

The Morganeer

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Bene Tours Italy



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

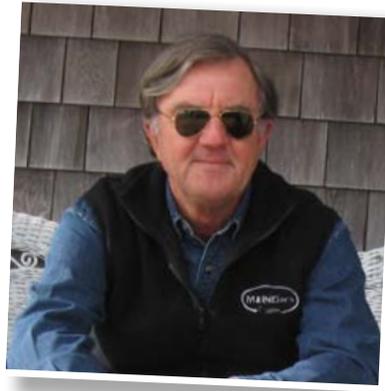
FROM THE EDITOR

For the first issue of the new year, a Morgan Drophead Coupe affectionately called 'Bene' (note license plate) graces our cover. A Morgan in Italy of all places. How it got there is a story for another time and another issue (hopefully – right Ron). But for this issue, the featured article by **Ron Garner** tells of his gracious reception by the Morgan Club of Italy after he and **Kathi**, having crossed the Alps, descended (like Alexander the Great, but in a Morgan not on elephants) on a hapless and unsuspecting southern European Morgan club. And, knowing Ron, I'm sure they are still talking about his visit. Interestingly, 'Bene' is the name by which my wife Meredith is called by all our grandchildren. I'm sure she'll be wanting HER own vanity plate on our Drophead now. Thanks Ron!

But Ron's is not the only international article in this issue of *The Morganeer*. Our Parisian correspondent, **Douglas Hallawell**, sent along another of his fine articles on a 'car show' in France that rivals ANY of the top Concours d'Elegance here on this side of the pond, The Chantilly Arts & Elegance show at an over the top lovely chateau location near Paris. So it seems we have yet another internationally themed issue. Isn't it interesting how amazingly global the Morgan phenomenon is.

After our European excursion we return to the US and a few post Autumn MOG late season Morgan gatherings and a holiday party. First is an intelligence report I came upon concerning a nefarious looking and sounding New Jersey Outlaw Car Club gathering at some undisclosed location in the Garden State. Who could have imagined that some of our seemingly straight laced and conservative Morgan owners every once in a while eschew convention, don their stick on tattoos, leather jackets and chaps, mount their Morgan steeds and roar off to gather at some unsuspecting parking lot and do things unimaginable! Way to go guys! WHO ever said this club was dull and boring.

In a somewhat similar vein, but a bit more subdued in demeanor (since there was a lady present) **Spider** reports on another informal and irregular meeting of Morganeers around his home turf



of Madison, where they toast the end of summer (and anything else worth toasting) with Margaritas. This sounds a little more my style, although there is a bit of the romance of the outlaw missing here. They probably don't allow such nonsense in ultra-New England conservative Connecticut. Not in Madison anyway.

Rounding out the issue is an interesting vignette by one of our newest members, **Bill Reardon**, on his recent Morgan acquisition (which he had passed on many years ago in a former life in favor of another disreputable marque). Also be sure to hang in there and read **Spider's** latest Tech Tips article – another long but amusing cautionary tale with a happy ending (this time).

If you act quickly (and are reading this as soon as it arrives in your email) you can sign up for the first event of 2016 – the Northern New England Holiday Party hosted by **Larry and Sue Sheehan**. (See page 13). It's worth attending just for the traditional 'Yankee swap', not to mention the food and beverages. And you have a bit more time to think about this one, but for our southern tier members, **Bob and Jeri Cohn** have already announced the date for their New Jersey Clambake (featuring lobsters smuggled in from Maine no doubt). Hopefully our 2016 Schedule of Events will be filled out a bit more for the next Morganeer issue. And if you get a little bored in the next few months, feel free to pen an article about Morgans, or your favorite Morgan people, or most memorable Morgan experience, etc. and send it along.

Wishing all of you a happy and prosperous 2016 and a safe, warm and uneventful winter. And until a dustoff near you this spring,

The road goes on forever,
Frank



DOWNEAST AUTUMN MOG BEST IN SHOW

And in its restored glory,
the Morgan that became
Best In Show.

Photo by owner and
BIS trophy holder
Bill Alexander.

WUNDERPARTY OPENS THE HOLIDAY SEASON

Pat Hennessey

Marc and Lynn Wunderman opened the holiday festivities as they welcomed Morganeers to the Christmukka party at their home in Redding in mid-December. Thanks to the warm weather, two Morgans and their intrepid Morganeers made the drive to the Wunderman's home in Redding, CT: Tom Smith in his yellow Plus 4 four-seater, and Bob and Gerri Cohen braving a much longer drive from New Jersey in their new Plus 8, also a four-seater.

Mark's Plus 4 engine, painstakingly restored by Jim Perman and ready to go back on the chassis, held pride of place in the Wunderbarn, where it drew detailed



inspection from the hands-on members among the party-goers. It is most likely comfortably back settled in Marc's Plus 4 as you read this and, given the mild weather, has probably been for more than one spin down the back roads of Redding and Ridgefield.

As at every Morgan gathering, the party hummed along with happy memories of the Down East Autumn MOG, stories of incidents, travels and adventures since then, politics (a perennial and energetic discourse) and discussions of the location for the next Autumn MOG. "It was a party in the true Morgan tradition," said Marc, summing up the evening. Thanks to Marc and Lynn for hosting once again and making it look so effortless.

P.S. Somebody seems to have left behind an earring at the party - a pretty little Christmas tree with a star on top. Its owner can claim it by contacting Pat Hennessey, and she will return it. ed

photos:

ABOVE: Hosts Lynn and Marc Wunderman welcomed Morganeers to a Christmukka Party to open the holiday season.

LEFT: President Ruth Bonomo doubled as resident elf and kitchen assistant.



photos, **CLOCKWISE FROM TOP:**

A table of assorted goodies raises party fare to a fine art.

Wunderman's custom wine label just for the party – a touch of class to accompany fine food.

What would a Morgan party be, even at holiday time, without an engine (even if the partygoers seem to be ignoring it)? “Hey, what does it take to get a drink around here?”

Katie and Sarah Eckler keep getting taller!



