

OHMOGGIE



FALL EDITION 2018

OHMOGGIE

Fall 2018

President: Michael Findlan, 942 Old US Rt. 52,
New Richmond, OH, 45157, 513-623-8272, findlanmike@yahoo.com

Vice President: Tim Kozlowski, 8634 Yankee Rd.
Ottawa Lake, MI, 49267, 734-755-6498, kozfam@hotmail.com

Treasurer/Membership/Tech: Steve Stierman, 6885 Perry Dr.
Worthington, OH, 43085, 614-436-5218, morgan7709@sbcglobal.net

Club Liaison/PR: Chas Wasser, 7663 Windy Knoll Dr.
Cincinnati, OH, 45241, 513-779-0871, ohmog@fuse.net

Editors: Stierman/Findlan (temporary?)

Web Site Admin/CIO: David Hooker, 61 W. South St.,
Worthington, OH, 43085, 614-397-9954, david.hooker@gmail.com

Member-at-large: Andy Leo, 5124 Kinderston Dr.
Holly Springs, NC, 27540, 919-552-9199, aaleom44@gmail.com

Regalia: Jim Zuber, 7705 Glenwood Ct.
Canal Winchester, OH, 43110, 614-833-4350, jlzuber614@hotmail.com

This is the official publication of the Ohio Morgan Owners Group.

Please note that credit is given where possible to those submitting articles, photos, materials, event listings, etc. We always welcome submittals by the membership. Please contact the editor(s) for information on submittal requirements and formats.

Disclaimer: The editors disavow any responsibility for errors, omissions, plagiarisms, slanderous or offensive material or anything else not liked by the membership.

Cover photo: "Doc" Blossom's +4 drophead

Photo provided by: Katie Stierman

Across the louvers!

I'm trying to figure out if our club name is at the root of a reoccurring problem! We just finished up with our big "Fall" meet held at the Dearborn Inn. Thought maybe a change of venue that got us out of Ohio would have helped. But NOOO! And possibly due to the fact that we were not going to have any planned activities where we would really be driving around on tour of Dearborn streets in our beloved Morgans, we thought that may help. But NOOOOO!! We only had a photo shoot in the front yard of Henry Ford's home (the "Fairlane")



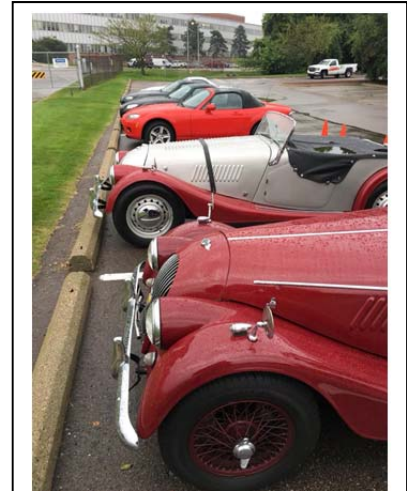
The Dearborn Inn in Michigan.

planned for Saturday morning and then we were going to all visit the "Henry Ford" or Greenfield Village museums and grounds. So there should have been a good alignment of the stars or good omen or whatever. But NOOOOOO!!! On Saturday morning with three Morgans on hand, and a greater number of Miatas in the parking lot, we got walloped with a heavy downpour of rain! It just seems that at every OHMOG meet the tradition is that no matter what we plan, what date we set, where the venue is or whatever else has been organized we

incur rain for the key part of our weekend get togethers. It seems that it has always been on the Saturdays of our events, like we have a curse upon us. With the number of Miatas owned and used in the club we could (God forbid!) switch it to the "Ohio Miata Owners Group". Then we could still use the "OHMOG" logo and text. Possibly if we are Miata based the weather gods would show us some favor and hold back the downpours some. But it would mean a changeover of shirts, posters and anything else that had "Morgan" on it or showed a Morgan car or Morgan logo, including the new club car badges we just ordered. (More on those elsewhere.) So I'm not ready to turn it over to the Miata's yet, so we will continue to trust in Mother Nature (pray) and maybe some divine intervention (again pray) to let us have a big meet some weekend without the rain.

However the rain was the only real downside issue with the Fall OHMOG! Well there was one other but that was a separate issue and I tell you about it later.

In spite of the heavy rain Saturday morning (it ended by around 10:30) the OHMOG 35 meet was a big success! If you did not make it you missed a very enjoyable event put together by Tim & Jean Kozlowski with Ken Long. It was set up to include more time for everyone to enjoy the museums and the Dearborn area. I myself came up to the Inn on Thursday evening.



A gaggle of Miatas parked behind two of three Morgans on hand.

Naturally the weather was great Thursday! Pleasant enough temperature and conditions that I had an enjoyable 285 mile trip all the way up from the Cincinnati area with the top down on my car the entire way. Sorry to say but I did not drive my Plus 4, rather I use the XK8 for that type distance. The realities of aging are that one cannot endure the small pleasures of driving a Morgan great distances. Maybe the newer versions offer some comfort, but pre 70's equipment along with the air cushion seats, Moss gearbox and heat from up front just tend to wear on your psychic. And of course there is the traffic which is just oblivious of tiny little cars. While the big rigs alongside are unnerving, due to their size, it is the distracted drivers of today using smartphones to "text" message others that really is scary! I also always seem to have more stuff with me on trips than I can pack into the Plus-4 and I'm the one "volunteered" to carry home two cases of wine



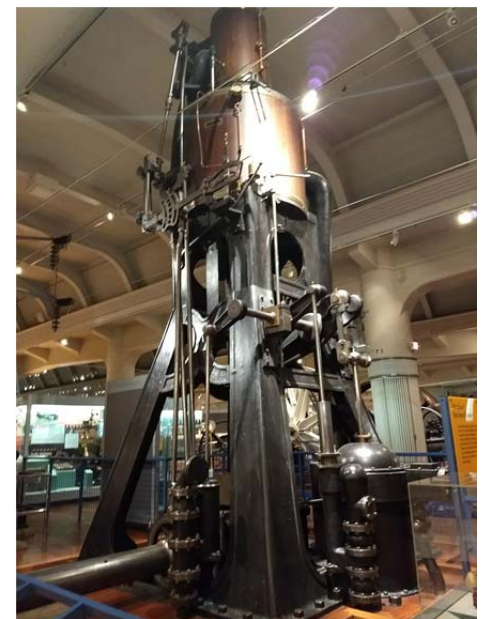
The Ford Rotunda was originally a feature at the 1933 Chicago World's Fair and the moved to Detroit. It was the showcase of Ford vehicles and the starting point for tours to the River Rouge factory.

left over after the event that will be used at the Holiday Party in December. (Someone realized I'm not a wine drinker, so they figured it would be safe with me until Dec.) Thursday evening I got settled into a very nice room at the Dearborn Inn and was up and over to the "Henry Ford" museum for the entirety of Friday. I'd been to the "Henry Ford" many, many years ago. I actually think it was about 6 months before the Ford Rotunda burnt down and that was way back in 1962. So it has obviously been a few years since I saw the massive collection in the museum. However, my memory was that the collection was overwhelming and thus knew that there would not be nearly enough time to see much if only going to the museum on Saturday afternoon. So I planned accordingly so as to be able to get to the "Henry Ford" and spend time there on both Friday and Saturday. Even bought the membership pack so as to force myself to go back up there within a year. I pride myself on getting thrown out of museums, historic sites and national parks at their closing time (even got locked in at the El Morro Fort in San Juan!) and I did not fail in that respect while in Dearborn. Both nights I was in the back reaches of the museum areas when the security guards were making their rounds and they told me that I must leave! But I digress!



