

JAN/FEB 2023

Vol 456 Issue 1

The Morganeer™



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



NEW CLUB MEMBERS

Angela Fink	Navarre, FL
Brian Hall and Skye Malik	Malta, NY
Blue 1953 Plus 4 flatrad 2-seater	
John Linkosky	Gibsonia, PA
red 1995 4/4 2-seater and silver superdry 2016 3-wheeler	
Angela Lipton	Brighton, MA
Robert B Mitchell and Joyce Heck	Stratham, NH
Connaught Green 2005 2-seater Roadster	
Joseph Napolitano	Gloucester, MA
Blue 1958 Plus 4 2-seater	
Steve Shapiro	Stamford, CT
Barbara Willburn	Cypress CA

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COVER PHOTO

John Bigler's Devin/Morgan at the Mimslyn Inn in Luray, VA, during MOG-50. (Spider)

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FROM THE EDITOR

Jonathan Kinghorn

Here we are at the cusp of the year reflecting upon the events of 2022 and thinking about how we want 2023 to go. This is traditionally the time for developing New Year resolutions you actually intend on keeping and making plans for the upcoming season. Speaking for myself, I have successfully survived the holidays (and consecutive family birthdays) and have begun to set expectations for the year.

For example, as well as finding a better photo of myself for this column I intend to take even better care of my Morgan, to drive and enjoy it more, and to attend Autumn MOG for the second time. I want to learn some new maintenance skills and to be braver in choosing the jobs I chose to tackle. These resolutions sound eminently doable and shouldn't be too challenging to achieve. Should it be staged again, I'd also like to participate once more in the New England British Reliability Run (www.nebritishreliability.org). I have completed the run on two prior occasions and enjoyed both enormously; it would be great to see another Morgan sharing in the fun.

On a slightly more challenging level, I hope to be more active in club events this year and to organize and lead at least one club ride, preferably inviting members of another car club to tag along. I encourage you to do the same. As a club, the 3/4 Morgan Group covers a wide geographical area and even before COVID, getting together could be easier said than done. But club events don't have to be massive undertakings; simply gathering for a short drive, a meal, and perhaps a destination can be a great way to build and maintain the personal relationships that can make a club clubby in the best ways. In this issue **Spider Bulyk** reports briefly on one such lunch meeting in our southern area—a simple off-season event that could serve as a model for many others.

Our previous issue featured a lot of coverage of the successful Jiminy Peak Autumn MOG and a lot of real estate in this issue is unapologetically devoted to the star of that event, John Bigler's Devin-bodied Morgan 4/4. In addition to it appearing on the cover and in the photo caption contest we have an interview



with John Bigler from Editor-at-Large **Steve Scheffbauer** and another interview from **Spider Bulyk** focused on the creation of the Devin/Morgan. This vehicle is such an interesting project and such a great piece of work that it truly merits this amount of attention. Cars like this don't come along every day!

It is not all Devin/Morgan though. We also have a piece on Morgans at Daytona from Bob Britton, and not one, but two items from **Paul Fredricks**—an account of his Labor Day weekend at Lime Rock Park and a piece describing a couple of car shows that he attended. Our members are always clamoring for more technical content, and in this issue we take a look at **Paul Fredricks'** upcoming winter projects and have the first of three articles from **Gilles Lachance** describing the installation of fuel injection and programmable ignition on his 1978 Morgan 4/4. There's other cool stuff too, that I'll leave you to find for yourselves.

I work with a couple of meteorologists and don't trust long range forecasts, and with all the crazy stuff going on in the world these days predictions for the upcoming year look to be equally unreliable; expect the unexpected! But the auspices for 2023 do look generally good. Hopefully we will see an end to the current fighting in Ukraine and further diminution of the COVID pandemic, and with the warmer weather we'll enjoy more car shows, club events, and in person activities than we have been able to in the last few years. In short, I think we are going to have a great 2023 and I look forward to meeting you at Morganeering events throughout the year. I've blathered on long enough. Go read the magazine!

Mailbag

Hi Jonathan,

Loved the new *Morganeer* as usual, you're on top of your game for certain! That said, I think you were led astray a bit on page 24. The photo at the bottom is not the Morgan of Gilles and Martine LaChance, but rather the quite original unrestored Plus 4 Super Sports of Steve and Jennie Beer driven not from Quebec, but rather from Ontario along with brother Martin and his wife Donna in Martin's quite quick Plus8.

I much enjoy the arrival of each new *Morganeer* initially online, but more as a hard copy I can hold and save.

C & HM,
Jim (Nichol)

Ed: Thank you for pointing out the error of my ways Jim, and apologies to Steve and Jennie Beer!

To Jamie Goodson, 3/4 Morgan Group Treasurer

Hi Jamie,

I was incensed upon learning the Morgan Sports Car Club Ltd. (MSCC-UK) had begun using the "Morganeer" moniker for their newly created e-newsletter.

The Morganeer has been the voice of the 3/4 Morgan Group, Ltd. (NY) since our very beginnings. The name and its now digitized logo script were originally created by our founding member, first Editor first group secretary, and extraordinary calligrapher Arthur Lange. I felt and continue to feel that MSSC's use of such a similar title is ought right, low bullying and cheap thievery.

As you may know, I was a member of MSCC and served a decade as their Technical Advisor, Early Plus 4 cars. After losing my quixotic battle with the MSCC Vice Chairman to have them recant and rename their e-newsletter I chose to resign my MSCC membership. In doing so, I asked they contribute any dues reimbursement I might have forthcoming to *The Morganeer* (the real one, not their ersatz version). To my peasant surprise and contrary to MSCC policy, their membership secretary, Gil Bevan, arranged for me to receive a recredit.

In keeping with my intent to reallocate my MSCC dues to our Group, please accept my enclosed check in the amount of \$65 as extra support for *The Morganeer* and other initiatives as may be determined by the Board of the 3/4 Morgan Group, Ltd.

The Morganeer has been in continuous publication for over a half century. May it continue to reflect the joys and tears of our members long after the MSCC e-newsletter has met its ignoble end in the nearest dustbin.

Run cool, Spider

IN CASE YOU MISSED IT ...

On October 9, hotcars.com published their online feature "10 Obscure Carmakers That Build Insanely Cool Sports Cars." The Morgan Motor Company shared this limelight at #9 alongside makers like Spyker and Ariel that your editor has heard of and Factory Five, Exomotive, Lister, GraberCars, Rush Auto Works, Ultima Sports, and Piëch Automotive that he is ashamed to say he hasn't. The particular Morgan featured is the Aero coupe. Evidently "these fun-to-drive cars tick every box of what gearheads adore in a car" and "have supercar performance for a fraction of the price." Who knew? The feature is to be found at <https://www.hotcars.com/obscure-carmakers-that-build-insanely-cool-sports-cars/>.

There are more and more articles about converting classic cars into electric vehicles these days, and how easy it is becoming, but "You're Being Lied to About Electric Cars" rails against anti-EV rhetoric. This *Motortrend* article by Jonny Lieberman—described at one point by the author as a rant—compares the greenness of gas powered cars and electric vehicles (EVs). It argues that while EVs should be thought of as "coal-powered cars" because so much of their power is generated with this fossil fuel, they are in fact still cleaner than gas-powered cars. Read the article at <https://www.motortrend.com/features/truth-about-electric-cars-ad-why-you-are-being-lied-to/>

MOG Photo Caption Contest

In our previous issue (November/December 2022) we ran this caption contest using one of Tom Austin's photos from Autumn MOG. We had a grand total of four entries (come on guys, you can do better than that!) and your editor has chickened out of selecting the winner and decided to turn the task over to you, our members. Reminder: there are no prizes for this contest—none at all—just some kudos and bragging rights, and of course an opportunity for the winner to get their name in print when the winner is announced in our next issue. We won't reveal the entrant's names just yet, but their captions that you're gonna pick from are:

- I wish I had a Ferrari.
- A Morgan, oh ya. These cars are entirely made out of wood you know!"
- Watch. There's a lever under the dash here that when you pull it instantly morphs this car into a Morgan. I KNOW it's here somewhere! Oh . . . where it is?"
- I don't know what happened, there used to be a Ferrari motor in there.

Send your vote for best caption to Jonathan at jkinghorn4@gmail.com



Morgans at Daytona

Bob Britton / All photos by Bob Britton



Welcome to Daytona Beach

The Classic 24 at Daytona races were held November 2-6, 2022. This is an annual event organized by the Historic Sports Racing (HSR) organization. The Classic 24 features cars that typically have participated or been eligible to run in the Daytona 24 HR hour race from 1966, the first year of the race, through the past few years. The first car to win the Daytona 24 HR race in 1966 was a Ford GT 40 driven by Ken Miles and Lloyd Ruby. The GT 40 continued its winning streak in 1966 by then winning the 12 Hours of Sebring and beating Ferrari's dominance at Le Mans by placing 1-2-3 in the fabled race.

This year my brother Austin, who lives near Daytona, invited me down to enjoy a few days of watching the races and the historic cars that have participated in the event from the very beginning.

