

# The Morganeer

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Issue 3

## Still Life with Morgan



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

## NEW CLUB MEMBERS

Carl & Jessica Kemp      Medfield, MA  
'62 Plus 4

Ted & Christine Rose      Ottawa, ON Canada  
'67 Plus 4

Welcome to the club and we hope  
to see you at an event soon.

## FROM THE PRESIDENT

# The Road to Autumn MOG 2016

**Maura Hall and Pat Hennessey,  
Co-Chairs**



*"On reaching the lake, he beheld the view that unexpectedly met his gaze. On a level with the point lay a broad sheet of water; so placid and limpid that it resembled a bed of the pure mountain atmosphere, compressed into a setting of hills and woods."*

*- "The Deerslayer" by James Fenimore Cooper*

Called "Glimmerglass" in James Fenimore Cooper's Leatherstocking Tales, Ostego Lake, the source of the Susquehanna River, is a landmark of striking beauty. The village at its head, Cooperstown, NY, is our destination for Autumn MOG 2016.

In this dramatic setting, your event co-chairs have planned an event sure to please. We've been in contact with the MOPS and Western NY groups, who are enthusiastic about joining us.

We are looking forward to stellar hospitality from Cooperstown's Best Western Hotel. All events are within ten miles of this site. This Morganeer includes hotel info and a registration form. Please be particularly aware of registration deadlines, as they come during the summer. We will also be adding a new feature this year – on-line registration for the event on the club website. This will make registration easier and reduce the burden of administrative paperwork processing mail in registrations and checks.

The excitement starts Friday as we welcome back our Autocross Guru Scott Willoughby, who promises a fiendish test of our racing skills. Then head to the Best Western for registration and hospitality. The day concludes with dinner at Ommegang Brewery, where you can sample some fine, Belgian-style beer and ale. Weather permitting, we'll end with a bonfire outside.

Saturday we are off to Glimmerglass State Park and historic Hyde Hall, where our Concours will overlook the lake. Brent and Anne Follweiler are arranging for an engaging event to match this spectacular setting. A complementary tour of the architecturally renowned neoclassic mansion is included.

Then it's off on a rally artfully crafted by the masterful trio of Nichol, Nichol, and Perry, Inc. As ever, they are secretive about their plans, which are sure to challenge the hardest competitors.

The evening concludes with our traditional awards banquet at landmark Templeton Hall in Cooperstown's center ville where locally renowned caterer Lucy Townshend is planning a delectable dinner.

YOUR Autumn MOG team has been working hard to put together a fun and exciting weekend for our BIG anual club event. See details on page 22. We look forward to seeing all of you there.



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## CONTENTS

Cover Story/Remembering San	p. 3
St. Paddy's Day Party	p. 5
Peter Morgan Story	p. 7
Two Roads	p. 11
Our First Morgan	p. 14
Shifting Gears	p. 18
Autumn MOG 2016	p. 22
Events Calendar	p. 26
Spider's Tech Tips	p. 28

## FROM THE EDITOR

Once again we have a photo of a lovely piece of artwork to grace the cover of *The Morganeer*. It is amazing to me that this could have been created as a still life art class project by budding artist **Andrea Lucas**. I would have to say that you are off to a terrific start in your new vocation Andrea. And wouldn't you like a nice Drophead Coupe as your next subject? (Hint, hint!)

I am hesitatingly going to dub this the spring dustoff issue. I say this, because as I was driving up to Owls Head for my volunteer day this morning I suddenly found myself engulfed in a raging snowstorm! COME ON, Mother Nature! It's almost May – can't it be spring in Maine? Oh well, at least I wasn't driving the drophead.

On the other hand, the weather down in the southern regions of our club was mild enough by mid-March to encourage several of the hardier attendees of **Bob and Louise Nunnink's** Saint Patrick's Day party to show up in their Morgans, as reported by our southern scribe **Fred Cohen**. Actually, credit must also be given to co-hosts **Jim Nolan** and Dawn **Heflin**, who shared in the food preparation and hosting. But it was the tour of Bob's 'garage' (actually the entire lower level of the house) which was the biggest hit at this event.

If you peruse the Club Events pages you will find several dustoffs scheduled, one of which has probably occurred by the time you are reading this – hosted by **Jim and Corrine Vollmuth** and once again in the warmer southern climes of New Jersey, and an upcoming first of the season event for the northern New Englanders hosted by Brad and Lynn King at Battleship Cove, MA. Both should be reported on in the next *Morganeer* issue.

The feature article for this issue comes, once again, from our Parisian correspondent **Douglas Hallawell**. His meticulous research and excellent writing have provided a very interesting dual theme article on the history of the Concorde supersonic airliner, and the late Peter Morgan's flight on the Concorde to the DC MOG in 1995. Of course, Douglas was also a personal part of this bit of aviation history as an Air France crew member (Purser) on the Concorde, including the last AF Concorde flight to Rio De Janeiro.