The air bladder for early Morgan seats that supports you and protects your hinny from the road bumps.

left over after the event that will be used at the Holiday Party in December. (Someone realized I'm not a wine drinker, so they figured it would be safe with me until Dec.) Thursday evening I got settled into a very nice room at the Dearborn Inn and was up and over to the "Henry Ford" museum for the entirety of Friday. I'd been to the "Henry Ford" many, many years ago. I actually think it was about 6 months before the Ford Rotunda burnt down and that was way back in



Just one of the many spectacular steam engines in a back section of "Henry Ford". They dragged me kicking and screaming from this area Friday night!

This is 1875 double expansion 400HP, 72RPM marine engine was used in two different Great Lakes freighters during its 50 operating years.

Other members did similar and made use of time at the "Henry Ford" or "Greenfield Village" on both Friday and Saturday. I think most everyone took advantage of the shuttle



Ford bus used to take people around through Greenfield Village. Looks like it is on a 1929 Model AA chassis.

service provided by the Dearborn Inn for the short distance of transportation to and from the museums. That was a real plus. I noted that many spent time at the Greenfield Village section especially during the better weather times of the weekend and perused the indoors of the Henry Ford when it was damp or raining. Personally there was so much to take in within the "HF" that I never even thought of doing the Greenfield area. There was no lack of things to see throughout the two facilities and there is such a variety in both areas that everyone must have seen things of particular interest to their likes.

One display in the Henry Ford is a true old fashion

diner. This was the type built by Worcester Lunch Car Co. and moved onto a site. "Lamy's Diner" was only 36 ft. long by 15 ft. wide yet could seat 40 people. Originally set up in Marlborough, MA in 1946 it was moved twice eventually ending up in Hudson, MA with a new owner in 1949. One of my older brothers, Patrick, joined me for going through the museum on Saturday afternoon and we stopped for quick bite at the diner. Really brought back old memories of similar diners in the Cleveland area where we grew up. But of real "it's a small world" type interest is the fact that Diana Long worked in this diner while it was in business and operation in Hudson! It sure brought back memories for her of her early working years to see it in operation in Dearborn.



Inside the LAMY'S DINER

While I focused on the steam engine section of the museum on Friday, and could easily spend many more hours in that area, I held off on the car and train section until my older brother Pat joined me. It was fun to go around together and discuss all the various cars we were familiar with and some of our experiences with them. Surprising how many we could relate to based on what had been in our family over the many years. So many early cars had interesting designs and features, where today they all look the same. Remove the badge or nameplate off of some today and you'd not be able to tell who made it unlike the Cadillac in the photo.



There was a time when big and finned was the way to go. NHTSA would have a fit today with such designs.

This venue for our meet appears to have been very successful and enjoyed by all and again thanks to the Kozlowski's and Long's for their efforts. So the rest of the meet was our usual

rowdy gathering in a hospitality room complete with food, drink and lively conversations. Friday



I'm at a loss as to what to put here as a caption. This just looks like trouble, possibly fueled by copious amounts wine!

night a number of members went out to local restaurants, but a bunch of us stayed in the Hospitality Suite and ordered in a stack of pizzas. On Saturday evening we had our traditional OHMOG banquet with delicious meal choices served. The club auction was set up and had one of the largest arrays of available items to bid on that I can remember at any of our meets. Bidding for the silent auction

was lively all through the evening. There were some great items and some people walked away with some real deals!



Sorry you can't see it in the photo, but this glass vase, complete with a nice bouquet of flowers, has the OHMOG logo etched on it.

A real nice feature for this meet was the etched glass center pieces at each table and the one large glass vase. They were bid on aggressively with Pat & Sheila Black winning the large vase version. The club appreciates the donations to the auction and the fact the members are always generous in their bidding. A major part of our year's operating funds are the auction proceeds, so thank you to all.

We had a great turnout for this OHMOG 35 and everyone had a great time in spite of a normal Morgan gathering complete with rain. However

the weekend was marred for one member by a break-in of their car. Apparently a small group targeted some cars in the parking lot of the two museums, stealing multiple items and a pick-up truck, and came over to the Dearborn Inn's lot and broke into our member's new SUV, taking some very valuable items.

On another sad note our OHMOGGIE editor of at least 21 years has resigned. Due to pressing commitments Ken Long has found that he can no longer handle the obligation required to gather interesting material, appropriate articles, other clubs' info and plead with a couple of OHMOGGIE contributors for their writings. A lot of effort goes into putting together the newsletter three (maybe four) times a year and having done so for so long it has finally taken its toll on Ken. Our newsletter is one of the most important aspects of the club as it is what ties together the membership by



Hot action at the Auction Table. This year had one of the largest offerings ever seen.



Dearborn police officer dusts Larry's vehicle for finger prints. Truly a new experience for an OHMOG event, hopefully never to be repeated.

way of a mutually shared item providing news, relevant articles and our upcoming activities. As a club we wish a very sincere thank you to Ken for all his efforts over these many years and wish him a happy retirement from OHMOGGIE.

The club therefore now needs someone to step forward and take on the editor's position. A couple of us are going to try to muddle through assembling a newsletter for the time being. (Please forgive us if this issue leaves anything to be desired!) If you can help please give me a call or email. ((513) 623-8272)

The club also would ask that someone come forward and host our ICE BREAKER event in the spring. A number of members responded when filling out their membership forms that they would willingly host an event, so if you did so please contact me. Ideally we want a location in central or southern Ohio for the 2019 Ice Breaker as we were in northern Ohio in 2018. Would be nice to announce a location and possible date at the upcoming Holiday Party.