MORGAN THREE WHEELER

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1964 MORGAN PLUS 4 FOUR SEATER, Ivory

1959 MORGAN PLUS 4 DROPHEAD COUPE BRG/Black

1958 MORGAN PLUS 4 FOUR SEATER Ivory/Green leather

1955 MORGAN PLUS 4 FOUR PASSENGER DROPHEAD COUPE 2 Tone Blue

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CHANTILLY ARTS ET ELEGANCE

THE Posh Event In France

Douglas Hallawell

Our Parisian correspondent reports on THE classic car show of classic car shows in France. And, true to form, Douglas and the Morgan Club of France made sure that the Morgan marque was well represented. ed



photo: Morgans make their dramatic group entrance to the show grounds

Mix together a generous splash of Pebble Beach along with a healthy dose of Goodwood Revival & Villa d'Este, top it all off with bubbly and what kind of cocktail do you end up with? Well, the answer resides in the title, the 2nd edition of which was held in the beautiful grounds of Chantilly's prestigious chateau on September 6th. Located only 40 kms north of Paris, the large domain is undeniably a choice setting for this category of venue. And Peter Auto is the organising body behind this event as is the case for several other major ones like the Tour Auto held in spring. Parisians have long maintained the habit of fleeing 'la capitale' in July & August which probably dictates the choice of date. With attendance at 13,500 visitors, a third more than last year, and no less than 850 classic cars on display, one can only wonder what 2016's edition holds in store.

In similar fashion to the Le Mans Classic, 29 very exclusive cars – including a 2009 Swiss-registered Aeromax – were put up for auction on the Saturday.

For Sunday 40 classic car clubs were solicited representing 30 European and US car marques, past and present. The French club's meagre quota for 2015 be-

ing 17 Morgans, little wonder then that 19 actually made it past the main gates. For this, Jehan-Charles Pentenfenyo can be held partially responsible on account of trawling his 1934 Matchless-engined trike behind his 4/4! The organizers had indeed made it clear to all 30 clubs that they privilege a variety of models and years in their choice of cars, a criterium not easy to assume or fulfill. Given that some of the Morgan attendees had already taken part last year, it is likely that next year this tendency will increase, such was the success of this year's edition.

In most events like Chantilly's, you either have a concours d'etat or a con-

cours d'elegance, the latter for judging both car and occupants. Chantilly hosted both! The programme was so rich that only the official website can do it justice. The "résumé" video even starts off with the 19 Mogs on arrival: www.chantillyartsetelegance.com. Coordinator J-Louis Moreau, the Morgan Club de France's regional club secretary and his companion Stephane concocted a superb picnic for the 38 club-members, with each crew bringing designated items. My navigator and I brought along some of the champagne and several chocolate eclairs, the latter disappearing in a flash as soon as word got out that my local Parisian baker (*Alliance*) had been awarded this year's prize for the best chocolate eclair in the city.

The 9 British marques were grouped together close to where the French Mercedes-Benz 190 club had aligned sixty 190 SL cars to celebrate the model's 60th anniversary. In sharp contrast, Lotus and Lancia were 2 marques that had a lovely variety of models on display. A cause for concern though is the future of Lancia, part of the Fiat group. How can one forget Lancia's success story in rallies, with magical names like Fulvia, Flavia and Stratos, the latter housing a Ferrari engine as was the case for the world's fastest front-wheel drive series production 4-door car in the late 80s: the Lancia Thema 8.32 (for 32 valve V8)? Incidentally, Lancia Thesis rear LED lights continue to grace the latest Aero 8 model...

Peter Auto apparently ironed out the few creases encountered in 2014's initial edition. All in all, a very successful and enjoyable event, blessed by mostly sunny weather, which is why I highly recommend it to any visiting Moggers. Next year's edition is already scheduled on September 4th.

photos:

THIS PAGE

TOP: Jehan Charles arrives with 3 wheeler in tow.

MIDDLE: An elegant tailgate fit for a concours d'elegance

BOTTOM: Best In Show - magnifique!

OPPOSITE PAGE

TOP: Champagne and gourmet food – mai oui!

MIDDLE: Perfect photo op

BOTTOM: C'est un 'kit car', n'est pas?





AND THE WINNER IS

Soon after sending me this article, I received another email from Douglas reporting that 'at a very prestigious meeting in London, The Chantilly Arts & Elegance show was chosen as 'Motoring Event of the Year' at the prestigious International Historic Motoring Awards program. The press release read in part:

Very different in style and atmosphere, but equally impressive in content, was the winner of Motoring Event of the Year, the superb Chantilly Arts & Elegance Richard Mille, which brought some of the world's leading Concours cars together, and combined both coach building and the elegance of the fashion houses with fine arts, decorative arts and equestrian arts.

Not to mention the gourmet tail-gate parties.



'BENE' (and her owners) TOUR ITALY

Ron Garner

Ever wonder what it would be like to visit a foreign country in your Morgan? After Autumn MOG last fall, Kathi and I toured Northern Italy for several weeks in our 1967 Morgan Drop Head Coupe. Like other tourists we saw the pictures, sculptures and landmarks but all that can wait for another story. The unique part of our adventure, and it was an adventure, was the people we met and the experiences we shared with them.

Long before embarking I saw that the Morgan Three Wheeler Club in the UK listed an Italian liaison, Alessandro Natali, on the contacts page of its Bulletin. Recalling advice from a long-time friend and Morgan owner regarding what spares to carry on a long trip (credit card, cell phone and club roster), I contacted Alessandro and told him of my desire to visit and tour Italy in a Morgan. It is an understatement to say that he provided advice and insights. Among other things, he and his wife Grazia met us at the Autostrada exit and led us to their home in his 1935 MX4 Super Sport, arraigned accommodations for us, and contacted his local car club in anticipation of our visit.

