno combining Newport mansions with appropriate cars in about 45 minutes of interesting programing. Come for the architecture—stay for the cars.

The latest, and of interest to Morganeers, is a piece of real estate called the Swiss Village and three automobiles—one of which is described as a 1957 Morgan Plus 4. Group member Bob Britton, however, noted “Seems Jay and Donald don’t know the difference between a Plus 4 and 4/4. This car is clearly an early 4/4 model with Ford engine, push pull gearbox”. This video runs for about 45 minutes, and I suggest you see it all but if you want to cut to the chase and see the Morgan—come in at about 30.2 of this video <https://youtu.be/9wBqBfpOuck>

Darn that Morgan looks at home in Newport.

## FOR SALE

*1959 Morgan Plus 4,  
2 seater Jaguar Green,  
tan leather upholstered seats,  
8727 miles since professional restoration,  
restored for vintage racing,  
TR4A Mild cam,  
cut down flywheel, headers etc.  
Never raced!*

*Over \$70K spent on restoration,  
National First Prize winner.  
Needs nothing but a new owner!*

**\$34,500**

Bob Nunnink 973-839-6057 (home)  
[NunninkL@gmail.com](mailto:NunninkL@gmail.com)








### THREE WHEELERS

**NEW 2021 Morgan THREE WHEELER** Maserati Pontevecchio Bordeaux Matte Satin Finish - Special One of One // **HAIL BRITANNIA EDITION!!**

**2017 Morgan THREE WHEELER** Willow Green, Honey Tan Leather // **6,700 MILES**

**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**

**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 2022 Morgan Plus Six** the new era of performance and refinement // **ORDER YOUR EXAMPLE**

**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

**1.5k miles 2018 Morgan Plus 4** Porsche Medium Ivory Body/ Black wings, Black painted alloy wheels // **ARRIVING SOON**

**2003 Morgan Plus 8** Royal Ivory, Mulberry Leather // **ANNIVERSARY EDITION - 18K MILES!**

**WWW.MORGANWEST.NET**



**2003 Morgan Plus 8** Ivory exterior, Black Yarwood Leather // **ANNIVERSARY EDITION - 10.8K MILES!**

**1995 Morgan Plus 8 Plus** LS1 Corvette V8 powered, 6 speed // **ULTRA RARE BILL FINK/ISIS IMPORTS CONCEPTS AND BUILDS**

**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 // **BEST ORIGINAL RACING RECORD IN EUROPEAN HISTORY OTHER THAN TOK258; SIMILARLY UNBEATABLE IN BOTH EAST AND WEST COAST VINTAGE RACE VENUES!**

**1963 Morgan Plus 4 SUPERSPORT**, British Racing Green, Black leather // **SALE PENDING**

**1949 Morgan Four/FOUR SERIES 1** Tan body with chocolate wings, Chocolate leather // **HUGE PRICE REDUCTION-WHAT AN OPPORTUNITY!**



### OTHER MARQUES

**NEW 2021 Allard J2X MkIII** Coming soon!

**1965 Sunbeam TIGER Mk1A** Race Rally Prepped!

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

**1950 Jaguar MK V DROPHEAD COUPE** LHD, Freshly rebuilt

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# Member Profile:

## Meet MOG Mastermind Deborah Spurgas



Deb Spurgas, Morgan, and MOG-related loot!

*Ed: It's time to get to better know Deb Spurgas, who was the lead organizer and power behind the throne for Autumn MOG 2021. MOG was held in Saratoga Springs, NY, in her very own back yard so to speak. I asked Deb a few questions to learn a bit about her Morganeering and a lot about what goes on behind the scenes to ensure that the rest of us have a fabulous experience at MOG.*

### How long have you been associated with the group?

Paul and I were introduced to the 3/4 Morgan Group in 2007 when the MOG was previously in Saratoga Springs. The 2021 Saratoga Autumn MOG was only the third we had attended. Cooperstown in 2016 was the first and Stratton Mountain the second.

### How did you get roped into the MOG chair role?

When members expressed interest in revisiting the Saratoga area, Paul and I volunteered to help out. Living in Saratoga County and with resources in the area, I said to myself "You have this". My past involvement in chairing The Saratoga Automobile Museum Gala, organizing several Zumbathon Fundraisers, and participating as a committee member for the Ellis Medicine and Saratoga Performing Arts Galas, aided in some of the necessary skills to run the MOG. I also, reached out to my Saratoga resources such as the Saratoga Auto Museum (SAM), Saratoga Performing Arts Center (SPAC), and several Saratoga restaurateurs to get a possible handle on venue availability.

### For MOG planning, when does the ball start rolling?

Initially, planning for the 2020 Autumn Mog began before Thanksgiving in 2019 with a conference call in which I was given my first homework assignment. I was tasked with establishing the host hotel/resort that would be our home base from which all other events would branch off. But once we had a contract from the Gideon Hotel & Resort planning paused for the Holidays.

Then in March 2020 the World Health Organization declared a pandemic and COVID-19 took over our lives. After all my foundation plans had been set, we had to cancel the 2020 Autumn MOG! Because there were too many variables from state to state and serious health concerns this decision was inevitable. Due to the safety concerns and the cancellation, all our planning and organizing jumped to holding the same event in 2021. The organizing team continued to meet virtually and the first time I actually met in person with the board and committee chairs was the Thursday evening prior to the start of the 2021 Saratoga MOG!



### **For you, what was the worst thing about planning MOG?**

I would say the worst thing was the ever-changing protocols for both indoor and outdoor activities during the pandemic. My focus wasn't only New York State's status but also the neighboring states from whence our members traveled. This made reserving hotel rooms and banquet and restaurant space extremely challenging.

To my dismay, the manager of the Olde Daly Inn was unable to accommodate us in 2021 for our Friday night dinner. He suggested we consider their sister facility, Longfellows, which worked well for us. Thankfully, the Gideon was still a go for lodging, hospitality, the banquet, and the concours. A small Porsche group had, however, slipped into our spot for the concours and autocross after we'd cancelled our original reservation with the resort. So, I met with people at SPAC, pleaded with them, and then had to apply for the use of their parking lot for our autocross course. At the eleventh hour, the events coordinator for SAM and SPAC signed off in our favor! And fortuitously the parking lot proved to be a spacious and much safer venue for the autocross.

### **What was the best thing about your involvement in MOG planning?**

One of the very best things about my involvement in the planning of the MOG was getting more acquainted with the club's officers and existing members, as well as meeting several new couples who joined this year. But the single best thing about this MOG was coming home with the 3rd place piece of hardware from the Plus 4 Concours Event!

### **After all your hard work, did you and Paul actually enjoy MOG?**

At the end of the day, Paul and I thoroughly enjoyed the fruits of our labor! We participated in more events than in previous years. Affirmations from MOG attendees on my choices of the resort hotel, restaurants, and autocross and concours venues reassured me that I made the right decisions. Paul was my right hand with regard to preparing the car for the MOG and helping to set up the Autocross cones for the course. Thank you, dear!

### **What does it take to be a good MOG chair?**

First and foremost a good MOG Chair looks to their predecessors and committee chairs for guidance. My mentor and Co-Chair, Tom Austin was a wealth of information and experienced on all aspects of this event. I would be remiss if I didn't also mention committee chairs who lent me a helping hand; Frank Wnek, Jamie Goodson, Morgan Malone, and Alison DeKleine.