Our final official OHMOG event of the 2018 season is the always popular **Holiday Party**. Its date was moved last year from January, when many members have usually headed out of Ohio's nasty winter weather, to an early December date. This proved to be a wise move which resulted in a great turnout so we are going to do the same for 2018. (48 RSVP'd for the party last year!) The Stierman's have again graciously offered their home up to the wear and tear inflicted by the club members (and not covered by a bumper to bumper warranty). Mark on your calendars that the **OHMOG Holiday Party will be on December 1st**. As usual please bring your favorite side dish or snacks if you'd like to help fuel the feeding frenzy. Morgan cars are optional and weather dependent. RSVP your intentions to Steve & Katy Stierman at: morgan7709@sbcglobal.net or (614) 436-5218.



Scene from one of our two 2017 Holiday Parties. Do two in the same year qualify as a Blue Moon Party?

Would like to remind all the members that your club dues (\$25) are payable by January 1st for the 2019 season. As always it entitles you to an exclusive membership in a club built on mutual interests in a unique sports car and the comradery that goes along with knowing that there are others like you that are hung up on said cars. Plus you get a great newsletter and invitations to at least three good events each year. And the dues are damn reasonable!

Trusting that you still have some enjoyable weather in which to drive your car! Possibly even to the Holiday Party.

Michael Findlan



Are you a creative writer unlike yours truly? Did you take a great trip in your Morgan, know of good touring roads in your locale, got a great recipe you want to share, have photos from an event that others should see, managed to make a repair or modification to your car that others would like to know about? Tell us about it, write up an article that would be of interest to your fellow members and submit it to us!

You've asked for it!

We have had a nice number of new members join our ranks in the past few years. Their membership includes the OHMOGGIE newsletter and all of the benefits of being a member of a fairly unique group dedicated to the enjoyment of a special breed of cars. What we have not been able to provide to anyone in the past few years is an OHMOG Club car badge. The last version was sold out and the design retired. But having had numerous requests for a new badge come in the club worked with an artist and suppliers over the past six months or so to see what could be done. ***We are happy to announce that a new design is currently in production.***



Artist's rendering

This new design incorporates the Morgan Factory's latest winged emblem as used on all their new cars. The artist has set the "wings" into the badge's center and extended the wing tips out beyond the base circle of the badge. The same was done with the "OHMOG" word. This creates a very unique car badge, exclusive to our club, that we are sure you will treasure for years to come. The badge base is cast metal and nicely chromed, with all of the various colors done as fired vitreous enamels and very durable. The supplier is known for their quality products.

Based on the size of the OHMOG club we have ordered a limited number of the new badges. We are anticipating delivery possibly by Christmas. (Hint: Makes the perfect Christmas gift for that loved one!) Please look for an email announcement probably by December. It will include pricing and ordering information. Badges will be ship in sturdy packaging and insured.

Standby for further info!

Dry Rot

A shocking tale

S. Stierman

If you are the owner of an older Morgan from the early 90's or prior, your Morgan is equipped with tube type shocks up front and lever arm hydraulics at the rear. There are various arrangements to be had up front from fancy adjustable Konis to the more mundane OEM types from the factory to even the replacement Monroes and the like that cross to, and I hate to say it, a Chevy Luv pickup or something similar. At the rear you can keep your standard lever arms, which by the way work just fine when filled with fluid or even switch over to a pricier tube type conversion. I am going to go out on a limb here and say after fooling around with different dampers over the years, as we shall call them now, I have found little difference in what you choose as long as they are full of fluid and operate. Likely this is because my butt may not be as discerning as some and in reality a Morgan does not have a huge amount of suspension travel to begin with anyway.

I want to talk a bit about the often maligned lever arms at the rear. As I view it they play a couple of roles; dampening the ride and keeping the rear axle from tilting about a great deal fore and aft. Upon studying some of the tube conversions, I am not sure how much they control the axle other than up and down movement. This is to a great extent why I have kept my lever arms, the other is that they were rebuilt when I was restoring the car and do not leak a drop. I know this because I look back into that deep dark hole every ten years or so and wipe the crud off of them and remove the fill plug and check the level and it is always fine. If for some reason you are not happy with your lever arms at the rear and they do not leak, there are things you can do to change their operation. Typically motorcycle fork oil is the current choice for filling them and this is available in several viscosities that you can experiment with. Also the big nut at the bottom hides a valve that determines how resistant the lever arm is to movement up and down. This can be changed and mine have Austin Healey front valves in them; I know this because I put them in there. They do stiffen things up because a big Healey has a very large heavy engine in the front that requires a firmer damper. You can modify the valve also by adding washers or tightening the little nut inside on the bottom, but it is out of the scope of this article so this is as much as I will tell you. If they leak send them off to the

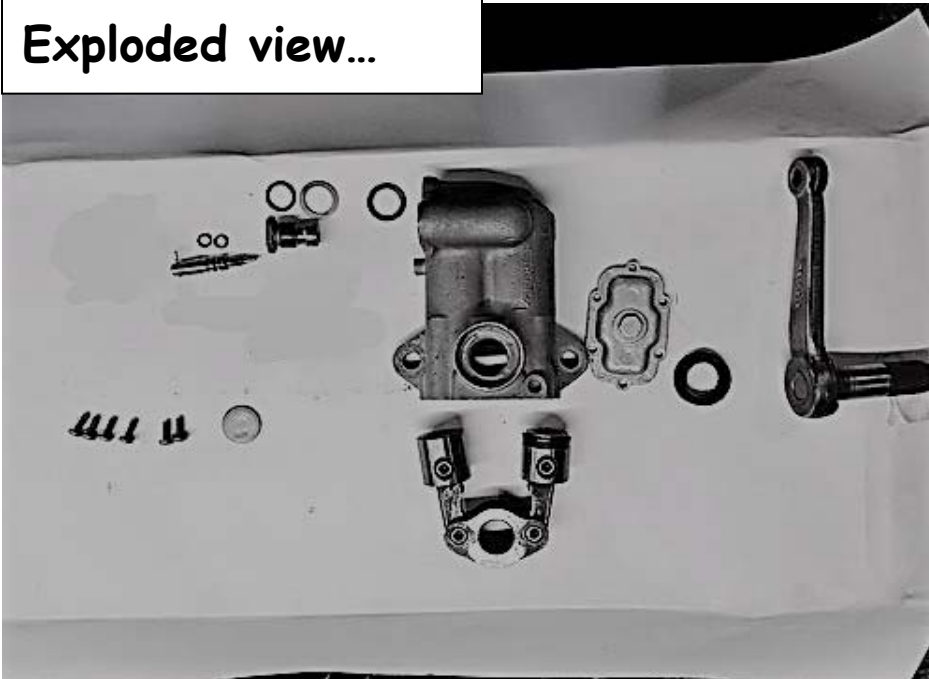
rebuilders and for a hundred bucks and change they can repair each damper and return. There are a number of configurations of these lever arms but they all work the same way. However if you are like me you are curious, and I also own an MGTC with early Luvax Girling dampers, they are old and odd typically costing over twice the norm to rebuild and all leaked profusely from the shaft seals. The TC world is inhabited by a bunch of crusty old guys who like to fix things themselves, so it has been known for years how to replace the seals and that is exactly what I did and they don't leak and my TC rides like a new Lexus, well almost. I wanted to share this, so if your Morgan dampers leak you might consider repairing them yourself if you like a challenge.