Now, what does this have to do with Morgans you might be thinking. Well, it so happens that my brother owns a 1963 Morgan 4/4 and is a member of GatorMog, which is the Florida chapter of the Morgan South Car Club. And this year, as in past years, the GatorMog club hosted a Morgan meet at the Classic 24 races.

The event started Friday with a group dinner at Houligan's, which was next door to the Hampton Inn where members were staying. My brother, his wife Jinny and I joined the group for dinner on Friday.

On Saturday morning 17 Morgans gathered outside the hotel to stage a caravan ride to the racetrack. Considering

that most folks attending this event were driving Porsches, BMWs, Mercedes, and similar high-end performance cars the sight of a group of Morgans driving into the car corral in the infield raised some eyebrows and curiosity seekers. Each Morgan displayed a decal featuring the famous Morgan car # 29, the Super Sport driven by Chris Lawrence that won the 2 liter class at Le Mans in 1962.

The Classic 24 race featured six Groups each with numerous sub-classes of cars racing four times during the 24 hour period for about 45 minutes on the hour. There were 133 entrants in the Classic 24 race. The winners in each class were determined by the total miles they raced during their four legs. Each group would race twice during daylight hours

and twice during nighttime hours.

Some of the more interesting cars on the track during the 24 hour race included a Ford GT 40; several Lola's T70; a Chevron B8 and a B26; a Porsche 917; a Shelby GT 350; a few Porsche 914/6s; many 911 RSRs, 996s, and GT3s; a few big bore 'Vetts, BMW 3.5/CSLs; and many other race cars from the past 40 years.

In addition to the 24 hour race, Friday afternoon and Saturday morning featured Sprint races of about 30 minutes each that had 170 cars entered in 10 classes. Cars included in the sprint races included Datsun 240Zs, Alfas, Porsche 911s and 944s, BMW 2002s, Mazdas, Camaros, Mustangs, and many other marques that were top race cars in their days.



Mogs gathered at the hotel

Cars that were part of the car corral had the opportunity to take parade laps around the 3.65 mile road course at the Daytona Speedway. The racetrack personnel were adamant that any car that drove onto one of the high banks during the parade would be asked to leave the track immediately. Given the steepest bank at the track is about 31 degrees that request was very prudent. Nineteen Morgans joined the Parade group for two laps of the course. I joined Jinny in my brothers 4/4 and my brother caught a ride in a Plus 8 for the parade laps. After the parade laps the Morgan group returned to the corral to enjoy lunch sponsored by Mazda and the start of the 24 hour race at 2 p.m.

Around 4 p.m. the Morgan group headed over to Christopher John, the Florida Morgan dealer, who hosted an open house at their shop. More camaraderie was enjoyed by attendees at the dealership viewing the many Morgans and other British cars in for various service or restoration needs. One of the more interesting Morgans in the shop was an early barn find Plus 8 that was on the lift, complete with cobwebs in the wheel wells. The owner is having Christopher John restore it to its formal glory. Also in the showroom was brand new 2020 Morgan Plus 4 model. This car was brought in as a "kit car" with no engine so it could get around DOT import regulations. The engine was then installed by the dealership. It is currently for sale if interested.

After the open house members retreated to the Hampton Inn to enjoy another diner before their departure for home the following morning. My brother and I returned to the track on Sunday to watch the cars run their final leg of the 24 hour race. Both the Porsche 917 and Chevron B26 dominated their respective classes with first place finishes.

It was nice to meet many Morgan owners from the MOG South club including past 3/4 Morgan club members Joan and Les Neuman and Eric and Joanne Singer, now members of GatorMog. All in all, it was a great weekend to watch historic car races while enjoying some Morgan noggin and the great Florida weather. Luckily, the event was over a few days before Hurricane Nicole slammed into the Florida coast. Daytona Beach was especially hard hit by the storm.



Class win '62 Le Mans tribute decal



Morgans at the corral



The corral at Daytona featuring Morgan cars



Lined up for parade laps



Open House at Christopher John's



Bob and Jinny Britton ready for the parade laps



Not allowed to drive on the banks at Daytona



Morgan's in the shop



Past 3/4 Group members Les & Joan Neumann



Past 3/4 Group members Eric and Joanne Singer

Its Never Too Late to Morganeer!

Spider Bulyk

Closing out the year New England Area South Captain Fred Cohen pulled together a very nicely done liquid lunch at the beachfront Madison Beach Hotel in Madison, Connecticut. On a cold but bright Wednesday, December 14 many of the usual suspects assembled—in alpha order, Spider Bulyk, Kevin Clemens, Lita and Fred Cohen, Dave Darby, Ellen and Erwin Dressel, Paul Fredricks, Jeanne and Wes Fredericks, Paula and Jamie Goodson, Rod Griffith, Andrea and Ted Lucas, Nancy and Kenneth Mull, Ann Marie Daniel and Steve Scheffbauer, and Marc Wunderman. The lunch has become something of an area tradition and “a good time was indeed had by all,” which given the good food and good company, comes as no great surprise.

The wine, Bloody Marys, and lobster rolls flowed like water adding to the good time and the venue seemed like the perfect setting for a holiday event.

Morgan heroes that they are, Ted Lucas brought his Plus 8 complete with Christmas wreath on the spare and Spider Bulyk rode in with his Best of Show double winning Plus 4 four-seater declaring that in 30 Degree Fahrenheit weather he has never been more comfortable since the rebuild.

Truth be told, both stalwart Morganeers live in the town of Madison so maybe heroic is not the word, perhaps opportunistic is more like it. I suspect we have March of '23, and our early New England South dust-off at the Madison Beach Hotel as a thought to keep us warm on the cold nights to follow.

E-a-L



The beachside lunch venue (Lita Cohen)



Entrepid Morgans and Morganeers (Spider)



Getting down to business (Lita Cohen)



Seasonal decoration on Ted Lucas' Plus 8 (Lita Cohen)

My Five Days at Sleep Away Camp

Paul Fredricks



Lime Rock camping

Remember those days at sleep away camp when you were a kid? Playing in the lake, archery, hiking, friends ... remember those days? I don't. I never went to camp.

But I did get to go to adult camp over Labor Day weekend. It was at a terrific camp that you may have heard of, Lime Rock Park. And it was their annual Vintage Fall Festival. Now, it may not be your

typical sleep away camp. No archery, and no lake, but there was some hiking. And it has cars, and that's what camp is all about. At least for me.

We haven't camped there for over 30 years, and that was in a tent on the side of a hill, which wasn't a good idea. Ask me about it some time. We now have a 32' travel trailer and we do like to camp. I asked Angel what she thought of going up there for five days and she was all in.

It was certainly not going to be glamping (look it up) as there was no water, electrical, or waste connections. We borrowed a generator and filled the freshwater tank hoping it would last. It did, barely.

I towed the camper to Lime Rock Thursday morning. It's about 1 1/4 hours from our house. I backed the camper into position along the back stretch, got it leveled and settled, then drove back home to switch to the Morgan. Then back I went.

I got back just in time for the annual parade of cars. There were probably 200+ cars, from vintage to modern, that follow each other through four local towns. The downtown area streets were lined with cheering fans of parades, or cars, or both. It didn't matter. They were having fun and so were we. There was quite a bit of spirited driving between towns just trying to keep up. That was worth the price of admission. The parade ended in Falls Village where John Bigler and I met up for dinner and conversation.

When I finally got back to the camper I made friends with 10 people staying in three campers next to us. They were all from Long Island, and have been camping in the same spots at this event for years. I had a blast with them, and we all pitched in for meals each night, and watched the races by day. We are looking forward to seeing them next year. Yes, we will be back.

The racing was terrific all weekend long. And, of course, strolling the pits was as great as ever. The highlight was all 12 Corvette prototypes were there. Got



James Goodson at speed

to spend some time with the Goodsons, too, when they weren't racing.

Angel joined me on Saturday, bringing the tow vehicle back up. The weather held out until Monday afternoon when the clouds opened up and the rain came down. Angel drove the Morgan home as she refuses to tow the camper. One of these days I've got to get her trained so I can sleep on long trips. It was a wet ride home, but a nice big smile on my face brightened the day.



Chris
Towner's
flatrad



The
Goodson's
cars



A 1929 Stutz

An Interview with John Bigler

Steve Schefbauer, Editor-at-Large

For as many interviews as I have done over the years, it never ceases to amaze me what talented and absolutely fascinating people we have in the 3/4 Morgan Group; John Bigler is yet another example. I live, learn and respect them all.

John, for the folks out there who don't know, what was or is your profession?

I was a patent attorney when I retired but was trained as an engineer, majoring in engineering at Michigan State U. (B.S.) and Stanford U. (M.S.) before working a year at Ford as a product planner. Then I earned an M.B.A. at U.C. Berkeley before earning a Law Degree at U. Michigan.

I studied law because I enjoyed being a college student, because I was offered a scholarship, and because I wanted to see what law school was like—the movie hadn't been out yet.