In closing, I would like to say how easy it was to work with all involved in the 2021 MOG preparation. Meeting Morgan car owners from various professions and all walks of life has been my fondest memories of my involvement with the MOG. It was with sheer pleasure that I learned and listened to the back stories of our attendees in the hospitality room. You all have inspired me to participate more fully in this event and pushed me to engage in activities out of my comfort zone. Goodbye Saratoga 2021 Autumn MOG! I bid you all happy driving! Until next year, enjoy safe and Happy Holidays! I hope to see everyone at MOG in 2022.

## **FOR SALE**

1959 Morgan Plus 4 located in Killingly, CT, mileage 44,973, 95 hp engine, VIN #4252. Additional photos available upon request. Asking \$29,000

For more information, contact Chris at [gazzolachris@gmail.com](mailto:gazzolachris@gmail.com)



### **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](mailto:tjblackwell68@gmail.com), [marciaserioblackwell@gmail.com](mailto:marciaserioblackwell@gmail.com), 732-539-9181

# A Visit to Dragone Motors and Why Be a Member of Our Car Club

Fred Cohen, New England South Captain

On occasion, members of the 3/4 Group come across a Morgan owner who is not a member of our Club. Although they are car people they usually trot out the “I am not a club joiner”. Beyond the obvious advantage of locating knowledgeable mechanics and parts suppliers, joining provides an opportunity to meet others with a similar car interest.

Looking back on our Club history there are a number of notable and, at that time, exclusive 3/4 Group events that make us the special interest car Club that we are.

One was the visit to Steve Babinsky's Automotive Restorations in New Jersey. Steve is known for his many Pebble Beach wining cars and for success with prewar cars that other shops could not handle. Seeing a Duesenberg or Minerva stripped to the bone is a memorable car experience. Steve's latest success is Best in Show at the 2021 Greenwich Concours.

Another coup for the 3/4 Group was a visit a number of years ago to the private car collection of Sam Mann in Englewood, New Jersey. Sam and his wife Emily collect only one-off coach built cars from the great manufactures.

With about thirty European cars on the main floor and another thirty American cars on the lower floor there are no duplicates to their collector cars anywhere in the world. We had the pleasure of Sam describing the mechanical features of many of the cars.

The only production cars we saw (off in a distant garage) were a very early Corvette and a gull wing Mercedes hidden with a couple of one-off Ferrari and Maserati models.

On the main floor amongst the many prewar French classics were three or four Pebble Beach Best in Show winners within finger touching distance of each other! A perfect 1930's Mercedes supercharged racer was relegated to a corner spot.

After a visit to the small workshop preparing Sam's vintage racecars for Lime Rock to our complete surprise we were provided with lunch! We are in our own special way considered a small but important car club.

In line with this history was our recent October, rainy, chilly, fall visit to Dragone Motors in Orange, Connecticut. Although there was only one of our Morgans in sight (all day rain), the huge showroom floor was resplendent with about fifty great classic cars.



George Dragone welcomes the group (Spider Bulyk)



Part of the body shop



Treasure trove!



George Dragone gives his tour



The cars dated from 1900 to present day models. The best part of our visit was our guide George Dragone who along with his brother, Manny, are the owners. Dragone Motors is one of the leading companies in the Country buying, selling, and restoring classic cars.

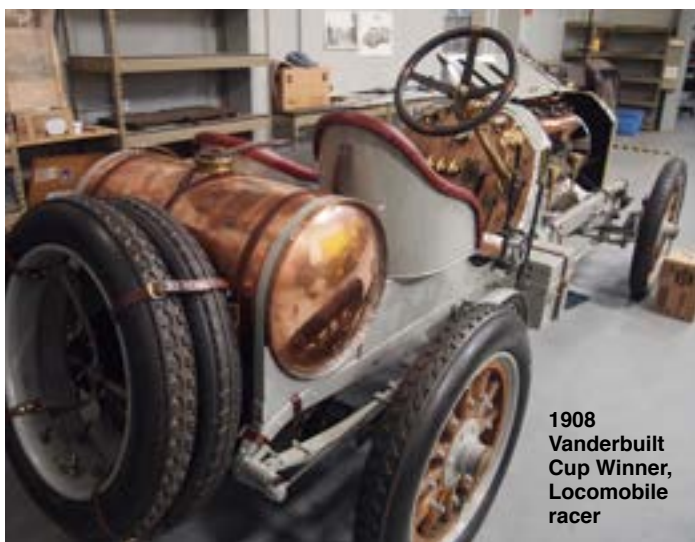
George led our group, describing the history and driving characteristics of each of the cars on display—Priceless!

His knowledge and charm had us all following his every word and brought the cars and their era very much to life. A walk with him through the mechanic shop, assembly shop, woodworking shop, upholstery shop, and paint shop, with many cars at different stages of work all added to the pleasure of the tour.

A big thank you to George, Manny, and Alex for three hours of automotive bliss.



In the shop



1908  
Vanderbilt  
Cup Winner,  
Locomobile  
racer



A beautiful Rolls



The obligatory group photo  
(Photo by George Dragone)



## Addendum

Steve Schefbauer, Editor-at-Large

Fred makes an excellent argument for why a Morgan owner, or anyone else for that matter, should belong to a club, especially the 3/4 Morgan Group. But Fred is being too modest. It's because of volunteers, like Fred, that plan and execute events for the betterment of the club, and Dragone Motors was one of the greats. A hidden gem in central Connecticut that hardly anyone knew was there or if they did, didn't realize what a storehouse of automotive history it really is.

Upon entering the massive building we were greeted by George and Alex Dragone, offered coffee and cookies and told to make ourselves at home using the tables and chairs set up for our group, which numbered about 16 Morganeers. Mr. Consistency, Paul Fredricks wins the "Only Morgan There" award for his bravery and waterproofing talent in driving his Morgan in the rain to the event.

Fred is right, George Dragone, owner and our guide for the day, was an absolute wealth of automotive knowledge and knew the detailed history of every car in the shop, fielding the many questions like the pro he is. George and Manny favor interesting French cars and have owned more Delahayes and Delages than anyone in the business.

So many cars to be impressed by and so little time but I had several favorites, well more than several: A Fiat that won the 1907 Targa Florio, a Locomobile known as "Old Number 16" that won the 1908 Vanderbilt Cup, a 1950 Mercedes, and a 1952 Delahaye.