So you take them off the vehicle, a bit of a task, but now how does one remove the lever arm from the shaft to replace the seal once the damper is on the bench? No, don't grind the weld off the lever arm to pry it off the shaft. Turn the damper around and note the core plug stuck in back of it. Drill a couple of small holes through the center and pry it out, do not pry between the plug and the wall of the damper body as you may score the wall causing it to leak later on. When you get the core plug out, you may find an O-ring or similar type seal, easily replaced. Now unscrew the cheese head screws and remove the top plate that contains the filler plug. Look inside and see the shaft going through the splined rocker arm. Use a small punch and mark where the shaft goes through the splines and the shaft, as it must be installed the same way it came out. You can remove the bottom plug, remove the valve and drain any fluid and clean the insides with solvent. There is no reason to disassemble any further as the pistons and such are all metal and really nothing wears out inside.

Using a stout and I mean stout bench vise and small socket you can rig up a way to push that shaft out through the core plug hole through the front of the damper. A machine shop can also press these out for you, but mine came out with my big vise and a little heat on the rocker arm to expedite things for good measure. With the shaft out examine the fit into the hole and the shiny part of the shaft that contacts the seal for scoring, if ok; give it a polish with fine sand paper. Pry out the dust cover and the old seal and install a new lip type oil seal in the recess with some sealant around the outside and grease the shaft. The TC will take two seals, I do not know about these later dampers. I also know the seal number for my early

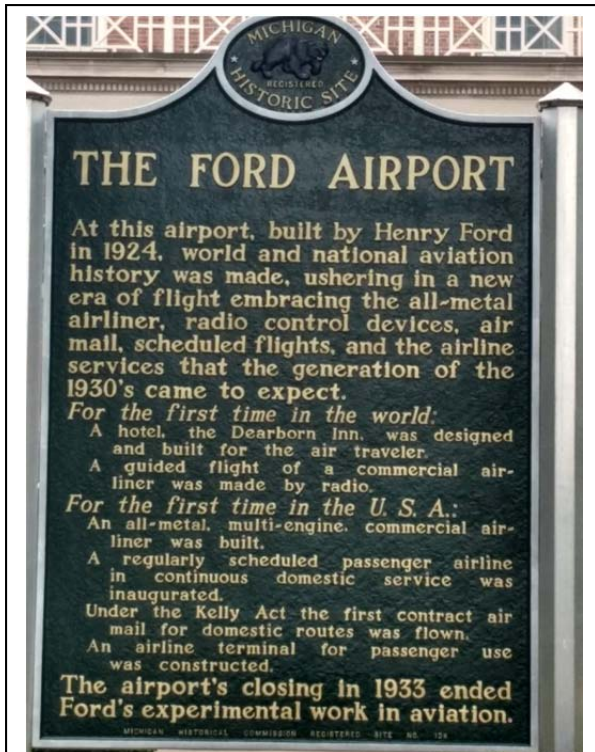
dampers, but this is likely different for the newer cars. I believe you need a .875 x 1.375 x .250 seal, which crosses to an SKF #8660, but you should measure things and check with your auto parts store. Also get a new core plug to replace the one you removed and O-ring under the core plug if needed. Assembly is the reverse of the process; you can install the shaft by pressing it in with the vise, be sure to match up your marks, install the O-ring under the core plug and dope it up with sealant or JB Weld. Put the valve back in the bottom and set the damper in your vice and fill with fork oil or hydraulic jack oil to the top before putting the top plate back on. Operate the lever arm to expel air and eventually you will feel good resistance. Keep working the arm and let it sit in the vise for a day or two. Look for leaks around the shaft, if there are none, great. Use some gasket sealer and install the top plate, add a bit more fluid, do not fill to the top!

Exploded view...

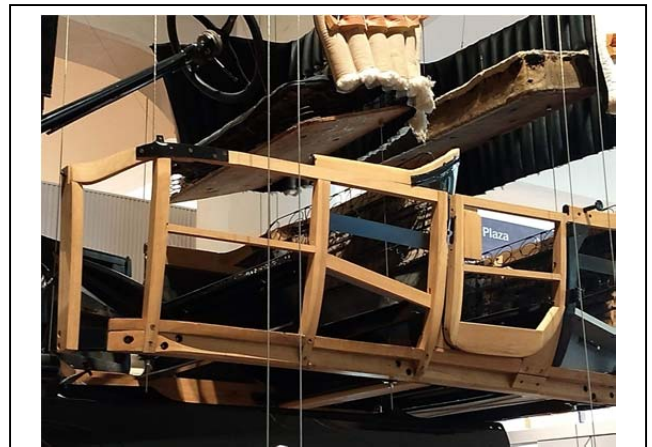


I confess to not resealing a Morgan lever arm, but the technique is pretty much the same as for a TC damper. The rebuilders say that they install bushings in the body and re finish the shafts as required, but my 70-year-old dampers with the installation of modern seals did not need these measures and don't leak. I did not detect any discernable wear in the bushings or the shafts even being as old as they are, so didn't feel new bushings and such were at all required. If they leak you are probably out ten bucks a side and can always send them away. In the meantime you have amused yourself for several hours playing with your Morgan, and you learned something new, what could be a better use of your time at this point in life?

OHMOG 35 at Dearborn, MI



The Ford Airport ushered in “modern” commercial flying the all metal Ford Tri-motor on regularly scheduled flights and with the Dearborn Inn being the first airport hotel. Unfortunately, for those of us who travel we realize it all went downhill from then!



An “exploded” view of a Model “T” Ford shows off the similarities to our Morgans’ body framing. Not much really changes?



Cars on display at “Henry Ford” ranged from this simple JB Rocket Cyclecar to this....



Multi-million dollar Bugatti Royale !