Next we have one of our illustrious California couples and international Morgan personalities, **Gerry and Barbara Willburn**, who, no doubt inspired by



Jim Nichol's story of how he discovered Morgans, share with us the story of their first Morgan. One might get the impression that it was a bit of an impulse purchase, as they walked out of their first visit to a Morgan dealership having purchased the only new Morgan available on the lot. At least they had good taste – it was a white-wall tired Plus 4 Drophead Coupe.

Apparently not satisfied with just contributing the cover art and its story, **Andrea Lucas** also reported from the CT/southern NE area on a combined lunch and visit to a high end restoration shop. And the irrepressible **Spider**, also reporting from CT, shares another of his now famous, highly perceptive, always entertaining Tech Tips on the annoying and recurring problem of intermittent headlamp operation. (Come on Spider, it's a Morgan!)

Lastly, I would like to direct your attention (if you might have skipped it and gone RIGHT to my column, for which you are forgiven) to **Maura Hall's** informative report on plans for our BIG club event this fall – Autumn MOG. She and her team (including her Mom, **Pat Hennesey**) have done a GREAT job putting this together at a new and exciting venue – Cooperstown, New York. Also new this year, we will all have the opportunity to register for the event ON-LINE through the club website. How easy can it get! Absolutely no excuse for not being there this year. Don't miss it!

So, as I finish this column, the sun has come out and is setting, reflecting off the water, the melting snow is falling vertically in big glistening drops off the trees and the ground still covered with a pristine white blanket. Beautiful! Okay Mother Nature, you have redeemed yourself. Forget what I said about you earlier. I didn't really mean it. Honest. Tomorrow I'm sure will be warm enough for a nice first ride in the Morgan. Because as we all know, as winter turns to spring.

The road goes on forever,  
Frank

## TO THE EDITORS

Good Evening Spider,

I just wanted to say that Vixen and I enjoyed our first little outing this evening, and she behaved like a lady....for a change. I truly believe she is cold blooded, in more ways than one, and I look forward to taking her further afield than Saybrook Point and back.

Also very much enjoyed your article on Carl. What true Renaissance Men you both are and I look forward to many more gatherings. I trust you and Stephanie are working feverishly on Hope to have her ready for the great weather ahead.

Have a great evening!

Regards,  
Barb (Fuller)

Hi Frank,

Another outstanding top notch Morganeer, the "king of the hill" of newsletters. None nicer, seriously.

Steve Hutchins  
Editor, NW Mogazine  
(NW Morgan Club newsletter)

Hi Frank,

I just got around to reading the latest *Morganeer* (and a fantastic issue it was).

I do have a comment; I think the quote "Keep it simple and add lightness" came from the late Ken Miles (MG, not Morgan) in the early 1950s when asked how to build a fast race car.

I also noticed the article by Jim Nichol on his first Morgan. I am attaching a story about our first Morgan that might amuse you.

All of the best,  
Gerry Willburn

## CORRECTION

In this space on page 3 of the last issue in an 'About The Cover' sidebar, I mistakenly identified the owner of the car as Alessandro Vitali. It should have been Natali. I REALLY HATE misspelling names! So, a big, heart-felt 'mea culpa' to Alessandro. Bella macchina!

# COVER STORY

## *The Art of Combining Two Passions*

Andrea Lucas (wife of a Morgan man)

*I hope I was able to fool some of the 3/4 Morgan Group members who thought John Erickson did the Morgan painting. The painting was my first subject for a "still life" assignment in a beginner's oil painting class.*

After retirement as a finance manager for over 25 years, I wanted to switch gears and lean toward more artistic and creative pursuits, e.g. drawing and oil painting. One of my first oil painting class assignments was to choose a subject for a "still life" painting. My husband, Ted, always ready to offer assistance, suggested I do an oil painting of the Mor-

gan Plus 8 which he was restoring. His Morgan, purchased many years prior, had been in a major car accident, sat abandoned for many years, and needed a complete restoration.

At this point, Ted had done a ton of work on the car including painting it himself- a "Rolls Royce" green. Being a novice, I thought the car might be somewhat difficult to draw and paint but decided to give it a try. My art instructor, Mark, approved the subject and had also done some car paintings so his advice was especially helpful.

I began the painting in January and planned to have it finished for Ted's birthday that March. However, due to technical difficulties, it was not completed until Father's Day.