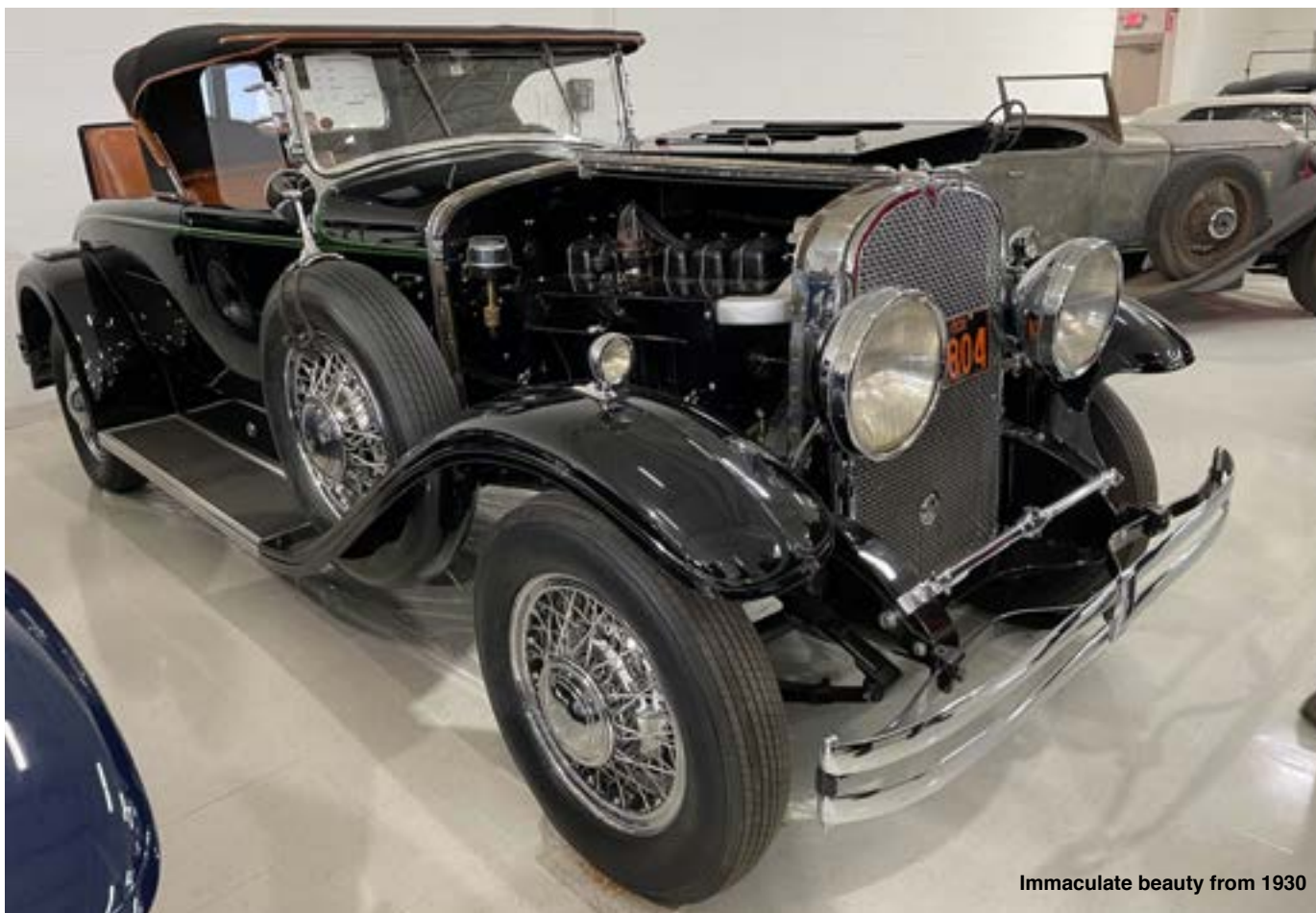
The topper to the day was George's tour of the lower floor where the Restoration Shops were located—the body shop with its many wooden bucks arranged neatly on the walls and a French Wheel, an invaluable tool for the body fabricator, the paint shop and the upholstery shop where everything is custom made by

hand. All of this could have been seen in old world Europe where craftsmanship was prized above all.

A final farewell from Alex and George and an open invitation to come back anytime, left us all with the satisfying feeling of a day worthwhile. Thanks Fred, great job!



A Delahaye in for some TLC



Immaculate beauty from 1930

# The Story of How I Came to Own a Morgan

Joanne Avery

It is a long and convoluted tale. It happened the summer following my first marriage, when I was a tender 23 years of age. Jim and I were taking a walk along Yonge St. north, on a lovely day when we had nothing better to do. We were walking by Yonge/ Steeles Motors when we spotted it ... a real beauty. Long, sleek, golden in color, appearing to glide swiftly even at a standstill. It was breathtaking. It was unforgettable. It cost as much as I made in a whole entire year! Nevertheless, we were both in love with it.

We weren't new to sports cars. Jim had driven an MGB since graduation, with good reliability and enjoyment. He had gotten a hardtop to cope with the winters better, and we had enjoyed it until we were married in 1966. It was at this point I tried to provide reason and sound argument for our limited budget, and reluctantly, with great hesitation, we traded the MGB in to Port Credit motors for a little green VW beetle. The beetle was fun, cheap, and reliable too, good in winter, but definitely NOT sporty.

Of course, as we stood contemplating the beast in front of us, neither of us were sane enough to resist the overwhelming urge to own it. We borrowed, begged and held our breath, and by some stroke of luck, were able to pull it off. The day we drove it off the lot was one of the most exciting moments of our short married life together. We were the new owners of a 1963 Jaguar XKE!

You might be wondering what does this have to do with my first Morgan? Hold on, I'll get there. Life with a Jaguar, when you are earning \$50 per week, is both electrifying and terrifying. As you lower yourself into the contoured driver's seat, hear the solid clunk of the door as it closes, experience the caress of luxurious leather, and inhale its rich aroma, you are struck by an irrepressible urge to run your fingers over the sculptured rosewood steering wheel. You glance at

the highly polished walnut dashboard where all the instruments are arranged in front of you, watching you nervously, eagerly awaiting your command.

The key fits, the engine turns over with a deep, throaty rumble as all six cylinders work in wonderful harmony to produce the fastest speed of any non-car presently on the road. First gear barely gets you moving, but second gear goes on and on until you are passing everyone before you or they know it. Third gear is for highway speeds and fourth simply smoothes the way until you reach your destination. The love affair with the gorgeous Jaguar blossoms as the months fly by. Many Mosport events are attended, and country drives enjoyed.

As spring unfolds and summer comes again, my brain begins to function and I realize suddenly, that we can never afford to get anything fixed on this car ... ever. It becomes my obsession. I worry and seem immune to the usual thrill of the wonderful beast. What would happen if the muffler went? Much to the disgust of my husband, I had already wrenched his beloved MGB out of his hands, replaced it with a VW beetle, and now we were contemplating another loss. We decided to take the beast around to the different dealers to see whether we could trade it in to recoup at least some of the money we had borrowed. Some just looked at us like we were crazy, but one dealer, Coventry motors, took an interest and talked as if they might have an idea that would work.

The young salesman knew we were eager to sell the XKE, but he also understood we still wanted, needed, to have a sportscar to keep our dignity. He asked if we would be interested in a classic English sportscar. We knew about Jim's MGB, of course, and as well, I had learned a bit about the MG TD when my girlfriend's father restored one during our teenage years. The salesman showed us what he had in mind ... he told us it had come to them in pieces, and that they

had put it back together like a puzzle, not really having a guide to go by.

He was talking about a Morgan Plus 4. It was fire engine red. It had no top, no side curtains, no tonneau, but he claimed it ran. The engine growled reassuringly as we pushed the little button in the middle of the dash to start it and headed off down the Bayview extension for a trial run. It had energy galore. We were ready for the non-synchromesh first gear since it was the same Jaguar gear box we had been driving. However, we noted the drum brakes needed a lot of persuasion to stop the car once it was on the move. No matter it had no seats except two wooden boxes. We were smitten. Again. By a totally different car. Completely opposite to the refinement of the Jag. It worked! We could have our sportscar without declaring bankruptcy at the first repair. We were in love again ... this time with the Morgan.