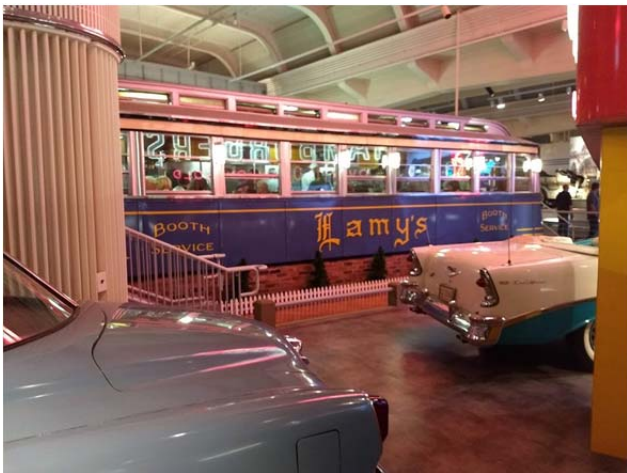
Taking rides around Greenfield Village in a Ford Model T Phaeton.



What car person wouldn't want a chance to drive the Weinermobile!



Ford Tri-motor plane, "Tin Goose". These were in use for years including regular flights to Put-In-Bay. 199 were built and 18 were still around in 2012.



Lamy's Diner from the 1950s. These used to be all over the country before the likes of McDonald's



Pat & Sheila relax on the Dearborn Inn's patio



My brother Patrick checks out the gauges and controls of the 1941 Allegheny Locomotive, while I explained the operation of the boiler. One of the largest locomotive designs built, they weighed 604 tons, could pull a string of coal cars 1.25 miles long and do 60 mph!



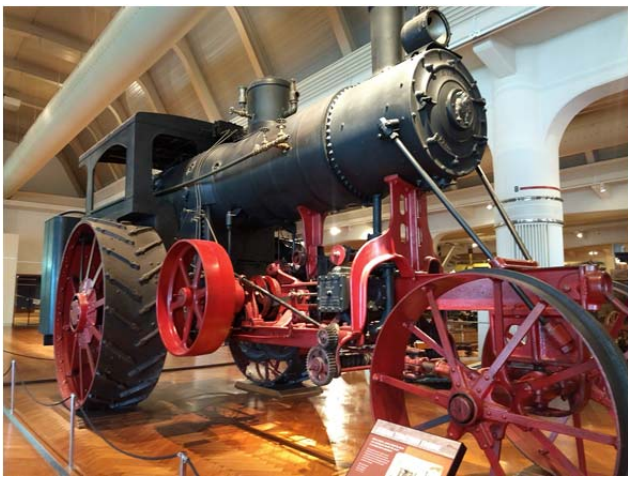
The lively club members enjoy a served dinner on Saturday night. The center pieces were glass with etched logos.



Old COTSWOLD COTTAGE in the Greenfield museum area. This stone cottage was typical of such house construction in southwest England. The main section of Cotswold is circa 1619.



Contrasting to the modern Dymaxion House in the Henry Ford area. This mass produced home died in a manner similar to the Tucker car. Banks dropped backing when it was realized people would buy only one and dismantle and moved it if they relocated.



Typical large steam traction engine from the turn of the 20th century. This huge one was built in 1916 by the Avery Company in Peoria, IL

Slightly smaller but a good representation of a British sports car is this Morgan 4/4 belonging to Craig & Elaine Morgan.



Industrial machinery as artwork! Note the gothic influence to this 1855 steam engine's frame.



Packed up and ready to head home after a great OHMOG35!

CELEBRATING 50 YEARS OF MORGAN'S "PLUS 8" WITH "DOLLY", THE FIRST FACTORY PROTOTYPE.



Photography by Troy Ziel, John H. Sheally, Bob Dunmore, and Patrick Brinton; courtesy of Tcherek Kamstra and Morgan Cars USA.

Editor's note: We're pleased to be able to share the story of "Dolly," the first prototype for Morgan's Plus 8, a model devised a half-century ago that debuted at the [1968 Earls Court Motor Show](#), and would [first come to the U.S. around 1971](#). From 1974 through 1992, it would be available here in limited numbers thanks to a propane fuel conversion that was devised by Bill Fink, principal of [San Francisco, California's Isis Motors Ltd., now called Morgan Cars USA](#). The Plus 8 was built in two series — the original Rover V-8-powered version of 1968-2004, and the BMW V-8-powered version of 2012-2018.

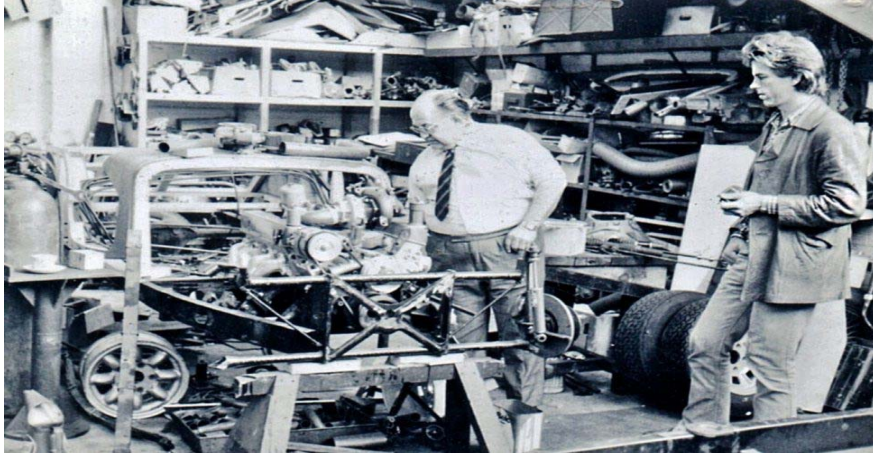
This piece was written by Tcherek Kamstra, sales and marketing director of Morgan Cars USA, and Bill's stepdaughter.

'Sixty-eight was an auspicious year for Morgan, and the man who would become the longest-standing Morgan dealer in the United States. American Morgan dealer Bill Fink became enamored with Morgans during his years spent rowing at Oxford. He bought his first car in London in 1962, and soon after taking possession, he drove it to the factory for the first of innumerable visits.

[From this beginning, Bill's enthusiasm grew so much that, by 1968, he was regularly selling Morgan parts to grateful owners all across the United States. He named his business Isis Imports, after the river he often rowed on while at Keble College.](#)

When American laws made it seemingly impossible to meet the stringent requirements for importation, he figured out how to legally bring Morgans into compliance by [converting them to run on propane](#). This process took years to develop and implement single-handedly, however Bill is a determined sort and has always had a talent for finding solutions when faced with a problem.