While I was agonizing in my painting studio over the snail pace progress of the Morgan painting, Ted was agonizing in the basement over the progress of his restoration work on the car. Passions are not always fun! I was so frustrated with the progress of the painting that I blurted out in the next class to the instructor, "Mark, you should let students know upfront if the subject matter is beyond their skill level!" My instructor retorted, "What? Are you always going to stand in two feet of water and not get

your bathing suit wet?" I thought this guy had figured me out pretty fast.

Anyhow, I persistently continued with the painting, completed it, received kudos from friends, family, class members and most importantly, Ted. Although frustrating, exasperating and technically challenging, I learned a lot through trial and error, critiques, support and encouragement from others and remaining steadfast. The end result is a product that is lasting and brings pleasure to many who see it- just like a restored Morgan.

One of the challenges of doing a painting is to know when it is completed. I can spend an inordinate amount of time trying to "improve" a painting when others consider it "Done". When Ted complains that I spend too much time on a painting, I only need to say one word. "Morgan."

P.S. Ted has since changed the interior to beige leather. Should I modify the painting?

*No Andrea, it should stay as originally painted - like the Mona Lisa. I think you have found your niche Andrea. What Morgan will be your next 'still life'? and more importantly - is oil paint easier to get off your hands than oil and grease? ed*

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## REMEMBERING SAN CRANDALL



Sad news. For those of you who may not have heard, San Crandall, a long-time 3/4 Morgan Group member and wife of former club vice president and area captain for Northern New England, David Crandall, passed away peacefully on April 5 after a long battle with cancer. She remained active and optimistic until the very end, and she and David attended Autumn MOG last fall. This photo was taken last summer when Bill Alexander stopped by to visit the Crandalls in Portland.

With David, San hosted many of the Northern New England group's famous holiday/Yankee gift swap parties at their home in Rowley, Massachusetts, and she enthusiastically participated in club events. San and David moved to Portland,

Oregon several years ago to be closer to their son and grandson, but they have remained active club members. David continues to serve the club as the Inter-club and International Liaison Officer.

A memorial noggin for San was held on April 23rd, hosted by Shayna Loeffler. Many of the Northern New England club members attended to share their remembrance of San. A phone call was also placed to David so all present could share a few words with him.

San was an accomplished artist, and several club members have her wonderful oil paintings in their homes. She will be sorely missed, and our hearts go out to David and his family. Members wishing to communicate with David will find his coordinates in the club directory.



# PARTY SEASON BEGINS IN HONOR OF SAINT PATRICK

Fred Cohen

**I**t was Saturday, March 19th, two days after Saint Patrick's Day, but the spirit of the occasion was alive and well at the Nunnick's house in Pompton Plains, New Jersey. The threat of a Sunday snowstorm failed to discourage twenty seven Morganeers from what turned out to be a festive Spring season Irish party.

Louise and Bob had prepared a wonderful spread of corn beef, cabbage, Irish soda bread, and potato salad. Dawn and Jim Nolan, their co-conspirators, provided a tasty Irish stew. The wine, Guinness and Jamesons whiskey all added to the fun.

The Nunnicks built their home with plans to accommodate Bob's collection of a dozen classic cars in an easily accessible drive-in workshop/basement. The only 'modern' cars in the collection are the Morgan Plus 4 and the Jaguar 140. One of my favorites is the 1904 curved dash Olds that Bob twice drove successfully in the London to Brighton Run.

All of the cars are in beautiful running condition. Bob spent a good bit of time explaining the features and mechanics of each of the cars. Great fun!

After touring the car collection we went back upstairs for Irish coffee and desert and much talk about Morgans. The group included the Hunters, Steve Shapiro and Jane Mattson, Peggy Newton, the Dressels, the Busheys, the Dixons, the Singers, the Kortznors, the Vollmuths, the Ignozzas and the Cohens.

Many thanks to Louise, Bob, Jim, and Dawn. We all had a wonderful Morgan Saint Patrick's Day. The food and drinks were fabulous. Our hosts and the visiting Morgan guests all made for a wonderful start to the summer driving season.



photos:

**TOP LEFT:** A feast fit for an Irish saint

**RIGHT, from top to bottom :** Yes – the brave and hardy came in Morgans; Host and Hostess Bob and Louise amongst Bob's car collection; Bob sows off the Franklin; A Jaguar XK, but where's the Morgan Bob?

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Dark Red Yarwood

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Metallic; Merlot Metallic/  
Dark tan, 3,700 miles; BRG  
Metallic/tan, 1,800 miles; BRG  
Metallic/Tan, 6,700 miles.