We quickly learned about the Morgan club and found another young couple who lived nearby with their Morgan, Alistair and Wendy, who tipped us off about places to get things for the car, like Metro Motors in Windsor. We learned that the seats actually should have had air bladders inside the leather covers, and managed to procure those plus side curtains, a tonneau cover, and top from Curly, the Windsor dealer.

It was at some of the early Morgan outings, for example the tour to a Detroit conservation area mentioned by Dave Smith at the 50th anniversary dinner and wonderful picnic and showing of antique cars at Alan Sands' place, that we came to know others who were just as crazy as we were about their Morgan. In fact, during that first trip to Detroit, as well as being thrilled by the huge flames issuing forth from Al Sands' exhaust as he drove the Allard alongside of us, we were also impressed by the friendliness of the club members when two of our tires went flat! Not only did someone loan us one of their spares, but another offered to carry

one of the dead tires home on their rack!

Our first trip in the Morgan was very memorable. We decided it would be a great idea to visit Expo 67 in Montreal in the Morgan. Rather than travel on main highways, we decided to take back roads. Everything went well until we reached Peterborough. It was summer and of course, Highway 7 was under construction. Every time we hit a rough patch, the bonnet would fly open causing us to stop and refasten it many, many times. We realized then that the leather strap that looked so cute on the bonnets of other Morgans was not just there for looks, but actually served an important purpose! To top off our experience, it had to be over 90 F degrees and we were both roasting alive with no top for shade.

Another memory that is seared into my brain was a trip from cottage country. We had enjoyed a full weekend camping and were heading back to Toronto when we were caught in a rainstorm. By this time we had procured a top and side curtains, however, the tiny wipers were definitely not up to the task. They ceased working altogether in the deluge, and in

trying to locate a replacement motor (lol) in one of the gas stations along the way, we were offered a long piece of string instead which the guy advised we tie to the wipers. By using a see-saw action my job was to clear the drenching rain from the windscreen all the way home. You can imagine how ridiculous that must have looked, nevertheless, we made it home without further tragedies.

As silly people do, we found we could not juggle more than one or two hobbies, and so, a few years later, we reluctantly sold that Morgan to support our new hobby of sailing. Many years later, following my second marriage, once all three children had left home, and personal post graduate degrees were earned, I embarked on a mission to obtain another Morgan. My new husband, David, enjoyed sportscars, was currently driving an MGB, and had shown his previous interest in Morgans by renting several on his multiple return trips to England. A bit of money came our way, after all University tuitions were paid for, and we started to look about for a similar aged 1960's Morgan.

We found our wreck in New England, in the midst of renovations and repairs, after having been located in California all of its life. We visited in person, had a look at the work in progress and decided to take the plunge. The color was not of our choosing, but very close, a two tone green that included David's favorite, Brunswick green and British racing green. We intended to drive it back to Canada but decided in the end to trailer it after being offered a small trailer by the owner, Marc, one that he had used to trailer his Formula 1 car up to Montreal to race. He also acted as our local tourist guide, steering us along beautiful lesser travelled roads where we didn't have to worry about being trampled by huge tractor trailers, and helped us discover local drives along the beach which were breathtaking. And here we are, more than 10 years later, after more than 50 years of driving sportscars, still in love with the Morgan.

*Ed: This article was first published in the Winter 2021 issue of The Blurb, the magazine of the Morgan Sports Car Club of Canada.*



The Jaguar that was traded in for the Morgan





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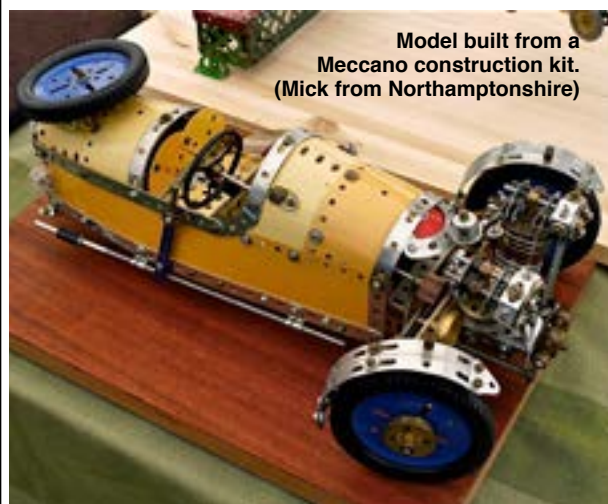


# Celebrating The Morgan Three Wheeler

Morgan Motors was formed to manufacture high performance three wheelers and developed an extraordinary variety of them over the years. The first Morgan was a single seater three wheeler that was quickly developed into a two seater; delivery vans and four seater family models followed. Production finally ground to a halt in 1954, but the concept was revived in an entirely new and uber-exciting form in 2011 and an electric version was developed but not produced. The three wheeler is soon to be reincarnated again—for more teased information about that exciting project see *Word From the Works* at the back of this issue.



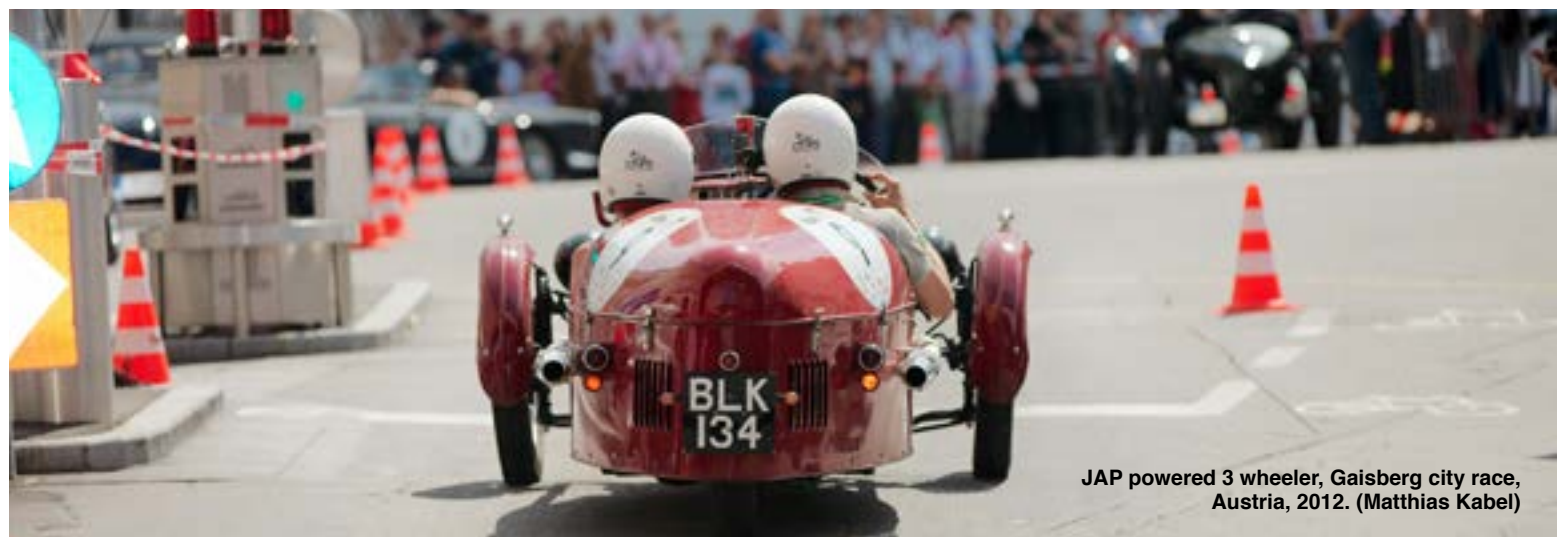
An F Type. (Oxyman)