Having spent quite a bit of time figuring out how to make the propane idea work, Bill obtained parts in the USA and brought them over to England. He then converted a standard car in a borrowed workshop and drove the car straight to Malvern, in hopes that [Peter Morgan](#) would be interested. Not long before reaching [the factory](#), a red Morgan started coming up behind him. Suddenly, the car pulled out and passed him. Sensing that a bit of a challenge was being instigated; Bill sped up and passed the red car. Not to be outdone, this Morgan was soon in front of him again. The two cars continued this for about three miles, and when Bill pulled into the Morgan car park, the other Morgan zipped around the building, out of view.



Maurice Owen inspects a mock-up of the V-8 in an altered Morgan Plus 4 chassis.

Peter Morgan came out to look over Bill's propane conversion. After some discussion, he said he would like his chief engineer to have a look at the car. Bill agreed, and was soon face-to-face with the driver of the red Morgan with which he'd just been having a bit of one-upmanship. That is how Bill met [Maurice Owen](#), the man who would end up being one of his closest friends. The car Maurice had been driving that day was a [Plus 4](#) he had modified using a V-8 engine. Its license plate read OUY 200E; this was the first prototype for Morgan's newest model, the Plus 8, which would be introduced in 1968.



Development engineer Maurice Owen (in white) and Dolly.

With Bill's solution for bringing new Morgans back to American approved by Peter Morgan, the two men shook hands, and Bill was now the official dealer for the United States. Visits to the factory were increasingly frequent, and the red prototype Plus 8 caught Bill's eye, as it sat unused in a shed. Over the years, he asked Peter about the possibility of buying OUY and bringing her to the States. After a period during which a previously interested buyer didn't finalize that car's purchase, Peter told Bill it was to be his. A member of the staff scoffed a bit at the American who was silly enough to want the car, but want it he did, and in 1977, the purchase was made.

So why did Morgan go down the V-8 path 50 years ago? The answer is quite simple. By the mid-1960s, Morgan's relationship with Triumph was coming to an end because the new straight-six engine would not fit into the Plus 4. An alternative would have been a V-6 from the other long-term engine supplier to the company –Ford– but their engine was too tall to fit under the bonnet. Then came a phone call from [Peter Wilks](#), a director of [Rover](#), asking for a meeting in Malvern.



Bill Fink at the wheel of Dolly.

During the meeting, Peter Morgan was asked if there was any possibility that Rover might acquire Morgan in a friendly take-over. Peter was polite with his response, saying he was flattered, but they'd like to soldier on for a while as they were, thank you. Then, turning the tables on the man from Rover, he asked if there was any possibility that Morgan could acquire some of the V-8 engines that Rover had just started to build under license from Buick. They were light and compact, and would just about fit into a Morgan. Wilkes responded that he thought this might be possible. Was this a bargaining ploy to sweeten the bitter pill of selling the company? We will never know, as a few months after the meeting, Rover was itself taken over by Leyland, the owners of Triumph. After some torturous negotiation, the agreement to provide the Rover 3.5-liter V-8 was confirmed, and production started in 1968.



The SU dashpot-clearing bonnet bulges that called to mind a famously endowed country singer, inspiring Dolly's name.

Of course, obtaining the engine was just the start. It was just about the right size, but a special engineer was needed to squeeze it into the little Plus 4. Maurice Owen, an experienced racing engineer, was that man. He'd previously approached Peter Morgan, inquiring if he had any special projects in mind, so when the V-8 project arrived, he was appointed. He worked, mainly on his own, in the development shed at the back of the factory. He was a practical man, so work was often carried out first, and drawings done afterwards. He was left very much alone squeezing that engine into OUY, principally by stretching her chassis by two inches. Indeed, the first time he drove her out of the factory gates, it was just after midnight on a cold February [1967] night; no one was watching.

Initially the car had a big Holley carburetor. After a drive at a Prescott test day, American driver Mike Virr, impressed by how quick she was by the standards of the day, said to Maurice, "You can't sell this to little old ladies." "Oh, that's alright," said Maurice, rubbing his hands. "We'll just de-tune it a bit." The car sprouted two SUs, with their distinctive covers, and became "Dolly." All later cars, including the second prototype MMC11, did not have these appendages, as the engine was eventually mounted a bit lower.



Maurice and Dolly, here in racing trim with Bill's preferred #61 livery. Dolly would be the only Plus 8 to run wire wheels.

Tcherek and Bill have told us that *Dolly* should be arriving in England now, traveling home by boat, for the first time in four decades to help celebrate the Plus 8's anniversary. This car, driven by Bill, will participate in Morgan Motors' [annual "Thrill On The Hill"](#) event, which begins with a car show jubilee [at the factory in Malvern Link](#) on Saturday, August 11, and culminates in the [Prescott Hill Climb](#) in Gloucestershire on Sunday, August 12. Also joining *Dolly* will be "MMC 11," Morgan's own 1968 Plus 8 that inspired [the special 50th Anniversary Edition model](#); "AB 16," Peter Morgan's own Plus 8; "J 9546," the final Plus 8; and ["Plus 8 50th," the first of those 50 cars built.](#)

Steve Morris, managing director of the Morgan Motor Company, commented: "We're excited to announce the return of Thrill On The Hill for 2018. Our annual Summer events have continued to prove popular among owners and enthusiasts alike, and we expect this year to be better than ever as we welcome visitors from around the world to celebrate 50 years of the Morgan Plus 8.

"I'm particularly excited that we are able to bring OUY 200E, the very first Plus 8, back to the UK from the USA specifically for the event. We look forward to seeing everyone on the 11th and 12th of August."

It's a weekend that no true Plus 8 fan will want to miss.



50 years on, Dolly still wears its original U.K. registration plates.

Morgan West announces the availability of new

2018 MORGAN PLUS-4s and V-6 ROADSTERS



The Morgan Motor Company has agreed to supply Morgan West with new Plus 4s and new 3.7 V6 Roadsters in rolling chassis form only. These cars can then be fitted with the new Ford 2.0 Duratec 4 cylinder engines and new 3.7 liter Ford V6 engines, allowing them to be registered in the USA under “component car” licensing regulations. No variations from these two engines and matching transmissions will be allowed.

This program allowing Morgans to be sold in the US begins immediately so get your order and deposit (5,000 GBP, about \$6,700 at today's exchange rate) in as we expect a huge number of US orders! The standard equipment and options are extensive and will be priced identically and are available on the Morgan Factory website and on the Morgan West site shortly. All prices are quoted in Pounds Sterling and include the price of purchasing the correct engine and transmission. The engine and transmission installation is included in pricing.

Base price for a Plus 4 should equate to \$69,995 (USD) (subject to changes in the exchange rate) + any and all options, applicable taxes, component car licensing fees in California if registered here, fob Santa Monica.;

Base price for the V6 Roadster will be \$79,995 (USD) (subject to changes in the exchange rate) + any and all options, applicable taxes, component car licensing fees if California registered.