I enjoyed working in legal aid during the summer and in a clinic during law school, but, after law school, I learned that white men weren't being hired for legal aid positions, even in Erie, Pennsylvania. Because of my technical background, I was offered a position in an admiralty law firm in San Francisco. and, later, other positions in patent law firms in California, Michigan, Illinois, Connecticut, and South Carolina and at a large corporation in New Jersey, which I enjoyed because I could help engineers create their inventions. Between legal positions, I played as a windsurfer or taught college courses in business law and engineering at colleges in Michigan, New Mexico, and South Carolina.

John, that's some diverse list of professional achievements but where does your love of cars come into the picture?

From the very beginning, my favorite toys were always cars—first a pedal car (*Gotta see this photo—E-a-L*) then a 1/10th scale die cast Doepke MG TD, Dinky Toys, and a wooden car that I built with a neighbor.

Ahh, Dinky Toys, I remember them well, but when did you hear the calling of the Morgan?

During high school, I read all the car magazines and watched Morgans race. My first car was a 1958 Series II Morgan 4/4—the slowest four-wheel car Morgan ever made, but only \$500. It provided great adventures during my second and third years of college. A friend and I drove from campus to the Indianapolis 500 and during our return drive the right front wheel came off.

When the *Road and Track* article on Jack Artley's 1938 Morgan TT Replica came out in 1980, I was smitten with the dream—I wanted to create a replica of a Morgan Le Mans Replica, powered by a more modern Morgan 4/4 engine. True, it would be a hotrod, but I didn't care! I pursued that dream for the next 35 years, and nearly achieved it.

But, by 2016, I had a second and competing dream! For me, an even better Morgan would be a modified Morgan 4/4 that would look like a small Ferrari 750 Monza, using a modified Devin body. I realized that I could never fulfill both dreams, so I aborted my nearly completed replica Le Mans Replica. This was the right decision;

otherwise, I wouldn't have been able to create the world's only Devin/Morgan!

More on the creation of the Devin/Morgan to follow during a Q & A with Spider Bulyk.



John at about two; even then he knew



John, about 19 years old, and his \$500 Morgan

What is your current Morgan, other than the Devin/Morgan in Scuderia Bigler?

I still have my 1948 Morgan 4/4 Series 1 that I have known since 1981 when Ed Zelinski owned it. I purchased it in 1993 after it had been restored by Doug Metcalf, because it was a perfect model to look at while I built my Le Mans Replica. I planned to sell the '48 Morgan as soon as my Le Mans Replica was finished but I soon realized what a fun car it was with authenticity and history that my hot rod Le Mans Replica would never have. I have enjoyed it for nearly 30 years and would like to find someone who would enjoy it for years to come. I now have my Devin/Morgan as well as a Lotus Europa—I *HAVE NO TIME TO ENJOY MY '48 MORGAN AS IT DESERVES. IT'S FOR SALE TO A PROPER CARETAKER—I'll miss it!*

All interested parties please contact John Bigler at jbigler@sprintmail.com

John, when did you discover and join the 3/4 Morgan Group?

In 1979, living in Berkeley, CA, I contacted Spider and may have joined the Club then, I'm not sure but I can prove that Spider mailed me copies of the handwritten Morganeer—I still have those newsletters in a box in my garage. Later about 1982 I was working as a patent attorney in a small law firm in Stamford, CT and living in a rented house in Old Greenwich and was as active in the club as I could be without a Morgan, serving as regalia chairman and getting the new club badges made in England.



John's 48 Morgan



The '48 Morgan's motor



Le Mans Replica build before it was let go



The '48 Morgan's interior



If there were no such things as Morgans (Deities forbid) what car would you be driving?

I'd be driving a Lotus 7 (or Caterham) or Lotus Europa.

One pretty consistent response, mine included, is a Lotus 7—very interesting.

John, any other interests or passions you'd like to mention?

I have a fascination with tools and love to make things in my workshop. I'm concerned about conservation and am active with the Master Naturalists, the Native Plant Society and the Sierra Club, and I've worked to make my small yard into a certified wildlife habitat. I enjoy kayaking and yoga and love to travel, especially in France, but I've been home-bound due to COVID and my Devin/Morgan project.

And a very terrific project that has been John coming out of Carrozzeria Bigler.

A big thanks for your honesty and for sharing your interesting life with us today.

Cheers John!



Happy Holidays from John and the '48 Morgan and the garage where the Devin Morgan was built



**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

The Mind and Hands That Magic Make

A Builders' Conversation with John Bigler and Spider J.C. Bulyk

At MOG-50 in Luray, Virginia, John Bigler brought his hand-built, Devin-bodied Morgan racer, looking much like it might have come out of the front door in Maranello with bodyworks by Scaglietti. Without a doubt, it was THE MOST spectacular Morgan. In looks and lines, the car just took your breath away. In details the car showed John's intense focus as a craftsman and an artist. The artisanship went well beyond skin depth, as each look at the car brought you to a new appreciation of both John's joy and his pain in building his slippery Meister stuck. After MOG-50, John Bigler's beauty came to Lime Rock and then to Autumn MOG. I'm telling you that I couldn't take my eyes off it. So, compelled to find out more, and with John as good company, the following conversation ensued over an old bottle of Oban.



Spider

Spider: John ever since we've known one another—which does seem like forever—I can't look at you without thinking of your lovely '48 Series-1 Flat Rad, so witnessing your build of the Devin is positively "shattering." I remember you began this story at the 2019 Gathering of the Marques in Lime Rock Park. But even knowing the story, the visual impact of what you did escaped me until I saw it at MOG-50 In Luray, Virginia. It is a long, long road from your flat rad to the Devin. How did you get this far out?

John Bigler: Basically, I'm a frustrated engineer. My father was an engineer and I was educated as an engineer, but I never worked as an engineer. This was my chance to be one—to design and fabricate a racecar like someone might have built during the '50s or '60s in a home workshop.

Spider: If you wanted an Italianesque race car, why choose Morgan for a mule? As cousins, I admit that they do seem pretty distant.

John Bigler: I had watched Morgans Plus 4s beat TR3s and TR4s at several racetracks because the Plus 4s, with the same engines, were 300 lbs. lighter. I considered the Morgan chassis elegant because of its simplicity and light weight. And I preferred the agility of the lighter Morgan 4/4 over the Plus 4s. A shortened 4/4 chassis seemed perfect!

Spider: Thinking of all the problems Peter Morgan had with the Plus 4 Plus body, your take was quite different. How did you see it?

John Bigler: A fiberglass body is stiff and a Morgan chassis flexes—that was the challenge! No one had ever made a Devin-bodied Morgan. I modified the body and mounted it so that it could flex, and I added stressed aluminum panels to the chassis to make it

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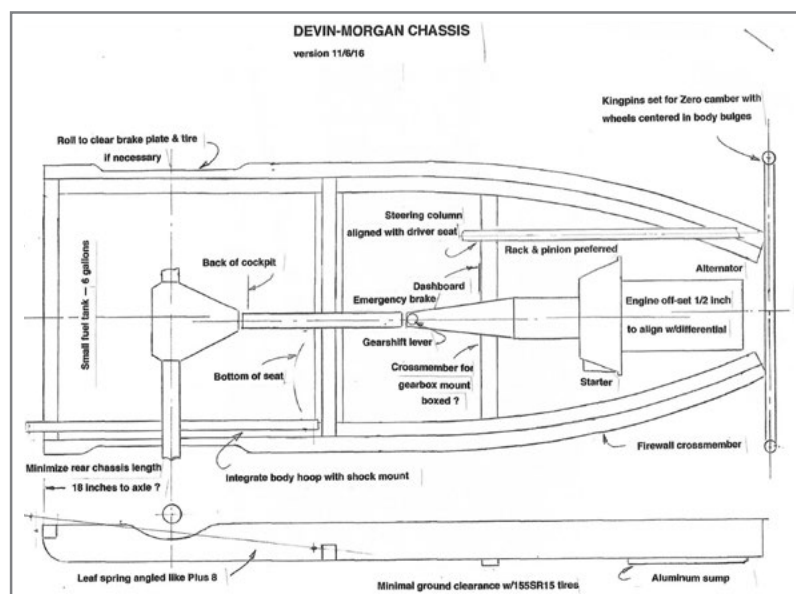
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EARNEST INQUIRIES INVITED

A 1956-vintage Devin ad



John's drawing for the chassis modifications



The \$500 donor car

stiffer as a semi-monocoque structure. Not many people understand a project like the Devin/Morgan when they see the car. With both the designing and the fabrication, everything has to be worked out in a particular sequence. It's a puzzle, and that's the fun bit of the challenge.

Spider: I've stretched out and taken some wild risks in my time, but I must admit I admire your confidence. I admit that taking mine apart brought on night terrors!

John Bigler: Well, truth is, I didn't know if the body would fly off the flexible mounting or break when the chassis flexed until the Luray meet. The 25 hours on the open trailer at 70-80 mph was the first test of the mounts, and the 60-mile road rally keeping up with Bill Willoughby was the first test on the road!

Spider: Your Devin is of course not traditional-Morgan vibe. Some might be horrified to think that a Peter Morgan original had been sacrificed at the altar. How did you manage the Devin body onto a Morgan?