Model built from a  
Meccano construction kit.  
(Mick from Northamptonshire)



A 1939 3 wheeler at the Burnley Classic  
Car Show, Towneley Park, 2014. (SG2012)



JAP powered 3 wheeler, Gaisberg city race,  
Austria, 2012. (Matthias Kabel)





An early machine dating from 1912 at Goodwood. (Brian Snelson)



A 1932 van (Mick from England)



1932 JAP powered 3 wheeler driven by William Tuer at the 1977 Oldtimer Grand Prix at the Nürburgring. (Lothar Spurzem)



The new 3 wheeler at the Geneva motor show in 2013. (Clément Bucco-Lechat)



# Morgans Exiled to Elba

Steve Schefbauer, Editor-at-Large

Good friends David and Lucy from South Carolina recently toured Italy with one of the stops being the Isle of Elba where they discovered a rally event by the Morgan Club Italia, [morganclubitalia.org](http://morganclubitalia.org).

Being the good friends they are, they took some great photos and emailed me the same day, saying, “It was a beautiful show”, as you will see from the photos.

I immediately emailed Editor Emeritus Frank Wnek, owner/operator of the Morgan Way Back Machine, who stated:

“Yes, I believe the club was actually STARTED by Napoleon, looking for things to occupy his time while in exile. Reportedly an excellent autocrosser.

This was, according to Morgan Improbable History previously reported in the *Morganeer*, just after Shakespeare started a Morgan club in Stratford on Avon.”

Thanks Frank but if you believe that Folks, I have a bridge for sale in Brooklyn, N.Y.

As you can see by the photo of the rally plaque on the front of the Aero, “Raduno all’Elba” means Gathering at Elba (so endeth the Italian lesson for today) for, of course, the Morgan Club Italia, an extremely active Morgan Club with, I think, a much younger membership than other Morgan Clubs in the U.S.—Apparently!

A big thanks to David and Lucy for providing an international flare to this issue of *The Morganeer*.



Raduno all’Elba rally plaque



The Aero







# Joseph Lucas

## Prince of Darkness

Jonathan Kinghorn

Owners of little British cars love to share jokes and anecdotes celebrating the “joys” of Lucas electrical systems. For decades Lucas engineered electrical stuff for pretty much every auto emanating from the UK, and the alleged unreliability of Lucas components may have played a role in tanking the British car industry in the early 1980s. Here are just a few of the jokes going around:

*If Lucas made guns, wars wouldn't start.*

*The Lucas motto: “get home before dark.”*

*Lucas—inventor of the first intermittent wiper.*

*The three position Lucas switch—dim, flicker, and off.*

*The other three switch settings—smoke, smolder, and ignite.*

*Lucas dip-switch positions: high and blow.*

*The original anti-theft device—Lucas electrics.*

*Lucas is an acronym for Loose Unsoldered Connections and Splices.*

*Lucas is the patent holder for the short circuit.*

*Lucas systems actually use AC current; it just has a random frequency.*

*I have had a Lucas pacemaker for years and have never had any trou ...*

*Back in the '70s, Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered that didn't suck.*

*Lucas—inventor of the self-dimming headlamp.*

*Q: Why do the British drink warm beer?*

*A: Because Lucas makes their refrigerators*

*Did you hear about the Lucas powered torpedo? It sank.*

*In 1947 Lucas tried to get Parliament to repeal Ohms Law, but the effort failed because it met too much resistance.*

*To owner of a Land Rover: “How can you tell one switch from another at night, since they all look the same?”*

*Owner: “Doesn't matter—none of them work!”.*

*Lucas quality control advised the engineering department that their designs had problems with shorting out. Engineering made the wires a little longer.*

*How can we make COVID disappear? Give it a Lucas parts number.*

And on and on—you get the picture. But this is all grossly unfair to poor old Joseph Lucas—popularly dubbed “The Prince of Darkness”—because he was actually a respected manufacturer of high-quality lighting equipment—and he died just as his company was beginning to make stuff for cars.

Joseph's was truly a rags to riches story. As the unemployed father of six in the British city of Birmingham, he turned to selling paraffin oil from a street cart to earn some desperately needed cash. By 1860 he was selling many other items too—buckets, shovels, chamber pots, and more. Things really

started looking up when he began retailing (and from 1875 manufacturing) the gimballed “Tom Bowling” ship's lamp.<sup>1</sup>

As Joseph traveled around selling his products their manufacture was increasingly left to his eldest son, Harry. Their partnership was formalized when Joseph Lucas & Son Ltd. formed in 1882. By then, as the cycling craze was taking off, they had introduced a highly successful line of bicycle lamps marketed as the “King of the Road” range. Business boomed, export markets opened up, and the factory continued to expand.

By late 1902 Joseph Lucas was predicting that his company's success selling to the cycling community would be repeated catering to the coming motoring boom. But that November he and his third wife left for an extended vacation-come-business-trip. As an abstainer, Lucas refused to take wine when they were traveling in Egypt and instead drank local water. By the time he reached Italy soon after he was sick with typhoid fever, and he died in Naples on December 27. Among the hymns sung at his funeral were “Lead Kindly Light” and “No Shadows Beyond”.



A King of the Road bicycle lamp



A King of the Road headlamp on a 1913 Lanchester



Harry Lucas, and in later years his son Oliver, continued growing the business. World War One saw them making munitions and also selling magnetos, starter motors, horns, wiring, and lighting to Morris Motors. After the war their range of auto components increased and in 1926 Lucas signed an important—and lucrative—exclusive contract with Austin. And as the Great Depression weakened them, Lucas acquired several of its competitors, among them Girling. These acquisitions gave them a virtual monopoly of auto lighting, starting, and ignition equipment manufacture. By the 1920s Lucas was also began to enter into a slew of cross-licensing agreements with European and North American automotive electrical equipment makers to ensure that they would not encroach upon each other's markets. Perhaps the best-known is that signed in about 1930 with Smiths, the auto instrument maker, who sold their lighting, starting and ignition business to Lucas—who then gave up making instruments in return. By such means Lucas established a near-monopoly and came to be the dominant supplier of electrical equipment to the British auto industry.

World War Two saw Lucas again making automotive electrical systems for military use but they also helped to develop the fuel and combustion systems for the first British jet airplane. In the 1950s Lucas remained at the cutting edge, expanding into working with semiconductors to make rectifiers and transistors. Lucas grew into a huge and extremely diverse operation with multiple business units located all over the UK and with overseas operations in places as widespread as the U.S., Canada, France, Turkey, and India. In its current incarnation, Lucas Industries has 56,000 employees and still relies upon the motor industry for more than half of its business.