Alessandro's club, the Kursaal Car Club, is a mixed marque club with a store front office in Montecatini Tuscany. It has about 300 members and club president Cesare Natali (no relation to Alessandro) described them as "sharing a passion for the automobile". They demonstrated that passion on the Saturday of Halloween with an event in our honor. Cesare organized a detailed program "Da Boston a Montecatini in



Morgan", and distributed it (in Italian, of course) to the membership. We speak very little Italian and with the exception of Alessandro most of the club members do not speak English. I anticipated being fairly isolated by the language barrier particularly when Cesare asked if I would "say a few words" about American car clubs. There is nothing like the specter of public speaking to wreck an otherwise fine day.

Fortunately I brought my laptop. Given a little help from PowerPoint I can babble on for hours. And so it began. About twenty five cars, a mix including Fiats, Porches, a Stanguillini, at least one Ferrari and some American and British cars including four Morgans filled the reserved parking on a street near the Bar delle Terme Excelsior restaurant in the town of Montecatini Terme. Inside there were rows of seats for about sixty people and a large flat-screen TV.

After introduction from Cesare and with translation help from Alessandro I managed to occupy about twenty minutes with an overview of where we came



from, our 3-4 Morgan club and how my interest in cars evolved. Whew! But it was not over, in fact this was only the beginning. A short walk from the restaurant took us to the Museo d'arte contemporanea (Museum of modern art). There; at the top of the stone steps we were met by Dr. Bruno Ialuna, the Coun-

photos:

OPPOSITE PAGE, BOTTOM: Cesare (center) with Alessandro (right) translating as I begin my "few words" to the club membership

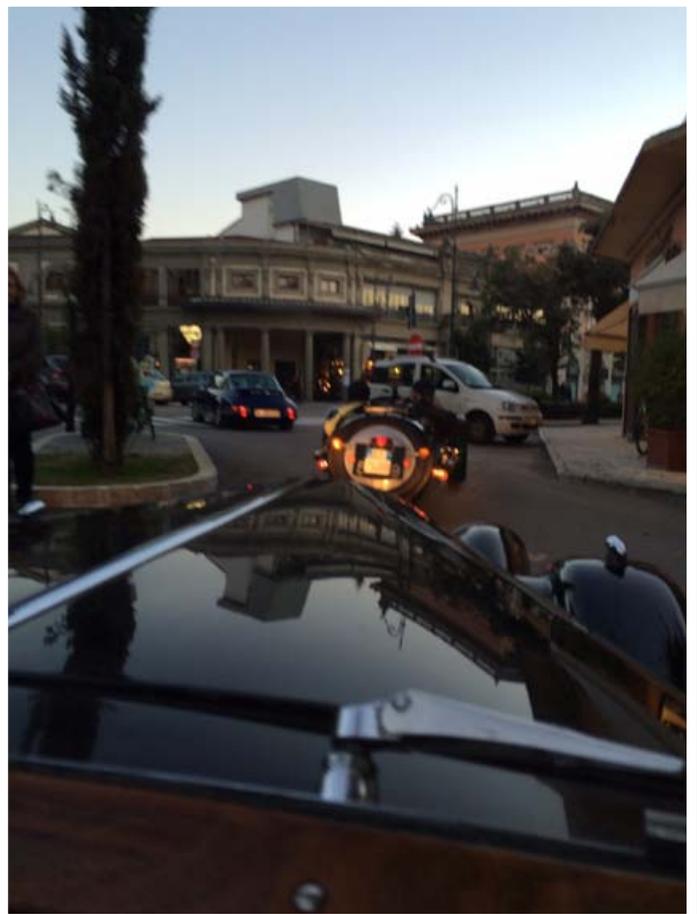
THIS PAGE, CLOCKWISE FROM TOP RIGHT:

Alessandro Natali and his 1935 MX4 Super Sport

Following Alessandro to Montecarlo

the lucky 40,000th visitors

BENE joins the Morgans of Luciano Cardelli, Vinchenso D'Otre, and Dottore Italo Corsale in Montecatini Terme



cilor for Culture, who gave the group a guided tour of the museum's collection. He and the Director of Tourism, Sig.ra Alessandra De Paola, ended with a presentation of gifts to both Kathi and me, the ruse being we were the museums 40,000th visitors.

"Herding cats" is an expression known to anyone that has tried to organize a car event. Both the phrase and the effort translate exactly in Italian. Cesare rounded up the group and led a convoy from Montecatini to Pescia. It was slow going but he managed to not lose any stragglers. The slow pace, however, would have a consequence later.

At about the time when I was thinking we would be wrapping up we were again shepherded by Cesare for a sight-seeing drive through the hills to historic Montecarlo and a dinner of house specialties at Fattoria il Poggio di Montecarlo. Dinner began at 8pm in a large room reserved for the club at this farm/winery. With everyone in the same room it was the first time I was really aware of how many people there were. I managed to personally greet only a small portion of the almost one hundred guests. Everyone I did meet was friendly and welcoming. With broad gestures and a few shared English/Italian words, helped by liters of wine, communication was never lacking. Appetizers, Primi Piatti, Secondi Piatti, Dolce et al; It is not just a rumor that Italians know how to enjoy a meal.

During dinner we met 4/4 owner Lu-



A touch of home - not your average Fiat 500

ciano Cardelli and his wife Graziella. In the week to come we would spend a lot of time enjoying the hospitality and friendship of the Cardelli family but I will save all that for the next installment.

Dinner ended about the same time as morning started. Alessandro's trike would not start as the battery was drained during the slow caravan speeds earlier in the day (three speed trikes have their dynamo driven off of the transmission. No charging takes place when the car is stopped or driving

slow). Kathi and I waited with Alessandro while Vincenzo fetched the jump-booster and then we all motored down the mountain and home.

Given the wonderful hospitality and welcome we received from Cesare and all the members of the Kursaal Car Club it should be no surprise that I invited them all to join us at Autumn Mog 2016.

Iniziare a praticare voi italiani (Start practicing your Italian).