John Bigler: Well first off, this wasn't a spur of the moment idea. Bits and pieces of the concept were purchased and collected over many years—perhaps decades. I had seen Devin ads in the '50s, and I showed you one from 1956 from my storyboard. I bought a Devin body advertised in Hemmings in 1991, but it was too wide, too short in the front, and too long in the rear to work with a Morgan chassis—I didn't know then there were 26 different Devin body sizes! I bought the present body from Echidna Racing in Minnesota, from a Hemmings ad in 1995. Over the years,

I designed at least two Devin/Morgan chassis that I aborted at various stages of completion due to poor workshop space and relocation issues. I designed and started the present chassis in 2016. (see drawing) The chassis is 12 inches shorter in wheelbase than a standard Morgan 4/4 and has shortened and angled Morgan leaf springs to reduce the rear overhang. Some leaves have been removed to compensate for the shorter spring length and lighter weight.

Spider: I'm tempted to say you assembled a Frankenstein monster, but the analogy doesn't seem to fit with the beauty of the outcome. I'll bet it wasn't easy. Go back to the chassis for me

John Bigler: I bought the '59 Plus 4 donor car in 1978 from my girlfriend's husband for \$500 when I was living in Las Cruces, New Mexico. It had come from a junkyard and had the front of a TR3 chassis welded onto the rear of the Morgan chassis. Based on my most current design, Larry Eckler and Keith Neer assembled and welded the chassis and installed the engine/trans that I had purchased from Bill Fink in 1980. Bill had imported a new 1975 Morgan 4/4 with 25 test miles but then had to replace the engine with a Pinto motor before he could sell the car. He sold me the original mill.

Spider: The engine in your Devin did not come that way from MMC in 1975. As a lover of engine bays that look like the glass cabinets at Tiffany's, I'd say you've done some work there.

John Bigler: I went the usual route of hot 4/4 engines—twin sidedraft Weber 40s and a stainless steel tubular header. I'd put



The Devin body came in two pieces with lots of imperfections



The car's immaculate engine bay



The Shortened chassis illustrates modified rear spring location and dimensions. Engine and driveline repositioned to align with differential



Hot-shoe test driver Reny Willoughby at the wheel of an early development mule

so much time, effort, and work into the car that the engine actually seemed like the easy part. I will admit that it is pretty. (*Spider: Indeed!*)

Spider: I want to hear more about the bodywork, something mysterious to me. But first tell me about all those stressed aluminum panels. Was that all your work?

John Bigler: Yes, I did it all, using only primitive tools—a saber saw, files, a 2-foot harbor Freight brake, a drill press, and a hand rivet tool. I made rolling machines to make the curves. It was all by trial and error—seems I made everything at least three times. The riveted aluminum inner bodywork was very important as it was designed to limit the traditional amount of flex in the Morgan Z-section chassis.

Spider: I would guess shortening the chassis by 12-inches helped in reducing flex?

John Bigler: Yes, I knew that shortening the chassis would reduce flex, and I considered that benefit when I decided that a Devin-bodied Morgan might be possible.

Spider: OK, so let's get to the big one. Tell me about the body. I assume that the install was not what the Microsoft boys would call "Plug & Play"?

John Bigler: Not at all! Everything needed to be handcrafted. I had to cut out the molded-in cockpit of the Devin body because the seats were widely spaced and the transmission tunnel was huge. To make the flexible Z-section pieces of the new cockpit, I made a bender to form an aluminum mold. Photos show the bender, the aluminum being bent, the aluminum mold, and the fiberglass piece made from the mold being added to the body shell. I made fiberglass molds to form the rest of the new cockpit. All my fiberglass work was done with West Systems epoxy and 6 or 9 oz glass fiber cloth, no mat or polyester resin was used.

Spider: Aside from your special fitment modifications, was the original body carcass in like-new condition or did you have to start long before having a working body?

John Bigler: When I bought the Devin body, it was in two pieces and there were lots of imperfections, so I'll just give you a few of the major ones. The bottom lip of the mouth of the body was broken and pushed upward; the photos show how I made a mold of the upper lip to make a new duplicate lower lip. The Devin body came with a right-hand side door that didn't fit—perhaps it was made for a different Devin body? I made a mold of the shell of that door and a mold of the door liner and twisted them to form a new door. Unfortunately, my first painter destroyed this new door when he was "scuffing" the hard 60-year-old fiberglass with a heavy power sander with coarse grit! I later sculpted the shape and made a new mold to make a new outer door skin. Another issue was the trunk lid that came with the body; it was badly warped and unusable. I made a wood and aluminum



An aluminum sheet being bent



The fiberglass piece made from the aluminum mold being added to the body shell



With the Devin body detached, the rolling chassis illustrates custom aluminum stiffening panel system with body location points. Note the builder's detailing, engineering, and meticulous fastener technique.

structure and covered it with thickened epoxy to make the correct shape. From that I made a mold and a new trunk lid out of West Systems epoxy fiberglass. Nothing about any of this was "simple." And of course, much of it had to be done (at least) twice to get it right. (*Spider: I can relate!*)

Spider: I can't let you go without talking about my three favorite, albeit tiny details: The dash panel, the bonnet hold downs, and, of course, the artistic South Carolina license plate. The dash is so "Fangio" that it makes me want to light up a Cuban cigar. Please tell me about those bits?

John Bigler: To me, the dash is the ideal: a perfect compact grouping of gages visible through the opening of the steering wheel between 10 and 2 o'clock. A big chronometric 5-inch tach in the center and no speedo. I bought that tach in England at the 75th Anniversary (1984) and now it has found a home. I wanted to duplicate the cast aluminum panel that Ferrari used for several years, and I talked to Morgan Malone about making a plug to make the casting. Later, a friend in South Carolina helped me 3D print the plug. I also like this panel because it allows the body to be removed while leaving the gages and panel mounted on the chassis. (It is not easy to remove capillary tube from oil or temp gauges from the chassis.)

Spider: ... and what about my other two favs? Please do go on ...

John Bigler: I fabricated the Ferrari-style hood clips by having the handles cast in Stainless steel and making the rest with bits from McMaster Carr. The faux South Carolina plate is a vinyl sticker replica of the metal plate and may not be truly legal but captures the spirit of the law. I just couldn't put a boxy plate on it and do think the outcome has enough charm to get me past conversations with South Carolina constabulary.

Spider: My own experience tells me that when you've built a car, you can never say enough about various bits and details of the build process. People look at a car and miss so much: I'm guilty as charged. So, what would you like to tell me that I failed to ask about?

John Bigler: Got 10 minutes or 10 years? OK, in no particular order, the taillights are recessed so that they line up with the ridges of the rear fenders. I left the gearbox and bellhousing exposed to

maximize foot room and save weight. Also, this helped my desire to have the seat to line up with the tach, pedals, and windscreen. I duplicated the Ferrari exhaust by showing my Morgan script heat shield below the driver door and putting the tail pipe out the rear of the car, not out the side. There's no muffler (*Spider: It is LOUD!*) and the car weighs only 1278 lbs.

Spider: Anything more you'd like to add specifically about Devin and the body?

John Bigler: I only have a few hundred things to say. The Devin bodies were made by Bill Devin in the '50s and '60s in at least 26 different sizes, to fit various chassis, and were often used for racecars of that time. Bill Devin made molds from a small 1955 Ermini 357 racecar designed and fabricated by Scaglietti, who made the beautiful Ferrari racecars of that time. My Devin body was made about 1959 and was the exact size and shape of the Ermini 357.

Spider: I guess I have to comment on the color and finish of the paint. The high gleam of the Rosso Corso makes the car jump at you as it approaches ... the finish seems to be almost on fire.

John Bigler: That was no accident. It took forever to get exact shade of red. I spent 18 months repairing the damage done by my first painter who ground away every square inch of the surface of the Devin body. My second painter spent a year doing the final shaping and painting. He works at a Mercedes service shop and had mechanics help him carry the body with gloves when I collected it only five days before the Luray meet. Hey, no pressure at all ... right?

Spider: Well then, one last question I'm sure everyone wants to hear about: How does it RUN???

John Bigler: MOG-50 autocross on the track was wonderful, but I was conservative since I didn't really know what to expect ... AND ... it was the first time with the body intact. Then I was able to keep up with Bill Willoughby in the Rally ... and that's without a navigator, mind you! At this last Autumn MOG, Shayna Loeffler asked me for a ride, so up the mountain we went. I think she would have enjoyed it more if she had goggles in all that brisk air. It's definitely a hoot to drive!



Making a mold of the body's damaged upper lip



Gloved paint shop mechanics carry the painted body



The neat dash panel



The faux South Carolina license plate



Ferrari-inspired exhaust with Morgan script heat shield



The painted shell fitted to the car

Spider: John, thank you for sharing this story with me. It's clear that only passion could create a car of such beauty and capability, both in aesthetic aura as well as in detailed construction care. Although we both know it takes a village to do what you did, you have shown yourself a true artisan. Congratulations on creating your beautiful car. Run cool!



The completed Devin Morgan

Faces of MOG

Photos by Tom Austin
and Ken Mull

Our Morgans may be the focus of Autumn MOG but it is the people who participate who make it such a special weekend. Here are just a few of the faces seen at the Hancock Shaker Village for the Concourse.