Lucas components were used widely in cars ranging from humble Triumphs and Austins to haughty Rolls Royces and Bentleys—the latter using Rolls Royce-designed components made in a dedicated unit at Lucas. If properly wired and maintained, Lucas-made products can serve well for decades, and if they fail they can often be repaired. Reasons given for the rather unfair reputation they



A 1910 Austin delivery van

have garnered for unreliability include poor DIY maintenance over time, moisture, corrosion, loose grounds, and generator or alternator amperage output inadequate for the demands placed upon electrical systems. Are the replica components manufactured in the Far East any better? Does Joseph Lucas—or, more accurately, the company bearing his name—really merit its reputation? What do *you* think?

1. Tom Bowling, “the sailor’s epitaph”, is a famous sea song written by Charles Dibdin in 1788.



Blue plaque commemorating a Lucas location



The monument marking the site of the Lucas factory



An early Lucas side light (Peter Turvey)

# Electrical Theory

Joseph Lucas

Positive ground depends on proper circuit functioning, which is the transmission of negative ions by retention of the visible spectral manifestation known as “smoke”. Smoke is the thing that makes electrical circuits work. We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working.

This has been verified repeatedly through empirical testing. For example, if one places a copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component no longer functions.

The logic is elementary and inescapable! The function of the wiring harness

is to conduct the smoke from one device to another. When the wiring springs a leak and lets all the smoke out of the system, nothing works afterwards. Starter motors were considered unsuitable for British motorcycles for some time largely because they consumed large quantities of smoke, requiring very unsightly large wires.

It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks and disk brake systems leak fluid, British tires leak air and British Intelligence leaks national defense secrets.

Therefore, it follows that British electrical systems must leak smoke. Once again, the logic is clear and inescapable. In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a logical explanation of the mysteries of electrical components—especially British units manufactured by Lucas.



And remember: “A gentleman does not motor about after dark.” Joseph Lucas (1842-1903).

*Ed: We've published this nonsense before in the January/February 2013 issue of The Morganeer, and it is all over the internet, but I've not been able to find its source.*

## 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](mailto:1963Morgan44sale@gmail.com)

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# British Racing Greener— Electric Morgans

Jonathan Kinghorn

“I have seen the future, and it works” wrote the American journalist Lincoln Steffens in 1919. He was talking over-optimistically about revolutionary Russia of course, but could his comment equally apply to the conversion of classic cars to electric propulsion today? The writing is now very much on the wall for the internal combustion engine. If gasoline does not become a banned substance, it will surely get more expensive and more difficult to find—rather like the pioneering days of motoring. If our traditional Morgans are to have a mobile future, is a retro-electric vehicle conversion (R-EV) the way to go? The British company Electrogenic—a team of technologists with a passion for classic motoring history—thinks so.

Electric vehicles are nothing new of course. The world land speed record was snagged by one in 1899 and a fleet of 60 electric taxis was chasing fares in Amsterdam by 1914, to mention just two early examples. Electric delivery vehicles were common in the UK when I was a kid and the house next door to where I live now in Massachusetts has a two story workshop built in the 1980s when the owner was developing an electric car in association, coincidentally, with a company that I later worked for.

In my youth we worried that fossil fuels would run out, but now the concern is the damage they do to our environment. Thanks to global warming, the technology behind electric vehicles and its real world applications are advancing rapidly. We see more EVs on the roads every day, but it wasn't until Prince Harry and Meghan Markle drove off after their wedding in a 1968 E type electrified by Jaguar Land Rover that I was awakened to the possibilities for classic cars. My initial reaction was, “how could they do that—it's a sacrilege”, but the stunt got me thinking.

Based just north of the university city of Oxford, the former home of Morris and MG cars, Electrogenic takes beautiful, classic vehicles and converts



In 1899 “La Jamais Contente” was the first automobile to reach 100 km/hr.

them to 100% electric. Turning an old family friend into a R-EV, they argue, future-proofs it, promises “trouble-free classic motoring”, and will “put a smile on your face that is hard to wipe off”. (But my Morgan already does that for me, I hear you say, and I concur!)

The firm was founded by Steve Drummond and Ian Newstead, who were brought together by their mutual interest in cars. Drummond is a mechanical engineer with a background in the nuclear power industry and sustainability initiatives; Newstead is a former air force radar technician and race car mechanic who built a business restoring VWs and other air-cooled vehicles. The company's CFO, Andy Camoenié, has been associated with several automotive projects and racing circuits, and the CTO, Steve Heath, is a TVR enthusiast who once raced a Rolls Royce at Silverstone and in 2018 converted a Reliant Kitten to an R-EV for a bet with a budget of just £750.

Conversion of your classic by Electrogenic, or a car sourced on your behalf for the purpose by them is, unfortunately, not that affordable. A recent article indicated that the process

is likely to cost from £35,000 to £45,000 (plus tax) and to take about 6-12 weeks. The biggest cost saver, it noted, is starting with a rust-free vehicle!

The process, which will apparently give the vehicle a new lease on life, starts with a “health check” to ensure that the car is in a safe condition—Electrogenic is equipped to do a full restoration if deemed necessary. Conversion entails replacing the engine and fuel tank with an electric motor (or motors) and batteries, but it is not quite as simple as it sounds and differs for every make and model. Steve Drummond has said that conversion “is about using modern technology to bring out the best characteristics in the cars” and “this means increasing power within the capabilities of the original vehicle, optimizing weight distribution, and not using too many batteries to keep the handling crisp and precise”.

Smaller and lighter models—like Morgans—convert more successfully than big and heavy ones but have less room for batteries, which limits their range. Electrogenic don't modify bodywork to accommodate their conversions, so you could retrofit an internal combustion motor if you wanted

should the R-EV not prove to your taste. Typically, conversion will result in an increase in power so enhanced brakes may be necessary and while you are at it many other upgrades are also possible.

The company website showcases four case studies—conversions of a VW microbus, a VW Beetle, a Rolls Royce Silver Shadow, and a Hudson Commodore. Many other models have been successfully tackled for clients, however, and their most recent projects include a Triumph Stag and a Morgan 4/4, each reportedly the first of their type to get the R-EV treatment.

The Morgan 4/4 is a client's 1957 roadster; conversion entailed replacing its Ford 100E engine with a Netgain Hyper9 electric motor that sits on most of the old engine mounts and is mated to the original gearbox. Since Morgan's bodywork is not exactly cavernous the biggest challenge was fitting everything into the car. As well as the motor, five batteries are shoehorned in under the bonnet and two more occupy the space created by removing the fuel tank.

The goal was to keep the car as original as possible, so the instruments were retained and modified as necessary—instead of indicating gas supply the fuel gauge now shows how much charge is left, for example. The car thus looks exactly as it did before and the only visual clue to its conversion is the replacement of the familiar fuel filler cap with a type 2 charger point. The electric motor produces 106 bhp and 235 Nm of torque and the driving range should be 150 miles. Performance has been enhanced and although the gears can be used to advantage the car can now be driven entirely in third gear to behave like an automatic. ("But why would you want to?" you say.)