Da Boston a Montecatini su una Morgan

Ron Garner ha accolto l'invito del Kursaal Car Club ed è arrivato al volante della sua auto d'epoca

MONTECATINI

Un'auto storica dagli Usa a Montecatini. Pensare che un americano, collezionista di veicoli storici rigorosamente Morgan, sia stato invitato dal presidente del Kursaal Car Club Cesare Natali a fare un viaggio, con una delle proprie auto, da Boston a Montecatini può sembrare una assurdità. E invece Ron Garner, socio di uno dei più importanti club di veicoli storici americani, ha pensato bene di accettare l'invito; partito da Boston con la sua Morgan Dhc del 1967, ha attraversato il proprio Paese fino alle sponde dell'Atlantico e ha trasportato il suo stupendo esemplare via mare fino a Londra. Da

li è partito e, dopo avere fatto tappa a Bruxelles e Milano, ha incontrato nella nostra città un nutrito gruppo di appassionati di auto storiche che, in collaborazione con il Centro commerciale naturale, ha pensato bene di accoglierlo esponendo i propri gioielli motoristici davanti alla sede del palazzo comunale.

L'ospite ha dapprima incontrato i soci del Kursaal Car Club all'Excelsior, illustrando ai presenti caratteristiche e curiosità del motorismo d'epoca americano. Si è quindi recato, insieme con tutti i partecipanti alla manifestazione, a visitare il Moca dove, ricevuto dagli assessori Bruno Jaluna e Alessandra De Paola, ha potuto visitare i locali esposi-

tivi e ammirare le opere raccolte. La coincidenza che, proprio in questa occasione, il Moca abbia raggiunto i 40.000 visitatori, è stata sottolineata con soddisfazione dall'amministrazione comunale.

Poi via a Pescia nella bellissima piazza Mazzini, dove tutti i veicoli e gli equipaggi sono stati accolti e salutati dall'assessore al turismo Barbara Vittiman. Infine la comitiva si è spostata a Montecarlo, dove Garner, dopo avere ammirato le bellezze artistiche e culturali della Valdinievole, ha potuto manifestare grande apprezzamento anche per quelle culinarie e per gli "eccellenti vini" (così li ha definiti) della zona.



La Morgan (a destra) con la quale Ron Garner ha compiuto l'impresa

Local Italian newspaper report of Ron and Kathi's visit

2016 CLUB EVENTS



NORTHERN NEW ENGLAND 3/4 MORGAN GROUP HOLIDAY PARTY January 9th

Warmest greetings from balmy Cape Cod to all of my fellow Morgan owners and friends. Sue & I are delighted to announce that this year's 3/4 Morgan Group Holiday Party will be held here at our home on Cape Cod. We have talked with a number of club members to determine their availability and have decided to have the party at 3 PM on Saturday, January 9th. (Our address is 32 Clowes Dr, Falmouth, MA) The very best way to get here is to drive to the Falmouth Hospital and then turn on your GPS. Otherwise you end up at a bridge that is out as well as a locked gate at the lower end of the neighborhood. Whew!

We ask that all who are attending to contact us at 508-388-7849 or email Sue at SusanSheehan@Comcast.net no later than January 5th so that we know you will be attending and what food you will be bringing. (Everyone who is attending should plan on bringing either a salad or a dessert or hors d'oeuvres.) We will provide the main course as well as beverages. And of course I'll be cooking up a large batch of backed-stuffed clams.

If you participate in Facebook you may also go up to the site that I maintain (the Morgan Featured Marque) and sign in as intending to attend. If you are not already a member of that site then just request membership and it will be quickly granted.

Also ... the time honored practice of the club has always been to have a Yankee Swap at the party. The gift should not be valued at any higher than \$20 and should be wrapped. A Morgan themed or automotive gift is preferable although there has always been much humor from some of the creative gifts that have been provided in the past.

Let me add that if you are coming from a great distance and wish to make arrangements to stay in the area overnight we will be happy to make recommendations as to where you might stay. There are plenty of lovely B&Bs and hotels here in Falmouth and the surrounding towns on Cape Cod. As you might know Cape Cod has a much more temperate climate than the mainland (with the obvious exception of last year !!!) and this year has thus far been particularly warm ... for example it was in the high 50s and low 60s yesterday afternoon. So if you live a goodly distance from us, you may want to make a weekend of it here on the Cape.

Looking forward to seeing you January 9th.

Party on!

Larry

508 388 7849 (home) / 617 429 9220 (cell)

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Sunny day: drive your Morgan Rainy day: We eat under cover

BENE TOURS ITALY





CHANTILLY ARTS & ELEGANCE



NEW JERSEY OUTLAW MORGAN LUNCH

Fred 'Sundance' Cohen



photo: New Jersey Morgan Outlaw Club – state police surveillance photo (pre-arrest)

In far away New Jersey we are well into the second year of our informal car-tech Morgan Outlaw Lunch get-togethers. We usually meet the third Thursday of every month. The hard core group consists of (first names withheld to protect the innocent. ed) Nolan, Nunnink, Cohn, Caltibiano, Dixon, Ignozza, and Cohen. Although most of the time we come in tin tops (January, February) the October lunch was graced with five Morgans. All that is required to join us is an interest in cars.

Highlighting the most recent get-together was John Ignozza's alloy bodied twin overhead cam Fiat 124 powered Plus 4 - a rare car the factory built for only about one year. Five speed gearbox, seventeen hundred pounds and almost 120 horsepower.

One occasional participant (using the alias James Bond for obvious reasons) bought his Plus 4 at the Factory in 1960 and then drove it throughout Europe including a trip behind the Iron Curtain. On coming back to the States he has driven his Morgan across the US several times

and still drives it regularly, including trips up to Morgan Spares should he need parts. In those fifty-five years he has never joined a car club! Weird. We are hoping to change that.

A caveat for those who might want to join us for lunch. You are welcome but it is not a social event. Our only reason for getting together is cars. Car foibles and fixes. Parts and suppliers. Car stories (some true) are part of the mix. Call one of the group should you want more information. Be forewarned, we are SERIOUS outlaws!