Audrain Motorsport Comes to Lime Rock Park

Steve Schefbauer, Editor-at-Large

Friday, November 18th was a first for Lime Rock Park and Audrain Motorsports. After I had assisted Walter Irvine, VP of Lime Rock and Jeanette Veltenheimer, of Lime Rock Motorsport, to bring both parties together, Audrain Motorsport came down to Lime Rock for a Tapas Day: An hour on the full Autocross Track, an hour on the race track all under the watchful eye of Lime Rock Motorsport Club, Driving Instructor, Don Drislane.

A sumptuous lunch followed in the Infield Chalet.

Good first turnout from the Newport, Rhode Island group with about 10 cars and about 20 people headed by Donald Osborne, CEO of Audrain and half of the dynamic Leno/Osborne Team, dressed as natty as ever and driving a Ferrari Roma.

Over lunch there was a very happy and positive vibe in the air with a “we will do this again soon” attitude.

We hope this is the first of many collaborations, as this has always been a synergistic relationship made in heaven, in effect Lime Rock Park wants to be “THE TRACK” for Audrain’s activities, with all that, and this was the start. Let’s look for a continued, great relationship in 2023.

Two minute video of the days activities.

<https://www.youtube.com/watch?v=LHgkxzFdoRo>



Ferrari Roma



Donald boarding his Ferrari Roma



IROC Porsche with the sweetest sounding motor of the day

All That Glisters Is Not Gold

Steve Schefbauer, Editor-at-Large

Dennis Glavis, President and Managing Director, MorganWest—not that he needs an introduction here—drove his personal Brooklands edition 3 Wheeler in the Norton Owners Club of Southern CA. Hansen Dam Ride on November 6. His Brooklands 3 wheeler (serial number 001) sports the spectacular polished aluminum body option. This was the 43rd running of the largest classic motorcycle event of the year in Southern California. Riders met in the lower lot of Hansen Dam as early as 8 a.m. for coffee and donuts before setting off for the 75 mile ride at 10 a.m. A grill was fired up for a post-ride lunch and riders on (and hopefully also in) British machines received free Hansen Dam ride pins!

Morgan Motors launched their Brooklands roadster and 3 wheeler models in 2014 “to celebrate the style and ancestry of British racing cars.” Just 50 examples of each model were produced, each with black detailing and satin finishes designed to be “both contemporary and

reminiscent of a bygone era.” For the 3 wheeler, in addition to the fully polished body (with extra rivets) Morgan offered an intercom system, heated seats, a TOAD immobilizer, and leather storage pockets as options.



When Did the First Morgan Come to the USA?

Jonathan Kinghorn

In a recent email Jann Robinson, vice chair of the Morgan Sports Car Club in the UK, wondered casually “who took the first Morgan to USA and what attracted other people then to get one?” I think we can all figure out what attracted other people to the marque, but when did the first Morgan arrive over here?

My research into Morgan’s East Coast distributor in the 50s and 60s, Fergus Imported Cars in Manhattan, informed me that Joseph Bell Ferguson (JB), the man behind that business, got his first two or three Morgans to sell in late 1938 or early 1939. That information came from the outline of a proposed biographical novel

pulled together by JB’s son Joe. JB did not have any agencies at that time and his financial situation was extremely precarious; his car sales business was conducted doing small deals with manufacturers as he was able to negotiate and/or finance them.

JB rarely traveled back to his native UK but court records show that in the fall of 1938 he sailed Tourist Class (to save money) to deal with his late father’s estate in Northern Ireland. During that trip he seems also to have gone to London because he reportedly attended the Motor Show there in October. At the show Joe said that he spoke with Harry Morgan “again” (implying that they had met earlier in the trip or previously at the

show) and “got his first few Morgans” as a result. If these were not the first Morgans in the country what were? And I wonder what became of them? Answers on a postcard please ...

That trip to the UK was consequential for JB in other ways too. His wife didn’t want him to go and he did not communicate with his family while away on the extended trip or bring home any gifts for them. On his return he was promptly thrown out of the family home and spent some time sleeping on the sofa in his basement office at the Broadway showroom before moving into his brother’s apartment. It was years before the couple attempted a reconciliation.

On the Road Again!

Paul Fredricks

The third weekend in October had the perfect combination of natural events. Not too hot, not too cool, some sun, and a few car shows. If someone says there's a car show it's only natural that I would want to attend.

The first show was on Saturday at the Lyman-Allyn Art Museum in New London. It's their Music & Motors at the Museum event that they have at least once a year. It is a fundraiser, though to be honest I don't know what they were raising funds for. One would assume for the museum. I'm sure someone will fill me in.

It was a small, but very nice gathering of about 30 cars with a nice mix of American, Japanese, and European iron. And everyone was very friendly. There was food, a band, and cars. I think that makes it a great event.

Besides me, Spider Bulyk made the 20-minute drive there in about an hour



Paul Fredricks, Spider, and Paul Powichroski

(due to heavy traffic). And new member Paul Powichroski was there with his beautiful, modified '64 4/4. We had been talking back and forth online since he got the car. Great to finally meet up! I'll have to take that car for a spin one of these days.

Time always seems to slip away at these events, but the three of us took a quick tour of the museum. They had a private banjo collection on display, which interested us. And their permanent collections were nice too. The museum isn't huge, but very well done. I know I've driven by the museum sign on I-95 at least a hundred times, but never took notice. Now I know and I will be back, but this time I'll take a little more time in their galleries. I recommend it for a day trip. Maybe a car club get together?

My original plan for Sunday was to head for New Canaan, CT, and the final Caffeine and Carburetors event of the season. A great event with a couple thousand cars, but I'd have to be on the road by 5:30 a.m. And the weather was starting to look a little iffy. But then Steve Scheffbauer passed along an invite to a private event in Redding, CT, just minutes from my house. And it started at 11 a.m.!

The gathering was an HCCA event (Horseless Carriage Club of America). Anyone can join, but the focus is those very early brass era cars. You see enough of those "new" cars, like those from the middle of the last century, that you forget the amazing works of art that the early automotive pioneers dreamed up. Every manufacturer had different ideas about what would work, making it up as they went along. Somehow, they made it work! Cars like Stanley Steamers, Mercer, Buick, Packard, and Daimler. Some

The Banjo in Humor

Few instruments have been more maligned in jokes and stories than the banjo, though players of the accordion, bagpipes, and even the viola might argue otherwise. This is perhaps a holdover from the banjo's early connection with minstrel shows and the slapstick humor that accompanied it. But some people's dim view of the banjo may relate to the fact that it has always remained in the realm of popular music and entertainment, with no role in the classical orchestra or chamber music. Banjo players have generally taken the deprecating humor about their instrument in stride and even celebrated it.



"A gentleman is someone who knows how to play the banjo and doesn't."
—Mark Twain

The banjo in humor



Beautiful

in pristine condition, and some with 100-year's worth of patina. I love patina. And the sound of some of these cars is amazing. I wish I could post a video here.

The highlight of the event is a giant Teeter Totter, about 20' long. All the old cars must have the same wheel track, because they all fit on the rails. One at a time they would take their turn slowly driving up the two steel ramps, closer and closer to the pivot point. It might seem easy, but I bet 30 or 40 attempts were made before one hit the balance point and stayed there for 30 seconds. And it was an old woody of some sort with eight kids in the back. Getting those kids to sit still for 30 seconds was an achievement in its own right.

It was a great day, and the rain held off till later in the afternoon. Lita and Fred Cohen were there, sans Morgan. Louise and Bob Nunnink were there too. Besides their Morgan they own a number of brass era cars, but left them at home. And Marc Wunderman brought his

trike. There was another Morgan there from Bedford, NY. I gave him the club info and told him I hoped he would join our band of misfits.

I must admit I never really appreci-

ated those old cars before, but I now have a deep appreciation, and an urge. You know ... if I had the room. You can always find the money, but you can't always find the garage space. Drive on!



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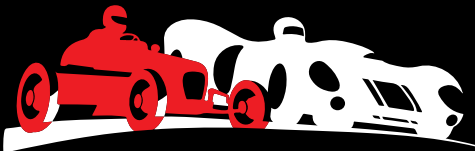


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The Light Fantastic?

Jonathan Kinghorn

Many people wonder what those two little round sockets on a Morgan's dashboard were intended for back in the day. At the Autumn MOG concourse this year a vintage accessory that I plugged into them and hung from the bonnet louvres of my 1960 Plus 4 attracted a surprising amount of attention. The period accessory in question was a handy dandy Lucas inspection lamp with which the stranded motorist could hopefully see what they were doing in the dark.

Long before there were cigarette lighters to plug your iPhone or GPS into (not that such things existed back then) there was Lucas' proprietary 'accessory connector' to power to electric gadgets. According to a post on the Retro Rides forum (<https://forum.retro-rides.org>), "...the design of the connector dates back to the 1920s, the pins are on 1/2" centers and are 1/8" diameter, the same size as the old Belling-Lee 'Wander' plug and socket design used on old British audio and test/lab equipment (which was based on a cut down 1/8" split pin)." The connector was by no means unique to Morgans for it was widely used on Lucas-equipped military vehicles and in several similarly blessed civilian marques including MG, Riley, Alvis, Bentley, and Rolls Royce.