While ElectroGenic claim that their 4/4 is the first Morgan to be converted into an R-EV a father and son team from Kansas City, Missouri, is hot on their heels. Greg Mittman and his dad wanted a classic car to restore and fell for a 1969 4/4 four-seater. Unfortunately, it proved to be something of a basket case with the wrong engine and too many parts AWOL. Conversion to an R-EV was suggested as a joke but became a reality. Their car has been given a Netgain Warp 9 DC motor that delivers 32hp and 70lb ft of torque. A Curtis 1231C controller and 40



The 1957 4/4 converted by ElectroGenic. (ElectroGenic)



Under the bonnet of the ElectroGenic 4/4 conversion. (ElectroGenic)



The electric Morgan's type 2 charging point. (ElectroGenic)

LiFePO<sub>4</sub> 3.2v 100ah batteries have been used. The car now evidently has a range of 50 miles or so and a top speed of about 60 mph. Greg describes the cost of the conversion as "more than my motorcycle but less than a divorce" and maintains a Facebook page documenting progress on the project.

Morgan Motors itself is of course no stranger to electric propulsion, but for new cars. As early as 2012 they unveiled an experimental Plus E concept that was basically an electrified Plus 8. The car was fitted with a Zytek motor that delivered 94 horsepower, 70kW, and 300 Nm of torque available from 0 rpm; like the examples above this car retained

its conventional gearbox. A second vehicle closer to potential production specification was planned and it was hoped that if the demand was there the model would go into production—unfortunately it wasn't and it didn't.

Morgan's commitment to new technology has not wavered since the Plus E. The company soon joined a consortium of British companies with a £6 million grant from the UK government-backed Advanced Propulsion Center. The resultant EV3 three wheeler debuted at the 2016 Geneva motor show and was intended to be Morgan's first all-electric production model. It had a 21-kilowatt-hour lithium-





The Millman 4/4 conversion in progress.  
(Greg Millman)



The Morgan Plus E.  
(Smnt)



The Morgan EV3 at the Geneva Motor Show in 2018.  
(Alexander Migl)

## Online Resources

Electrogenic website: <https://www.electrogenic.co.uk/>

Electrogenic Morgan 4/4 video: <https://www.youtube.com/watch?v=m8HjUEVpGQ>

Greg Millman's 4/4 conversion Facebook: <https://www.facebook.com/Morgan-EV-Conversion-1395018367232815/>

Article about the Millman 4/4: <https://retro-electric.uk/2020/05/29/classic-electric-morgan/>

Electric Classic Cars website: <https://www.electricclassiccars.co.uk/>

Retro Electric website: <https://retro-electric.uk>

ion battery pack good for 47-horsepower, blistering performance, and a range of up to 120 miles. A number of setbacks and issues with the battery supplier halted the project, however, and it was finally knocked on the head early in 2020.

The company retains two EV-trained technicians in its development team and has just announced the appointment of Matthew Hole as chief technical officer and head of electrification reporting directly to chairman and CEO Steve Morris. Matthew has developed EV powertrains for other manufacturers. Morgan Motors has learned a lot of valuable lessons from its experiments with advanced technology, not least how to manufacture an electric car and how to ensure that the dealer network is ready to service it. The new bonded aluminum CX platform that underpins the post-trad models could well serve as the base for future electric vehicles, but we will have to wait to see what emerges.

Electrogenic is only one of a rapidly growing number of options for converting classic cars to electric power. For the DIY enthusiast suppliers like Electric Classic Cars offer components in the UK and there are similar sources in the U.S.; the more you look the more you will find and new ones seem to be cropping up all the time. There is even a website devoted to converting classic and older cars to electric power (<https://retro-electric.uk>).

I am still in two minds about R-EV conversions, and while I am in two minds about the smells it makes I already know that what I would miss most is the glorious sound that emanates from my TR3A motor. Range is clearly a humungous issue too. I enjoy changing gears manually (despite the Moss box) and don't mind those little deposits of oil on my driveway—which I suspect an R-EV Morgan will still manage to produce somehow. Right now, I can't bear the thought of my precious Plus 4 undergoing this kind of surgery and don't want to spend that kind of money. I don't see myself seriously contemplating a conversion for a long while yet—but time and fuel supply issues may lead my views to evolve. A classic Morgan R-EV might become preferable to a gas-powered one that can't be driven. What do *you* think?

# Word From the Works

## *First Morgan Plus 8 GTR Hits the Road*

December 9, 2021

Three years ago, the last Morgan Plus 8 rolled off the line at the Pickersleigh Road factory in Malvern, Worcestershire. Or so Morgan thought, until the discovery of nine unused Plus 8 platforms. The V8 Morgan would live again ...

Endowed with the GTR moniker, the first of these Plus 8s has now completed build, and it's unlike any Plus 8 ever made. With a high shoulder line, five-spoke center-lock wheels, the GTR is reminiscent of Morgan's 1990s Plus 8 race cars. Finished in Yas Marina Blue, this particular example pays homage to the Plus 8 race car that competed in the GT series throughout the late nineties, more commonly known as 'Big Blue', which served as the testbed for Morgan's first bonded-aluminum chassis.

"We are excited to release the first images of the Plus 8 GTR, following the design sketches published earlier this year," said Steve Morris, CEO and Chairman of Morgan Motor Company. "The Plus 8 GTR represents an opportunity for Morgan to celebrate the V8 engine once again, something we did not expect to do since finishing the Plus 8 and Aero 8 models in 2018."

The Plus 8 GTR takes its crown as the most powerful Morgan ever produced. Thanks to its new engine tune and cannon-style twin-exit sports exhausts, throttle response has been improved while power has increased to 375bhp.

The remaining eight cars are all in production, with several finishing build before the end of the year and the remainder being completed in the first quarter of 2022. Each customer has worked closely with Morgan's design team to commission their own bespoke example, further demonstrating the company's personalization capabilities.

Striking design, the finest craftsmanship, and an exhilarating sports car to drive, the Plus 8 GTR is the perfect swansong to the Morgan V8," added Morris. "We have been delighted to work alongside customers from around the world during the design and build process, and we look forward to sharing the final examples over the coming months."

### **The Design Journey of The All-New Three-Wheeled Morgan Ahead of the 2022 Reveal**

Following the end of production for the Morgan 3 Wheeler, the Morgan Motor Company is delighted to confirm that an all-

new three-wheeled model is undergoing testing ahead of a 2022 launch.

Whilst most details about the car are yet to be shared, images of a heavily disguised engineering prototype have been published by the company, along with a montage of early design sketches.

The new three-wheeled model will be powered by an internal combustion engine. Specifically, an inline three cylinder naturally aspirated engine from Ford.

The illustrations shared by Morgan show that the design of the new model is bold and eccentric, taking inspiration from mid-century jet planes, motorcycles, historic Morgan models and modern industrial product design—images of which adorn the walls of Morgan's design and engineering offices.

Complementing this personality will be an extensive list of specification items and accessories available from the outset, making it Morgan's most configurable vehicle ever. The model can be tailored to assume multiple identities and cater for every adventure.

Morgan has showcased the design direction of its all-new three-wheeled model with the release of a series of never-before-seen design sketches. Taken from the drawing boards of Morgan's design team, the illustrations demonstrate the aesthetic intent of the new model, as well as the inspirations that underpin it.

No single sketch in isolation reveals the exact look of the new model, yet in



culmination they demonstrate some of the key design features that will be revealed in full when the new three-wheeled model is launched in 2022.

The sketches show a technical front end trailed by a fluid form, the vehicle 'visually towed' by its leading front wheels. The visual mass resides behind the center line of the front wheels and never on top of them, a theme that has remained prevalent from the earliest sketches. Further design principles include the celebration of mechanical honesty and the communication of function through design, hallmarks of previous Morgan three wheelers.