THE MORGAN CENTENARY ROADSTER 100 REGISTER ANNOUNCES

ALL MORGANS' DAY

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*“Last margarita at Monterey, last glass of sweetness gone on its way
Another toast to another day, and to times we will hold forever”
(Last Margarita at Monterey by Bill Staines)*

I think this all came to a boil sometime during ‘British Wheels on the Green’ (see *The Morgan-er* Vol.38 No.6) when we were all standing around with our hands in our pockets. Andy Traggis casually asked, “So when are we getting together again?” The “we” reference was any and all of the Connecticut Shoreline Moggies, some dozen stalwarts on the Sound between the Quinnipiac and Connecticut Rivers (or so). The “getting together” reference referred to a ~2+ hour lubricated lunch at one of the local watering holes. These gatherings are highly irregular and happen on the fly - kinda when someone feels the spirit move them.

Right after Andy rolled his question

out, the gravelly baritone of fellow Madisonian Ted Lucas was heard to mumble, “That new Madison Beach Hotel has a great burger plate fer under \$10.” This was a shock to the rest of us since eating at the MBH usually required a second mortgage application. BUT...it’s right on the Sound and very beautiful. So we took Ted at his word and tried to schedule a date.

It was the typical Morgan group herding cats scenario; everybody had issues with one day or another. Finally – in exhaustion – I picked a date that was designed to offend as few as possible. It was a safe bet, figuring that those who were bugged about not being able to make it wouldn’t be there to complain anyway. Of all the constraints, Andy’s was the toughest: it had to be (Had to!

Must! No doubt!) be in good weather so we could take the cars. Oh sure, anybody can arrange good weather.... (The only one I know who can do that is Frank, most likely based on his impending sainthood)

It turned out to be one of the last truly Fabulous Morgan days of the season! It was a gift of bright sun, enough warmth to sit on the open veranda (with overhead heaters), breathtaking colors off the sky and water, and quiet surroundings. Four made the date: Andy Traggis, Ted Lucas, Barbara Fuller, and your humble scribe. Andy and Ted brought their Plus-8’s; Barbara and Spider brought AT (alternative transport).

photo: The Margaritas and Senorita

The scene from the veranda is one of those you would remember for a really long time, with a salty backdrop, beachy surroundings, and beautiful Morgans. Ted was right; the burger platter was outstanding and under \$10, but I think we all drank that amount again a few times. What I remember most is that everyone – all four of us – were smiling for the whole time: sunglasses, big grins, half filled glasses, lots of giggles and laughter. It was the kind of gathering that adds years back on your life, and good years at that. In 2 hours you can wipe away months of any residual salt and vinegar left over from life's more grinding issues.

Upon leaving, we lined the cars up (you know, you just HAVE to do this or is isn't a legitimate Morgan club event) and a couple of local gals took photos for us. Madison is a small place so we at least knew (of) one another. Much to their delight, we then photographed them with the cars, adding their enthusiasm to what had already been a heady day.

I know there were those who wanted to make it – Steve Colsen was an almost. Carl Kaufman was going to try but worried about making the last ferry for a Block Island Harbor Commission meeting. So I'll try to rope these guys in on the next one. These small informal get-togethers are fun. Not too fancy, not too planned, sometimes only 2 can show, sometimes 6. Sometimes there are Morgans and sometimes the weather gods say 'no way'.

As it turns out, we've had some "prolonged Autumnal" days since, but I'm here to tell you that none have been quite as memorable as this one. Check out the photos!



Ensemble with cars



Leisurely liquid lunch – not your average burger joint



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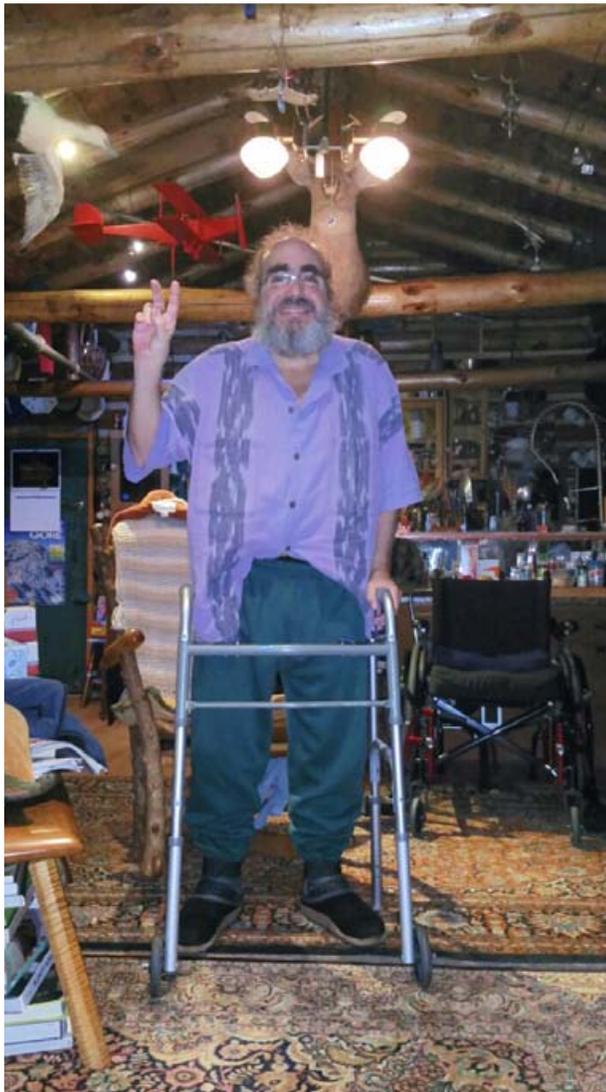
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FREEDOM!

Dateline December 11, 2015



Well folks, the day has come for me to go home. Freedom from institutions, at last! It's been a 4 1/2 month long strange trip. So today I head back to Camp Garuda for the last stages of my recovery from Guillian Barre. I have been able to stand and walk with a walker but I still have a lot of work to do before I am normally mobile again. Still I get stronger daily. Kate, Orrin and a few friends will be looking after me for a while.