Chief among the accessories that Lucas manufactured to be plugged into their connectors were inspection lamps. For many decades from the 1920s onwards they made a range of them. Some were sturdy basic cage-like models adopted for military use in World War Two, if not before, and others were sleeker and more refined models intended for regular motorists. While they were usually included with the toolkits provided with upmarket British cars they were sometimes supplied by more affordable marques and many were sold as after-market accessories.

Vintage Lucas inspection lamps are not that hard to find today. There are usu-



The inspection light under my hood at MOG (Frank Wnek)

ally several for sale on eBay at any one time, for example, but these can vary enormously in condition and price with most being tatty, incomplete, and at the same time absurdly expensive. The inspection lamp that I showed at the Hancock Shaker Village Concours was a lucky and affordable find on eBay. It is a Model 100 'Torpedo' lamp that dates from the mid-1950s or 1960s and is New Old Stock (NOS), meaning that it was somehow never sold or used. It is in pristine condition and it even works, sometimes.

It is a clever design with a retractable hook from which it can hang, a rotating body/hand grip into which the flex can be wound, and a protective crown around the bulb assembly that doubles as a stand for the device when there's nothing to hang it from. When the flex is all wound into the body the two pins that plug into the dashboard can be fitted neatly into dummy sockets on the lamp's body to secure them. I have the original box somewhere but not, unfortunately, the sheet of basic instructions that was once included in it.

In the 1964 edition of *The Morgan Plus 4 Instruction Book* the Lucas accessory connector is referred to as the Inspection Light Socket. "This socket," we are told, "may be used as an inspection light terminal or alternatively gives a useful means



The inspection light socket on my Plus 4's dashboard



An earlier model inspection lamp

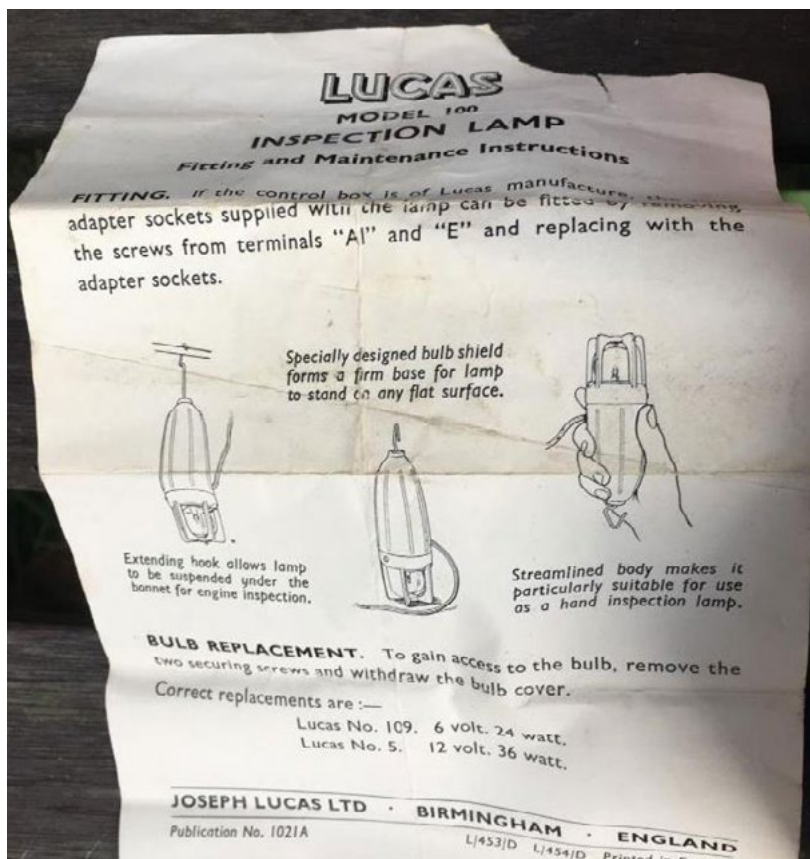


My Lucas Model 100 'Torpedo' lamp

of fitting charging point leads." Using the socket for charging your battery (or powering anything, actually) is, however, potentially dangerous as the circuit is typically not fused and is easily overloaded. As a result, when supplied with this Lucas equipment, the British Army routinely rewired the sockets to add fuses to their circuits. So, by all means plug an inspection lamp in for show, as I did, but don't habitually use the sockets as a source of necessary power and *never ever* use them for charging your battery!



The original box for the lamp



Model 100 instructions seen online

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.
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Fuel Injection and Programmable Ignition Installation Project: *Part One*

Gilles Lachance

Ed: This is the first installment of a three-part article by a 3/4 Morgan Group member from Quebec. It was first published in 'La Clef Anglaise,' the magazine of his British car club, Le Rendez-vous des Anglaises, which has about 200 members in the Province of Quebec.

During the 2020-2021 winter I installed a fuel injection and programmable ignition kit bought from Classic Fuel Injection in the UK on my 1978 Morgan 4/4. I was frustrated by the procedure for adjusting my carburetor to obtain the ideal air/fuel ratio for different temperature conditions. Moreover, I had come to the conclusion that, if I wanted to take advantage of the performance modifications I had made to my engine, and of further modifications I might make in the future, it was better to entrust the management of the air/fuel ratio and the ignition advance to an engine control unit (ECU).

My Morgan is powered by a Ford Kent Crossflow engine borrowed from the Cortina GT. It has been bored out to 1639cc (0.040 inch oversize), has a high torque camshaft, a lightweight flywheel, a vernier-adjustable camshaft sprocket, and a larger capacity exhaust system. The fuel supply was provided by a Weber DGV 32/36 carburetor with 2 downdraft venturis. (According to the Performance Trends Engine Analyser software, my engine currently develops 112 bhp at 6000 rpm and 111 lb-ft of torque at 4500 rpm.)

The beauty of the kit that I bought is the Webcon throttle body that is a straight swap for the Weber carburetor which allows the re-use of the intake manifold and air filter. Classic Fuel Injection offers other kits that adapt to the peculiarities of other English cars (no publicity intended here; that's just for your information).

KIT CONTENT

The stuff I received includes:

- A Webcon Retroject throttle body with two 38mm venturis that open simultaneously and are each equipped with a Pico injector, which is enough to feed an engine developing up to 180 bhp.



The completed installation



The contents of the Classic Fuel Injection kit

- An Engine Control Unit (ECU) made by MAXX Ecu (in Sweden) to control both the fuel injection and the ignition. It comes ready programmed to ensure the proper functioning of the engine and the calibration of the air/fuel mixture aimed at the ideal 14:7 ratio. Its software includes an auto-tune mode but I can modify the air/fuel ratio and the advance curve to suit my preferences.

- A USB cable to connect the ECU to a laptop.

- A high-pressure (45 psi) fuel pump to be installed near the fuel tank (the Webcon throttle body has a built-in fuel pressure regulator).

- A 10 meter of fuel hose that meets the SAE J 30R6 standard, that is, it can withstand a 200 psi pressure and is suitable for gasoline incorporating up to 10% of ethanol (although I only use Shell Su-

per gasoline which is not supposed to contain ethanol); 10 meters is more than enough to ensure the round trip between the fuel tank and the engine.

- A fuel filter and all the hardware necessary to attach everything to the car.

- A Hall effect module to be installed in the distributor as a replacement for the points, capacitors, and the advance mechanisms (centrifugal and vacuum).

- An ignition amplifier, already mounted on a heat-dissipating aluminum plate, to be installed near the ignition coil.

- A wide-band oxygen sensor, and its adapter to be installed in the exhaust manifold.

- A coolant temperature sensor to be installed either in the engine block, the head, or in the intake manifold if the engine coolant passes through it (as in the case of the Kent Crossflow engine).

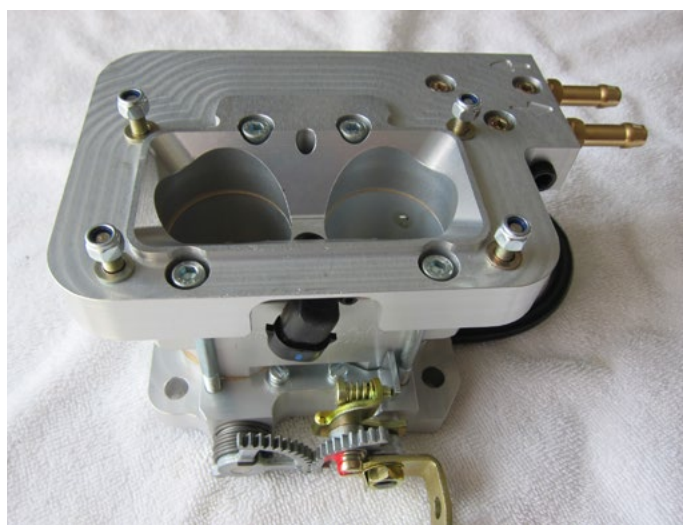
- A complete electric harness with all required connectors.