As demonstrated in the sketches, the design of the new model is bold and eccentric, taking inspiration from mid-century jet planes, motorcycles, historic Morgan models and modern industrial product design—images of which adorn the walls of Morgan's design and engineering studios.

Complementing this personality will be an extensive list of specification items and accessories available from the outset, making it Morgan's most configurable vehicle ever. The model can be tailored to assume multiple identities, and cater for every adventure.

Steve Morris, Chairman and CEO of Morgan Motor Company, said, "Morgan was founded on the production of three-wheeled cars, and when the 3 Wheeler was





re-introduced in 2011 it became a core pillar of the company's product range. We recognize the importance of evolving this bloodline and continuing to provide our growing community of enthusiasts with new, exciting, and unforgettable motoring experiences. Creating the all-new three-wheeled model has been a ground-up project, throughout which safety, durability, and character have been at the forefront of our focus. It has been an absolute joy seeing the new vehicle take shape, and we cannot wait to present it to the world next year, continuing the legacy of the model."

Jonathan Wells, Head of Design, Morgan Motor Company, said, "Morgan cars are often described as 'analogue', despite exhibiting industry standard technologies. We believe that in a world of technology, making art of a car's mechanical elements serves as an antidote to typical vehicle design. Throughout design studies it became quickly apparent that the vehicle must celebrate the model's mechanical honesty. The sketches demonstrate how these will form a focal point of the new vehicle. The ground-up design is simultaneously a reflection of Morgan's rich past, relevant to the present, and provides a firm vision of Morgan's design future."

The illustrations shown today follow the previous information released in September, confirming the car's all-new design, defined by significant engineering enhancements and a spirit of adventure. The model will be

powered by an internal combustion engine at launch, specifically an inline three-cylinder naturally aspirated engine from Ford, continuing Morgan's relationship with Ford which began in 1933.

There is a YouTube video available at <https://www.youtube.com/watch?v=a1vr851kfkI>.

### Morgan Takes on Race of Remembrance

October 28, 2021

The Morgan Motor Company continues the support of its charity partner Mission Motorsport, with entry into the 2021 Race of Remembrance. The 12-hour race, which breaks mid-way through for a remembrance service in the pit lane, is to be held at Anglesey circuit on 12-14 November.

Morgan has previously competed in the event, but this year will be donating one of its own Plus Four race cars for Mission Motorsport's beneficiaries to drive. With its competent automatic transmission and the fitment of hand controls, it will allow paraplegic and amputee veterans to take the wheel. On top of this, Morgan customer John Richards has donated his own Morgan Clubsport to be driven by beneficiaries at the event.

The automatic Morgan Plus Four race car will be joined by the manual variant, to be driven by works drivers. Built in partnership with the University of Wolverhampton's School of Engineering and the University's

racing team (UWR), the cars set out to validate the Plus Four's performance and durability credentials. Mission Motorsport beneficiaries are working collaboratively with Morgan and UWR to provide trackside and workshop engineering support.

The partnership at Race of Remembrance follows Morgan's recent recruitment of three service leavers through the charity.

James Cameron, CEO of Mission Motorsport said, "Having recently employed three Service Leavers, Morgan's unwavering support for the wider Armed Forces community has been fantastic. The provision of these cars means more of our beneficiaries have the chance to drive a car that would normally be out of their reach, and an unrivalled opportunity to learn and interact with others qualified in the industry."

Steve Morris, Chairman and CEO of Morgan Motor Company said, "Morgan continues to support the work of Mission Motorsport, a charity which reflects our values and beliefs. Only recently, and through Mission Motorsport, Morgan has employed three service leavers in the engineering and experience teams. Although not from a familiar civilian background, we believe these individuals possess skills ideally suited to work in the automotive sector. Through Race of Remembrance, we hope to offer a unique experience to beneficiaries that will bring lasting benefits."



## The Allies ...

This is the result of over a year's effort by our group of hangar bums at my 'other' volunteer job at the Owl's Head Transportation Museum. It is a replica of a French SPAD (Societe pour l'Aviation et ses Derives) S.XIII World War I fighter as flown by famous American ace Eddie Rickenbaker. After the war the 94<sup>th</sup> Aero Squadron (with its famous 'Hat In The Ring' insignia) painted all their aircraft in different slightly avant garde paint schemes, among which was the black and white checkerboard design we recreated. The re-fabric/repaint took over a year and conservatively 2500-3000 hours of volunteer work.



The Allies

## For Sale:

Five steel wire wheels for +8, once chromed, now in need of touch up. Includes three-eared spinners for all five. Pretty heavy to ship, so a meet somewhere for a transfer is better. \$100 OBO. Or free and you pay shipping if needed.



Pair of new SU H6 carburetors. Purchased for +8 and never used. Includes gasket set, mounting flanges, and foam air cleaners. 1 3/4 bores. New \$500, make an offer.



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# The Morganeer

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The 3/4 Morgan Group Ltd. Welcomes advertisers for the Morganeer, which is published 6 times a year in both electronic and printed issues.

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## ... The Evil Axis

Our illustrious club historian, Jim Nichol, on the other hand, chose to photograph his new Three Wheeler with the backdrop of the Fokker Dr.I Triplane of the infamous German World War I ace, the Red Baron. (This may explain why Jim and his team keep coming up with those impossible, obscure, downright evil rally questions for the Autumn MOG rallies.) And it's almost impossible NOT to make the comparison. The handsome, gentlemanly, all- American hero Captain Eddie Rickenbacker, flying his sleek, equally handsome SPAD S.XIII fighter, and driving a classic British sports car; versus the sinister, spiked helmeted, handlebar-mustached Red Baron, flying his squat, garishly red-painted Fokker triplane, and driving this tiny, motorcycle disguised as a tricycle (or perhaps even a Volkswagen!). It goes without saying who won the war.



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# FRACTURED FAIRYTALES PRESENTS:

The Olde Storyteller,

## Breaking News---

**World War 1 Flying Ace** believed shot down behind enemy lines and on his way to Paris.

**Search parties sent out-but so far no word from Sopwith Camel Pilot and Morgan Trike driver, SNOOPY.**

**Infamous Red Baron and his Fokker Tri Plane suspected—More to follow.**

**Yes, we have a photo of the ananchronistic Red Baron lost in a time warp.**

**Gee, I hope there's a happy ending here somewhere.**

The Olde Storyteller....signing off.



Snoopy's three wheeler



Searching for Snoopy behind enemy lines



Here's the WW1 flying ace



## ... The Red Barron

Frank FINALLY goes to 'The Dark Side' posing with the recently restored Fokker Dr1 Red Baron Triplane at Owls Head Transportation Museum. Frank was one of the volunteers who helped with the total rebuild of the museum's flying replica."

Photos taken at Old Rhinebeck Aerodrome and Owl's Head Transportation Museum



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## AUTUMN MOG 2022

### Chair

Event volunteers needed

# The Morganeer

## CROSSHEAD

*The Morganeer is the official Journal of The 3/4 Morgan Group, Ltd., a not-for-profit corporation under the laws of New York State. The Group is dedicated to furthering the enjoyment, appreciation, and use of cars produced by The Morgan Motor Company, Malvern Link, England. The Morganeer is published bi-monthly and is free in print to all Group members. It is also distributed electronically to members and available at [www.morgan34.org](http://www.morgan34.org).*

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

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