The final price in US Dollars will be determined by the \$/GBP exchange rate the day that you pay for the car less your deposit.) Just about every State now has SEMA SB100 or component car licensing rules....please check with your State to become familiar with what is required.

Review these two links for all the available options that will let you build your unique 2018 Morgan Components Car.

Options Price List for the V6 Roadster: http://www.morganwest.net/new_cars/2018_roadster.pdf

Options Price List for the Plus 4 http://www.morganwest.net/new_cars/2018_plus_4.pdf

Interested? Call Dennis Glavis at (310) 998-3311 office/(408) 813-2480 cell

or by email to: dennis@morganwest.net

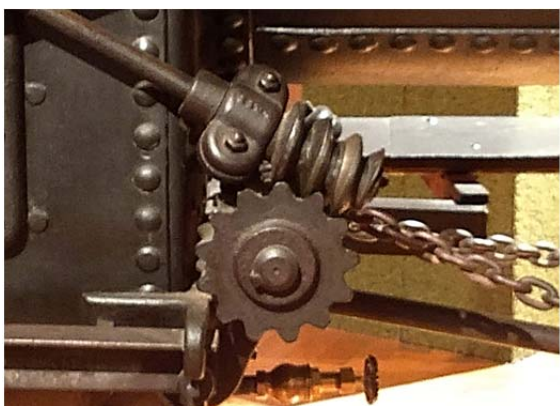
Michael's Mutterings

Well a tour through the "Henry Ford" museum was fascinating to say the least even though I spent almost all of my time in only two main areas. I hit the steam engine section very hard on Friday, since as some of you may know that was my profession of over 45 years. I then spent the Saturday going through the automobile and steam locomotives section. Amazing collections throughout the Henry Ford and Greenfield Village and all well worth visiting.

What really intrigued me was seeing items, concepts and design features from years past that we still see today. Sometimes the design or feature is touted as "new" yet it has actually been around for a long time, so much so that people lose track of where it first came from or was first seen in use and thus we think of it as all new.



Looking forward to fun in our Morgans next year!



Worm and Gear steering mechanism on a steam traction engine. Chains are wrapped around the shaft with the gear on it. Turning the shaft pulls either chain and in turn pivots the front axle to affect precise steering. Cogs of the gear are like the "peg" used in the steering boxes we use in the Morgans.

So here are a few observations of things in the museums that we see elsewhere today and consider a modern development. "Worm & Peg Steering"; most all of our Morgans had some form of this type steering box such as from Burnham or Gemmer. But look what I found on an Aultman-Taylor steam tractor from 1886. It used a worm just like that found in a Morgan steering box prior to their switch to rack & pinion units. The steering wheel shaft turns the worm which is engaged to a gear (worm wheel if you are a Morgan 3-Wheeler

person and can recognize the final parts of the 3-speeder transmission set-up) that turns a large shaft. A chain is wrapped around the shaft with one end going to the left end of the front axle (which pivots) and the other end going to the right side end. Turning the steering wheel thus pulls the chain



1886 Aultman-Taylor. Note the steering chains under the boiler.

either way and thus pivots the front axle affecting a turn of the tractor. A little sloppy and it sure would be lousy in running a gymkhana or out on a road with nice curves. And it sure is not power steering except per "arm strong".

Then saw a combination of steering gear types on a very heavy 1916 Avery Steam Traction Engine. Here was a set of bevel gears that turned a small pinion gear that turned a larger gear that turned a shaft cut with a spiral (worm). A peg or pinion rode



Bevel gears, straight cut reduction gears, large worm shaft and pinion type steering! This is on a 1916 Avery Traction Engine.

on this shaft and as the shaft was rotated by the steering wheel the "peg" assembly moved along the shaft from side to side. The "peg" was on the end of a steering arm that was part of the front axle and by moving the "peg" left or right you could steer the tractor. All the gearing was essential to provide enough mechanical advantage so that you could

overcome the turning resistance of the front wheels and the weight of the traction engine (23 tons!)

These big traction engines, whether steam powered

or the later

petroleum fueled

internal combustion types, were very heavy and either

sat stationary for powering a thresher, or lumber mill

or similar equipment or they moved mostly in straight lines while pulling a plow or other such farm

implements. They also moved slowly, not more than 5

mph at best like a team of work horses, but they had

lasting stamina that horses could not provide. By the

way in 1900 most all of the manufacturers charged

about \$100 per horsepower rating for their tractors.



A steam traction engine at work pulling a ten-gang plow and a disc harrow; prepping a field for planting.

The Avery at the Henry Ford was a 30HP unit so it cost at least \$3000. Usually a community pooled their resources and shared an engine between farms.

So how about the "Rack & Pinion Steering" that is on virtually every car built today including late model Morgans and the recent Morgan 5-Speed/3-Wheelers? Well now we really go back in time! The oldest surviving American automobile is a steam powered horseless carriage built by Sylvester Roper in 1865.



View looking over the front axle back to the steering worm. A "peg" block (red) surrounds the worm and moves side to side by the force of the Archimedes' screw.



The 1865 Roper Steam Horseless Carriage.

Steam locomotives were well developed by that date and in use on American railroads with Abe Lincoln promoting the connecting of the whole country by railroad tracks to be laid all the way across the continent as the Civil War ended. But a small vehicle for use on roads was just something people went to see run (and pay to do so) usually at a fair ground's track or a circus and were not considered real transportation until the late 1890s. Roper built a number of steam vehicles including two steam motorcycles. What



Rack and Pinion Steering from 1865!

stood out was the steering mechanism on his 1865 carriage. It is "Rack & Pinion" and very much resembles today's system minus the enclosure. While it is a very rudimentary design, and uses a crank to steer it rather than a steering wheel, the basics are there! The pinion is turned using a knob and lever, turning a vertical shaft that extends down to the "rack". The forward end of the "rack" is connected to the pivoting front axle with a steel tie-rod. Very simple. Yet the basic design precedes the popular

modern use of such a steering system by a century!

The design that really struck me though was the suspension found on an 1881 Westinghouse steam engine. This portable type engine was moved to a usage location by



Sliding pillar suspension of 1881. This one uses two pillars for the "slide" as movement is only up and down with no pivoting involved.

horses. The one on display was run by Henry Ford when he was 19 working with a threshing crew. The rear end supports the weight of the boiler and has a suspension that is a basic "sliding pillar" design!!!

The double pillar sliding pillar design was used to prevent jolting shocks from causing stress and cracking of the heavy boiler while moving the engine over rough fields or roads. If you know your Morgans you can see

the similarities to what HFS picked as a means of providing steering and suspension in his simple design. We've seen it in use for over a 100 years in every version of our Morgans.