- A USB drive containing the software to be installed in my laptop and the associated instructions.

- A printed instruction manual

- An idle speed air control valve (IAC) that lets air passing at the base of the throttle body control the idle speed.

In addition, I replaced the original 9-volt ignition coil with a 12-volt one producing 30,000-volt sparks and whose primary circuit has a 3.0 ohms resistor to protect the ECU. I was able, therefore, to remove the ballast resistor which reduced to 9 volts the voltage sent to the coil after starting the engine to protect the coil and the points.



The Webcon throttle body



The Maxx ECU Engine Control Unit



The oxygen sensor and its adapter installed in the exhaust manifold



Alterations to the distributor

THE SENSORS REQUIRED

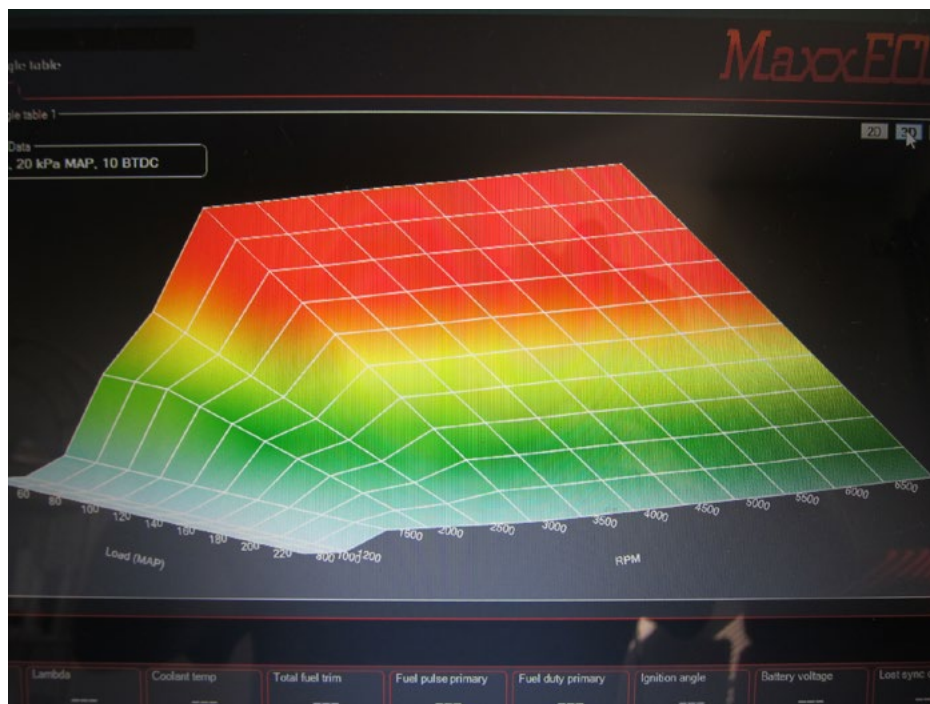
- To function properly, the ECU must receive information from six sources:
- The degree of opening of the venturis (from a Throttle Position Sensor (TPS) fixed to the throttle body).
- The rotational speed of the engine and the top dead center, in compression cycle, of the #1 piston (from a Hall Effect sensor installed in the distributor).
- Engine temperature (through a sensor installed in the engine coolant system).
- The temperature of the air entering the throttle body (from a built-in sensor).
- The manifold absolute pressure (MAP, measured in Kilo Pascal) which indicates either the vacuum at low engine speed or the pressure created during acceleration or high-speed driving (through a hose connected to the ECU).
- The proportion of oxygen in the exhaust gas (through a lambda sensor installed in the exhaust manifold).

PROGRAMMING DETAILS

The ECU is programmed to provide an air/fuel ratio of 14:7, which is considered ideal when no special effort is required from the engine—at constant speed on a horizontal road, for example. The program comes in three dimensions: the air/fuel ratio varies with the RPM and the manifold absolute pressure, it provides a richer air/fuel mixture when accelerating or climbing a hill, and the ECU has an autotune function that I can activate whenever I feel it is needed to achieve the targeted air/fuel ratio.

The ignition advance timing also comes in three dimensions: the advance depends on the RPM and the MAP which reveals the effort required of the engine, the ECU is already programmed but this programming can be modified at any time on the laptop, and subsequently the modified programming can be transmitted to the ECU via the USB cable.

Since my kit does not include a pinking sensor, unlike modern vehicles, the programming of my ECU provides for a low-aggressive ignition advance to avoid pinking. As I plan to increase the ignition advance, I will have to do this gradually and make sure, through road tests, that it does not cause pinking.



Laptop screen showing three dimensions ignition advance timing before tuning

THE FIRST STEPS

I had first to set the ignition timing at Top Dead Center (TDC) of the compression stroke of piston number 1. This first step is important because the Hall effect module to be installed in the distributor sends a signal to the ECU every time # 1 piston reaches TDC. The programming ensures that the spark will be produced with a 10-degree advance for the first start. This advance locked at 10 degrees will make it possible to check, with a strobe lamp, that the distributor will have been re-installed in perfect TDC position and will have to be unlocked before proceeding with the next steps.

Then, I made a mark on the base plate of the distributor to later find the exact position of the rotor to the HT cable that transmits the spark to the first cylinder. Then, I took off the distributor.

I removed the vacuum advance and centrifugal advance mechanisms from the distributor (the points and capacitors had already been removed previously to make way for the components of an electronic ignition). I screwed the vacuum feed plate onto the base plate to prevent any rotating movement and had the upper and lower part of the distributor shaft welded to also prevent any rotation of one relative to the other (previously

generated by the centrifugal feed). Finally, I made a small rectangular aluminum plate to clog the hole of the vacuum feed mechanism.

I disassembled the exhaust manifold and had welded the adapter that receives the wide-band oxygen sensor. Finally, I installed the MTune software on my laptop and started learning the working of this software.

The next issue of *The Morganeer* will contain part two of my installation project. Meanwhile, if you have any questions, please feel free to contact me and I'll do my best to satisfy your curiosity (I have no commercial interest in this system).

Gilles Lachance
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This Winter's Projects

Paul Fredricks

There was some terrific late season weather last year which extended the driving season, but when we got a little snow that meant there could be salt on the road. For me that is the line in the sand. Time to go into winter mode.

As the summer months progress, start to come up with a list of winter projects. You see, I work on the car in the winter so I can drive it in the summer. Or maybe it's the other way around. It's a toss-up as to which I like more: driving the Morgan or working on it. I imagine if the joint aches get too bad the question may be answered for me.

So, as winter looms, into the garage I go. One item I've been thinking about is the rear leaf springs. They are 49 years old, but does that mean it's time to replace them? From what I've read it's a bit of work, but if they've got to go, they've got to go. I do know that when we hit a good bump there is a loud bang from under the boot. There are also telltale marks on the top of the differential and the underside of the boot cover.

I placed a call to Larry Eckler at Morgan Spares to find out how to tell if the springs needed to be replaced. He said if there is more than 1" of space between the axle and the bump stop then it's time

to replace them. It's a tough spot to get an accurate measurement, but I had at least 1 1/4". It's time.

Another thing I've thought about is swapping out the four speed for a five speed. The drive to Luray this year at a constant 3900 RPM really drove home the point. Luckily, Morgan Malone found one listed on eBay and pointed it out to me. Four days later I was on my way to Pennsylvania to pick it up. I dropped it off at a place called Quantum Mechanics (great name) in Oxford, CT. All they do is British gearboxes. They'll go through it to make sure it's OK and make a few necessary changes.

To swap gearboxes you have to pull the engine. That'll give me the opportunity to get a better look at things. There is some oily, greasy build up that might just be normal, but I want to take a good look at some gasket locations. And while the freeze plugs look fine, there is no better time to replace them. At least one is hidden by the bell assembly, and I don't want to find out it is an issue after everything is back together.

Well, that can't be enough to keep me busy all winter. Oh—the distributor! When I tried to adjust it last year I had to use a pipe wrench to get it to turn. I knew that couldn't be right, so the other day I



attempted to remove it. I tried everything I could without breaking it, but eventually it decided to be in more pieces than originally designed. Not a great loss; I was thinking about trading in the points for electronics, and now I will. Time to start shopping around. And it seems the reason it was so stuck was paint had worked its way into the opening where the shaft goes in. I don't know how long it's been like that. Maybe since day one.

I've got a couple of other upgrades I want to look into, and I'm quite certain I'll find more little things. I guess there's never a dull moment with a Morgan. I sure won't be bored this winter.



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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/>

**"The ride is like being dragged
naked in a coal scuttle
backwards over gravel by a
cantankerous mule."**

From a report on MOG 8 in the *Washington Post*



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Word from the Works

Change of Chairman at the Morgan Motor Company

December 22

The board of Morgan Motor Company have agreed to the resignation of Steve Morris, executive chairman. He will be replaced by Lawrence Price, a long-standing non-executive director, who will become non-executive chairman. This change will be effective on December 31, 2022. Steve began his career with Morgan as an engineering apprentice in 1983, exactly 40 years ago. He subsequently made his mark in several production and engineering roles before becoming operations director in 2004, managing director in 2013, then CEO, and finally, executive chairman in April 2022.