Each time I do something I learn new ways to move and feel muscles do better. Oh yes, and I feel or don't feel certain nerves. Nerve pain has been my constant companion since early August, ever so slowly decreasing from a searing constant fire torture to a dull roar and receding to my extremities. This means currently that my hands, lower legs and especially feet are still numb and tingling. It can increase in the hours after exercise, leaving evenings after long days particularly no fun. For this I take Gabapentin 3 times a day. It helps a great deal but does not eliminate the pain. It's all about the mylan nerve sheaths re-growing from the Guillian Barre attack. This has been a slow process of reawakening. With feeling returning in subtle waves starting at my waist and progressing slowly outwards, with the hands and feet being the last to be restored.

All that aside it's time to celebrate my freedom. Tonite we celebrate. My sister Cate and her husband John are visiting, old friend Orrin and my sweet Kate with her son Clayton will join me for a victory dinner. We'll save the real party for new years eve. All are welcome.

To say that I feel considerably better than I did a few months ago is a gross understatement. I started out almost completely paralyzed late july. Now I can move, stand, get myself around and mostly care for my own needs. I have relied on others for my most basic of needs for so long. It's hard to even believe I can do much of this for myself now. I'll still need a good bit of help around the house as I get stronger. But soon, maybe a month or two, I will be independent again. Life will be different from here on.

Today I go home! Love to all.

And in a second message just before Christmas:

Dear Fellow Morganeers

I was really touched by the outpouring of love from this year's Autumn MOG Crew. Thanks especially to Ruth Bonomo for setting up the Skype link. Seeing folks and reading everyone's best wishes for my recovery was really touching, in fact I cried through the cards when I received them. I am in awe of our Morgan Family and the bond these cantankerous cars help build between us all. Thanks to all for your support in my time of healing.

This has been a 6 month long strange trip aka ordeal for me but the end is in sight. I am now home at Camp Garuda

in the Adirondacks continuing to make progress in my recovery from Guillian Barre. I'm using a wheelchair and walking with a walker. I'm having PT 3 times a week and getting stronger every day. I hope to be independent soon. I will be driving soon as well. Best wishes to all for the holiday season and new year.

With sincere love and gratitude,

J Scott Willoughby

WHAT'S IN A NAME

HOW WE BECAME THE 3/4 MORGAN GROUP LTD.



Your faithful editor (*remarks in italics*) and Editor-At-Large Spider Bulyk

It all started with this - an innocent enough question:

Hi Frank,

My wife asked where the 3/4 part of the Club title came from and I have no clue. Just exactly where the club name came from might make for an interesting article in your Morganeer. Unless perhaps I'm the only one with no idea.

Love your Morganeer,
Erwin Dressel

I responded to the best of my limited historic knowledge.

Yes, this is a good idea Erwin. I am not a big fan of the name, but it does have long tradition. The first club badge was a front view of the car, split down the middle, and one half was a 3 wheeler and the other a 4 wheeler. That is what I believe the 3/4 refers to. Actually I like that badge better than the current one.

The problem I have with the 3/4 is that when you type this in MS Word it automatically corrects to $\frac{3}{4}$, with the fractional numbers in smaller print. You have to go back and correct it again, which a lot of people don't, so many people confusingly refer to us as the 'three quarter Morgan Group'. I would change it to 3-4, but that is a minority opinion.

During my time at the Naval Academy we referred to

the institution as 'One hundred and twenty years of tradition unhampered by progress.' I think this is another example. F

I also included Spider in my response. Then the floodgates opened!

PART I

Hi guys,

Just to provide context to Frank's email, the split grill badge is NOT the original badge of The 3/4 Morgan Group, LTD. The original badge of the group was designed by Art Lange in 1970. That badge is the green triangle that we know today. The split grill badge was originally designed and used as the logo for Autumn Mog XII and subsequently adopted by then president Iris Knight as the club badge. Iris never liked either the name nor the green triangle badge. A numbered series of the new badge were produced but only remained popular with a small group of members for a brief period of approximately five years. The badge never gained acceptance and the club returned to its original badge, the green triangle.

Unlike Frank, I happen to be a fan of the club name just as it stands, as well as the original Lange designed green triangle badge. The original name came from the 12 original founders and was intended to describe a group of Morgan owners and drivers of both three and four wheel Morgan's.

I can provide more detail if you want but am traveling at the moment.

Spider

But of course there was more! (Would you expect any less from Spider?)

Part II

Hi guys,

I just got back on station. The epic dates for our Group begin in 1970, when Ken Gross and John Erickson met outside Ken's apartment in Riverdale, NY. One year later, in Ken's living room in Rye, NY, the Group was born. Present (founding members) were Butch Strunk (dcd), Jim Nichol, Art Lange (dcd), Chet Faleski (dcd), Alan Kone, Lee Gaskins, Bob Schmidt (whereabouts unknown, possibly dcd), Dave Bondon, and John Erickson (dcd). Also present (according to legend) were some spouses; the only verifiable spouse names present were Anne Kone, Patricia Gaskins, Ruth Lange, and Maralyn Bondon. There have been a few remarriages so I'm not sure who else might or might not have been there.

In the mid-1970's Morgans became popular (enough) that people started coming out of the woodwork redesigning parts of the undercarriage, using the (old) MMC winged logo, and making all kinds of wild claims. In this atmosphere, there were one or two attempts to unite the USA clubs (about 8 at the time) under one umbrella with all kinds of formal, corporate superstructures. This made the then officer cadre of the heretofore unofficial "Morgan 3/4 Club", "3/4 Morgan Group", "3-4 Morgan" etc. very nervous. The club decided to incorporate as a NFP under NY State law both to protect itself and to provide a structure for decision making. The 4 elected officers for this decision were:

Harry Carter (dcd) - President, Chief Gladhandler, International Liason, Membership Lapel-wringer

Wes Fredricks - Vice President, COO, Event Promoter

Stephanie Bulyk - Treasurer, Regalia Chairman, Registrar

Art Lange - Corresponding Secretary, Event Publicist, Editor of The Morganeer

In addition, there were some informal helpers.

Bob Couch - Technical Advisor

Allen Kone - General Council

Spider Bulyk - Autumn MOG Developer, Financial Gladhandler

The whole group with spouses usually met on a slow Friday night to lick stamps for mailing The Morganeer, share pizza and beer, play guitar and sing, and sometimes even talk about Morgans.