Take a look underneath your Morgan and note how many of the design principles can be traced back over many years!

Enjoy spending some time working on your MORGAN during the winter months!!

Michael Findlan



Only difference from 1881 is that this 3-Wheeler's sliding pillar rotates around the pillar to provide steering and it has a shock absorber.



This is one of many structural support columns that are throughout the "Henry Ford" building. Besides holding up the roof what other function(s) do these columns serve?

2019 OHMOG Events plus other British Car Events around our Locale

OHMOG Club Events in Bold

Date(s)	Event	Location	Contact or Info
April TBD	Spring Classic Driving Tour <i>Multiple makes tour through southwest OH. Each make or group has its own route!</i>	Start and finish locations to be announced	Kurt@springclassicdrivingtour.org Or www.springclassicdrivingtour.org
April, May or early June	OHMOG ICE BREAKER	TBD	RSVP morgan7709@sbcglobal.net Or (614) 436-5218
May	Columbus British Car Day	Polaris Pkwy & Lyra Drive	BRITSatPOLARIS@AOL.COM
End of May	British Car Week <i>Go drive your British car</i>	Anywhere your heart's desire!	www.britishcarweek.org
Early June	British Return to Ft. Meigs	Perrysburg, OH	lakeriebrits@lebcc.org
Jun 8-10	Cincinnati Concours d' Elegance	3600 Observatory Ave, Cincinnati, OH	info@ohioconcours.com or (513) 321-1951
TBD Sept. ?	OHMOG 36	TBD	RSVP morgan7709@sbcglobal.net Or (614) 436-5218
Dec. ?	OHMOG HOLIDAY PARTY	TBD	RSVP morgan7709@sbcglobal.net Or (614) 436-5218

As you will note there are no details for any events yet. But this calendar is provided as a reminder of events that will be held in 2019 and gives you an idea of what you should plan for. OHMOGGIE will have dates, locations and other vital details for events in the Spring edition.

Please send event additions, details and/or corrections to michael.findlan@gmail.com



ANNUAL OHMOG HOLIDAY BASH!!

New Date!

When: Saturday December 1st. *

Where: Stierman's, 6885 Perry Dr., Worthington, Ohio 43085

What time: Starting 12:00 NOON
Short business meeting at 3:00 PM
Dinner 5:00 p.m.

What to bring: Please bring a salad or side dish.
Snacks, drinks, main course and dessert provided.

RSVP: Please RSVP to 614-436-5218
or via e-mail by Nov. 25th.
Morgan7709@sbcglobal.net

You may arrive any time after 12 noon. Light lunch, snacks and beverages will be available throughout the afternoon with dinner at 5 pm.

Brief business meeting at 3 pm. Don't miss this event!

For Sale: **1965 Morgan Plus 4/four seater**, red with black interior, side curtains and top. Complete with a new tonneau cover and wind wings. Michelin "XZX" tires, chrome luggage rack, badge bar and owner's manual. The odometer shows 86,680 KILOMETERS (53,860 mi.)

Vehicle was originally displayed at the 1965 Paris Auto Show and still displays the dealership tag. We purchased the car in 1966 from the original owner while in Greece, imported it to the US and have owned it ever since. Used sparingly for Morgan events and always driven in good weather in the Kent, Ohio area.

A very well maintained and unmolested four seater example.

Priced at \$28,500.

For information contact: Nora & Sanford Marovitz,
1155 Norwood St., Kent, Ohio 44240
(330) 678-9525



Expert Installation of your Kit Interior
Closed-Car Window Shade Restoration
Skilled Handiwork and Custom Sewing Services
40-years of Experience

HERITAGE ANTIQUE AUTOMOBILE INTERIORS
Columbus, Ohio

Marcus Gould

marcus@heritageaai.com

FOR SALE: 1971-72 MORGAN PLUS-8 ROADSTER,

Rover V-8 with the Moss gearbox. Engine has a Holley 4-barrel on top of an Offenhauser intake manifold and exhaust headers. Silver body with BRG wings and black interior. Has a brand new top and comes with side curtains and wind wings. Tonneau cover is original and in poor condition but good for pattern for a new one. Aftermarket seats are in the car, but the originals are included but need recovered. Comes with the original S.U. carburetors and their intake manifold for those who wish to return engine to original performance (though less lively!).

This early +8 was acquired in 1989 from Connecticut and was originally yellow. The engine was rebuilt shortly after purchase. It has seldom been driven since the 1989 purchase and only has at most 6000 miles on the rebuilt engine. Odometer shows 25,500 miles. Car is solid and shows no signs of visible rust or rot. Only noted damage is the rear bumper has been kinked. It is not perfect but some TLC will bring it back to great looking. Asking \$48,000. For information contact Bill LaWarre in Cincinnati, Ohio at (513) 608-6042. Text him for a call back or email him at blawarre@gmail.com





2019 MEMBERSHIP RENEWAL APPLICATION

OH MOG – The OHIO MORGAN OWNERS GROUP

It's time to renew OhMOG memberships. To keep your membership active all members are asked to complete the form below, attach your check for \$ 25.00, & mail both by January 1 to:

Stephen Stierman
Treasurer
6885 Perry Dr.
Worthington, OH 43085

The check should be payable to: Ohio Morgan Owners Group

Please keep us up to date on yourself & your Morgan(s) & *especially* your e-mail address by completing this information:

First & Last Name

Spouse's Name

Mailing Address

City / State

Zip Code

Telephone # (home)

Cellphone # (or work)

e-mail address

Morgan's Owned:

Type _____ Year _____ Color _____ Chassis # _____ Features _____

Type _____ Year _____ Color _____ Chassis # _____ Features _____

- From time to time we will publish the roster of members in the OhMoggie Club newsletter. If you **DO NOT** want your name & contact information included in such publication please check here _____ OHMOG does not share such information with anyone outside our membership.
- Would you be willing to host or co-host an OhMog event in your area? _____
- What are your primary interests as a member of OH MOG? Please circle all that apply: Car Shows, Social Activities, Newsletter, Technical Advice, Morgan Repairs/Restoration.

Not really relevant to our Morgans, but it is from England! This is the oldest known surviving steam engine in the world. It is a Newcomen engine built in 1760 from Thomas Newcomen's first truly successful steam engine design of 1710. This engine was used to pump water out of coal mines. Rated about 20HP with a bore of 28 inches and a 72 inch stroke it operated at about 14 piston strokes per minute. Operation was based on the cooling of the steam in the cylinder causing a vacuum which drew the piston down pulling the pump end of the walking beam up drawing water up to the surface like an old time hand pump at a well.