Lawrence Price is the great grandson of the founder, HFS Morgan, and has long been closely associated with the company. He first joined the board as a non-executive director in 2012. Going forward, Lawrence will work closely with Massimo Fumarola, CEO of Morgan, to continue the successful development of Morgan, rooted in the celebration of the essence of motoring and craftsmanship.

Lawrence Price said: "It has been a pleasure to work with Steve. His impact and importance to Morgan throughout his 40 years has been vast. He has led the business through significant change delivering sustained growth and financial success. These achievements enabled the introduction of new product lines and investment into the facilities, operations, and team."

"The founding Morgan family, along with the wider family of customers, suppliers, dealers and employees owe enormous gratitude to Steve, and I know that his presence will be sorely missed by all. He leaves the business stronger than ever in the company's 113-year history. I wish him every success in his next endeavors and once again thank Steve for his undeniable role in making Morgan the success that it is today."



Morgan Reimagines Plus Four and Plus Six, Establishing New 'Plus' Product Pillar

November 9

In line with its philosophy of continual evolution, the Morgan Motor Company is reimagining its Plus Four and Plus Six models. The enhancements, which are being introduced as part of a formal recognition of a new 'Plus' line, will feature on all Plus Four and Plus Six models from January 2023.

The name 'Plus' signifies a mainstay of Morgan production and sits alongside the newly introduced 'Super' pillar. The name was first seen on the Plus 4, introduced in 1950. Coach-built on the company's lightweight CX-Generation bonded aluminum platform, the design of Plus models is timeless and enduring. Plus Four, with its slightly narrower body and wire wheels, is more akin to the original vehicles in its aesthetic. Plus Six, which is wider with a more assertive appearance, presents a more contemporary aesthetic. Both vehicles will benefit from the new features, and their list of options and configurations will be closely aligned, ensuring a cohesive tailoring experience for customers.

The latest Plus models feature significant changes to the interior,

offering greater levels of refinement, further personalization opportunities, and increased usability over earlier generations. A new formed aluminum dashboard and instrument panel can be specified in matte silver, matte black, or matched to body color and a model designation can now be specified on the passenger side of the dashboard. The dashboard is home to new instruments which feature new simplified face artwork that



draws inspiration from premium timepieces, exuding a minimal and clutter-free aesthetic.

A solid wooden lower rail coordinates with the center column and is situated beneath the aluminum dashboard. Beneath the wooden lower rail is a new glovebox, a feature introduced for the first time on a Plus model. The glovebox is trimmed in matching leather, and houses USB power sockets inside.

Both the standard and Comfort Plus seat options benefit from myriad enhancements. The headrest on both seat variants has undergone a full redesign, and now displays a slimmer aesthetic featuring intricate stitch detailing. The Comfort Plus seat now features an adjustable thigh bolster and knurled metal recline adjustment lever. In another first for Morgan's four-wheeled models, new Plus models now feature an optional integrated cup holder, which is detachable and fits into the base of the passenger seat.

Morgan and Orlebar Brown Create the Ultimate Vacation-Ready Super 3

November 20

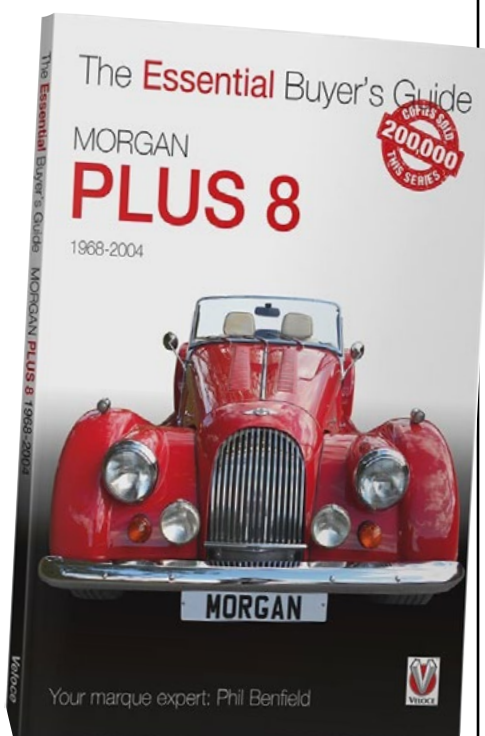
The Morgan Motor Company has teamed up with resort wear and swimwear brand, Orlebar Brown. Whilst all Morgan sports cars can be tailored to the individual tastes of their owner, this one-off Super 3 showcases a range of bespoke design features.

The OB x Morgan Super 3 is finished in pastel beige paint combined with matching Khaki Sand technical fabric interior. Orlebar Brown's unique red colorway features prominently throughout the vehicle. Several bespoke adaptations to the interior continue this theme, including a body color instrument cluster, red cockpit bungee cords, and a body color OB liveried gearshift surround.

The exterior of the Super 3 features custom laser cut, geometric pattern sideblade luggage racks, with red bungee cords, and a graphic applied to the sideblade that mirrors the luggage rack pattern onto the bodywork. Most strikingly, the OB x Morgan Super 3 has been adapted by the Morgan special projects team to enable the attachment of a bespoke sunshade canopy, allowing driver and passenger to seek shade from the sun.

The Morganeer's Bookshelf

Veloce has recently published a slender volume on the Morgan Plus 8 (all models 1968-2004) in their Essential Buyer's Guide series. Written by Phil Benfield, it joins more than 130 other titles in the series, among which are similar guides to the Morgan 4/4 and Plus 4 (also by Phil Benfield) and follows the series' established pattern. It is a 96-page pocket size paperback intended to guide prospective buyers through evaluating cars they are checking out. "Learn how to spot a bad car quickly and how to assess a promising one like a professional" says the publicity blurb, "Get the right car at the right price." The book discusses running costs, paperwork, vital statistics, valuation, and the Morgan community and more. Chapters cover diverse topics including relative values, fifteen minute evaluation, serious evaluation, do you really want to restore?, paint problems, and problems due to lack of use. There's even a blank page for your notes.





THREE WHEELERS

NEW 2023 Morgan SUPER3

THREE WHEELER – Order yours today as US vehicles soon to begin production

2021 Morgan THREE WHEELER

– Metallica Matt Silver, Saddle Brown Leather // **110 EDITION**

2017 Morgan THREE

WHEELER – Jet Green, Tan Leather // **LOW MILES - LIKE NEW**

2013 Morgan THREE WHEELER

– Grabber Blue, Scarlet Red Leather // **SOLD NEW BY OURSELVES**

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**



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– 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

2019 Morgan Plus Four

– Polished aluminum with BRG wings // **850 MILES!**

2005 Morgan V6 ROADSTER – Blue/Grey Leather // **3,584 MILES!**

2005 Morgan V6 ROADSTER

– Regency Purple/Grey Leather // **1,385 MILES!**

2005 Morgan V6 ROADSTER

– British Racing Green/Mulberry Red Leather // **26K MILES!**

DENNIS GLAVIS

MANAGING DIRECTOR
3003 PICO BOULEVARD
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ANNIVERSARY EDITIONS

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

2003 Morgan Plus 8 – Two-Tone Silver, Dark Red Leather // **23K MILES!**

2002 Morgan Plus 8 – Rolls Royce Garnet Metallic, Gray Leather // **35K MILES!**

2002 Morgan Plus 8 – BRG, LeMans '62, Only one in North America // **#1/40!**

2001 Morgan Plus 8 – BRG, Tan Leather // **6 LITRE LS2 CORVETTE POWERED!**

1967 Morgan Plus 4 SUPER SPORT – BRG, Dark Red leather/White hardtop // **STUNNING RESTORATION!**

1967 Morgan Plus 4 LOW BODY – Burgandy/Black wings, Black vinyl // **BEAUTIFUL DRIVING EXAMPLE!**

1967 Morgan Plus 4 DROPHEAD COUPE – Ivory body/Irish Green wings, Ivory leather // **RECENT GROUND UP RESTORATION!**

1964 Morgan Plus 4 DROPHEAD COUPE – Red, Tan leather // **ONE LOCAL FAMILY OWNERSHIP!**

1963 Morgan Plus 4 ROADSTER – BRG, Black leather, 2-seater, well maintained // **GROUND UP RESTORATION!**

1961 Morgan Plus 4 FOUR SEATER

– Tan body/Irish Green wings, Tan leather // **LEFT-HAND DRIVE**

1960 Morgan Plus 4 DROPHEAD

COUPE, GRAND LUX – Ivory on Regency Red, matching Red leather interior // **CONCOURS QUALITY!**

1955 Morgan Plus 4 ROADSTER

– Red Center Body/Black Wings, Black Leather // **LEFT-HAND DRIVE**

1954 Morgan Plus 4

– Yellow, Black interior, interim-cowl example // **RIGHT-HAND DRIVE**

1929 Morgan/GN BLACKBURN

AERO – Single seater, racing history // **ONE OF A KIND**



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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.

SUBMISSIONS

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