Allen Kone and Wes Fredericks - both lawyers by trade - handled the incorporation process (circa 1978.) The club was incorporated as "The 3/4 Morgan Group, Ltd." in New York State; The Morganeer and the green triangular badge were submitted as part of the club's identity in case of any future potential trademark infringement, or misuse either by a rival club or by a splinter group within the club.

I can probably come up with more detail from my files (REALLY Spider! ed) but that's the picture.

Run cool,
Spider

*And will there be a Parts III, IV and possibly V? Count on it!
Right Spider?*

photos:

OPPOSITE PAGE:

Evolution of the club badge - (l to r) current green triangle badge, original green triangle badge, 25th Anniversary badge

THIS PAGE:

The Red Split Grille Badge



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GOODBYE JAG, HELLO MORGAN (AFTER 52 YEARS!)

Bill Reardon is one of the newest members of our club. He tells this story. Ed

In 1963 I saw a British Racing Green Morgan Plus 4 in a showroom in Hartford, CT. The price was \$3500 - too much for a 20 year old. Instead I bought a 1959 Jaguar XK 150 Roadster for \$2350. (*I know, what was he thinking? ed*) I drove the Jag for 5 years until I was drafted. After my stint in the army, I never put the car back on the road. Marriage, children and work came first. The Jag was put on the back burner.

Fast-forward 47 years - it was time to restore the Jag. After much research, I decided that the cost of restoration was going to be too much. Luckily I found an avid Jag buff who could take on the restoration. So, with that money and some from savings, I finally got my Morgan - a '58 Plus 4 Drophead Coupe-----52 years later.

Good thinking Bill. Welcome to the club. What took you so long? ed



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THE FIRST AUTOMATIC MORGAN

This article first appeared in the October 2015 Miscellany and the Fall 2015 OHMOGGIE, newsletter of the Ohio Morgan club. Reprinted with their editor's permission. ed

The automatic Plus 4 announced last month is the first time a traditional-chassis Morgan has been offered for sale with an automatic gearbox, but it was by no means the first one built. This unique car was built for Jane Morgan (mother of Charles) and registered in January 1971, fitted with a Drop Head Coupe body and an automatic gearbox, as used with the V8 engine in the Rover P5B. JM53 was built as a one-off, as the complexity of building the DHC body took too long for production, which had already caused them to be discontinued on the Plus 4.

Jane used it as her everyday car for some years. In later years Peter Morgan drove it, enjoying the extra comfort of the coupe and the ease of access with its "suicide" doors. Originally painted in a very 1970s shade of brown, it has been rebuilt at least twice following accidents and now lives in the museum at the Morgan factory, be-

ing brought out for special occasions such as the Centenary and Shelsley Walsh.

Morgan have never made another DHC, although the Aero 8 is a modern version of the concept. The late Bob Harper rebuilt two Plus 8s as

DHCs, a two and four seater, but both with front hinged doors.

Of course the aluminum chassis is now offered as an automatic. Interestingly, this is very popular on the Aero models, but much less so on the modern Plus 8.



photos:

ABOVE:

Lady Jane's DHC on display in the factory museum

BELOW:

Automatic stick shift AND a radio!
DE-LUXE!

MY VISIT WITH UNCLE PETER AND AUNT JANE

Jim Nichol

Our club historian retells a story from his misguided youth where he was taken in by a generous older couple. Only in the Morgan world could this truth be stranger than fiction story have happened.

After having the honour of meeting and speaking with Peter and Jane Morgan at MCC DC's MOG 2, I discovered that until one's 26th birthday, flying across The Pond was half-fare. So after begging borrowing, and...no, never mind...off into the wild blue my best mate and I departed on a TWA flight and landed at Heathrow in mid-July. After wandering off to Menorca as well as the South of England, we parted company as I boarded National Rail at St Pancras station for the three hour ride to Malvern Link.

Being young and stupid, I had no plans beyond visiting the legendary (to me) Morgan Works.

A short walk from the station brought me to the long brick sheds on Pickersley Road. Entering the reception area, I explained that I was a Morgan owner from the colonies and wondered if I could see the works. In a very informal way I was told to go through the door, wander about, and if I had any questions, to ask anyone around. I felt like a kid in a candy store!

As I was leaving the dispatch bay, who should appear but Peter and Jane Morgan, just out of a directors' meeting. Greeting me as though I were a long lost cousin, they removed any doubt as to where I was going to stay, explaining that I was staying with them. Thus a great holiday turned to a perfect one! At this point I was told I'd be driving David Price's Plus 8 to their home as he was going to collect it there later in the day, so my first driving on the proper side of the road was in a fly yellow Plus 8.

Keeping Ben Franklin's adage in mind ("Fish and visitors smell after three days."), on the third day of my visit, with Jane's help, I booked a car-hire (Rental) from Avis in Stratford upon Avon. This was a task in itself as it was summer bank holiday weekend and cars were at a premium. After a number of rebuffs, Jane was on the phone and managed to reserve a car. As we headed into the courtyard and Jane's one-off autobox Plus 8 DHC, I reached to open the curbside door and was told in no uncertain terms that I was driving, else how otherwise would I get a bit of practice driving before setting off on my own, or in Jane Morgan's own words, "If you do something daft, I can scream as loudly as anyone!"

Thus I was able to enjoy a unique Morgan for a half an hour of seat-time, a lesson I shall not forget! Though I must admit that with but two pedals on the floor, the DHC was, at best, stately transport. To set the day off a step higher, when the Avis counter girl learned I'd have the car for two weeks, she took back the keys for my bottom-feeder Ford Escort and replaced them with those for a Ford Capri (which even had a radio!) for the same rental cost.

Once she was sure that I was all set, Lady Jane bid me farewell and roared off in her unique Plus 8 automatic Drop Head Coupe. Better hosts one could not find!



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SPIDER'S TECH TIPS

I know it's a LONG winter's read, but stay with this latest chapter of Spider's Tech Tips. You might learn something while being entertained. ed

Hey Spider, I'm at the end of my search and find no reason for an ignition problem in my Plus 4. While out riding the engine quit and the car had to be 'roped' home. No spark at plugs but spark at coil to distributor lead. The points, condenser and distributor cap all are relatively new as the car has been to Morgan Motors before I bought it and the accumulated mileage since then is not much at all. This is not rocket science and all looks good including copper core wire spark plug leads.

I'm baffled. Everything tests for continuity. The points open and close properly, good solid spark from coil hot lead to ground. Zilch at plug wire. Good rotor and proper carbon contact in distributor cap. Any ideas?

Car did occasionally 'buck' on take off, but I attributed that to engine possibly not being hot enough as my temp gauge always reads way low. I've heard the 'buck' and hesitation may be signs of a poor coil.

I shall await your consideration.

Bill Gazzola

Bill, OK, so having thought a little more about it, consider this. If you are correct in your assertion that you have spark at the coil hot wire but not at the plugs, then the problem is most probably (but not necessarily) NOT in the low-tension 12V circuit, but rather in the hot circuit downstream of the coil. After the hot charge leaves the top of the coil, it should take the following path: up the cable from the coil to the center of the distributor cap, down into the spring-loaded black carbon finger riding on the rotor, out through the rotor arm to the four contacts for each of the spark plug wires, and then down the wire to the spark plugs themselves. As you describe it, there are a few usual culprits:

1. the coil wire in the center of the distributor cap is not completely in contact with either the coil or the distributor or both
2. the black carbon finger in the cap is worn or stuck and no longer extends down to touch the spinning rotor
3. the spark is arcing down the distributor cap instead of out the wire to the (respective) plug
4. the distributor is loose in its mounting and causing the spark to occur at the wrong time

Check the following (relating to numbers above):

1. Is the wire core (coil to center of dist) in contact with the contact zone inside the distributor (screw in or push in?) and the coil? If screw in, sometimes the screw can push the wire out of the distributor cap.
2. removing the cap, depressing the black carbon finger in the center inside, does it move in and out freely? Is the rotor correctly seated on the shaft?
3. Is there evidence of arching on the inside surface of the distributor?
4. is the distributor firmly in place and will not rotate with any (moderate/gentle) hand pressure?

An interesting final check might be to open the distributor side bonnet half in a dark garage (at night - no lights), let your eyes adjust, then turn the switch (key) ON, and attempt to start the car while watching the coil/wires/distributor area. You might very possibly see a veritable "light show" or "shower of sparks" from the distributor, the wires, or from the coil itself. If no, then OK. If so then this will lead you to further diagnosis. As Einstein once said, "Nothing is so practical as a good theory." Run cool, Spider

Well delineated Dr. Spider. I will go over all, although some I've already been over. That said, I did change the condenser with an exact copy. Still no start and gas in the exhaust pipe so it ain't the fuel pump as I once deluded myself to thinking before I looked for spark. The goblin lives. Bill



And some weeks (and a few electrically shocked fingers) later:

Spider, It's a good day when you can fix something. I've spent a few hours on my car trying to shoot the ignition trouble. Out of restrained desperation I began to change things. I wired in a new Napa 12v coil and turned it over, no ignition. Next, leaving the new coil in place I changed all the wires for Eklers steel core stuff that just arrived and costs a lot. It fired right up. Shazam !!!

To double check my logic of changing one thing at a time until it ran, I took out the new coil and replaced the old one. It wouldn't fire up! ZILCH! The coil that tested good was a false positive and the wire with brandy new ends in a brandy new distributor cap were also Zilch.

New wires, new distributor cap, new coil. It runs very well and at idle the purring exhaust note coming from my barn is a thing of beauty.

So now there's a new sidebar that can be added to the annals of Morgan exorcisms. It's the false positive syndrome and the 'even though the wires look new, should be new with those fancy Lucas ends, they're not worth s#%*!'

Thanks so much for our email exchange and phone conversation. It gave me a few good ideas of where to look for proof positive. Who ever thought a coil that tested for continuity and produced a spark would be an illusion. Bill

Once again, Spider's usual fallback technique of 'if all else fails, start changing everything' hits paydirt. (eventually!) Way to go Spider!

And in conclusion (you thought we'd never get here, right?):

Bill, Congratulations. As we discussed, when all your logical tests don't lead to a "happy ending", it's time to replace a few things and see if a difference really makes a difference. I'm very happy you were successful; I think you may have learned a thing or two in the process and so have become more independent. This is a very good thing - it allows you to go farther afield in your Morgan without fears of becoming stuck. Becoming independent provides a level of freedom unavailable in any other way - AND provides enjoyment with the car unavailable in any other way.

I am/was very happy to be a part of it with you. Hopefully we'll meet up some day and get to buy each other pints of something cold.

Congratulations again and (of course) run cool!

Spider

Wait, wait! JUST IN NEWSFLASH - Christmas day!

Hey Spider, hope your holiday has been a good one.

I took my car for a ride on Christmas day. It never ran so well. Lots of power and no 'bucking' on take off, which it always did and I attributed to running too cool. My temp gauge never worked from day one and needed a proper ground which I made up from a brass pipe fitting that I cut, filed and drilled. Two holes, one the ground wire was solder to and the other tapped and threaded as the fitting went over the sending unit and tightened against one of the flats. Grounded to the chassis, the temp finally came up and gave me an acceptable reading.

It turns out that, as I read somewhere, the bucking was the coil heading south and as I previously mentioned, despite testing good and throwing a spark on the lead for the coil, it could not, would not make spark to the plugs even after new wires. The old wires tested good once the 'Lucas' plug ends were removed. Pieces of no go junk but, for the purist, genuine Lucas.

As far as the feeling of independence you lauded, I do feel good about clearing the trouble and getting the car to run so well. All this reflection as I replace my tool roll in the tray behind the engine and notice how full of spare parts that tray has become. Independence is not for the timid as one anticipates what may be needed in which situation.

All said and done, 'running cool' is never so good as when you're well grounded and actually know what the engine temperature is. Bill

Hmmmm. Seems to me like Bill should now be the one giving "Tech Tips" - eh, Spider?

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