**1992 Morgan PLUS 8,** BRG/  
Tan leather, 7k miles

**1986 Morgan PLUS 8,** Alloy  
Roadster in Silver/Blue metallic

**1967 Morgan PLUS 4,** four  
pass SuperSport perfect clone,  
ground up restoration

**1966 Morgan PLUS 4** DHC, White/  
Black, chrome wires, ground  
up restoration // PRICE DECREASE

**1959 Morgan PLUS 4** FOUR  
PASS, Ivory/Green leather,  
older beautiful restoration

**1959 Morgan PLUS 4** DHC, BRG/  
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# THE DAY PETER MORGAN FLEW MACH 2

## A SHORT HISTORY OF THE CONCORDE

Douglas Hallawell

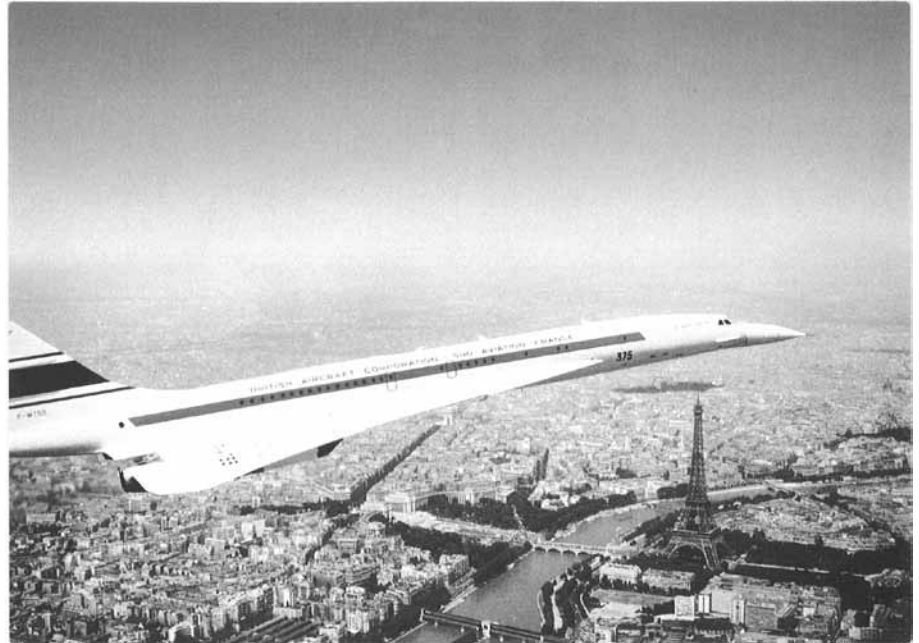
*This article is currently featured in the May issue of Miscellany. Reprinted here with kind permission of Miscellany editor Charles Neal and the author. ed*

**H**alf a century ago, when privileged travelers were discovering the age of jet travel, two countries had already teamed up to create what was to become the world's fastest commercial aircraft: **Concorde**.

In 1962 Great Britain and France sealed the treaty that would lead to the first flight in March 1969. Seven more years were to be spent by engineers on further development and testing in the hands of British Aircraft Corporation's and Aerospatiale's test-pilots in order to obtain type certification. The final stage in the test programme required the aircraft to be flown on typical routes by its respective airline crews and maintained by airline ground mechanics.

What ensued were route-proving flights starting in the summer of 1975 which also served indirectly for promoting Concorde, with invited passengers on board. For these special flights, BA chose to fly to Bahrain – and then on to Bombay – while AF privileged South American destinations. BA had plans then to extend the Bahrain route to Singapore and further still to Australia. Eventually, this led to a partnership between BA and Singapore Airlines jointly operating a single Concorde in dual livery. Early in December that year BAC and Aerospatiale received the long-awaited type certificate for the aircraft.

For their inaugural supersonic flights, BA and AF worked together to schedule take-offs of their respective planes at precisely the same time on January 21<sup>st</sup> 1976. While BA chose to fly



to Bahrain, AF chose the route to Rio de Janeiro with a refueling stop in Dakar, Senegal. In order to enable simultaneous take-offs of both planes, BA and AF programmed a direct radio link between the two flight decks in similar NASA count-down style. Consequently, the 40<sup>th</sup> anniversary of these two inaugural commercial flights took place on January 21<sup>st</sup> this year.

With Concorde, BA and AF launched a new era of jet travel, taking civil aviation from a docile 600 mph to 1350 in one giant leap. Imagine waving a magic wand over a 105 hp TR-engined Plus 4 of the '60s and turning it into a Cosworth-engined ARP4 with 225 hp... As coined by Ken Binning, Dept. of Industry's director for Concorde, it was the "the end of the beginning". Little

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photos:

**TOP:** Concorde  
over Paris  
June 1969

**BOTTOM:**  
MOG Touraine  
Fernand Adreani and  
Peter Morgan talk –  
Morgan or Concorde?

---





did he know, the 'beginning of the end' was to occur seven years later, when, as from November 1982, New York became AF's sole regular destination. The glorious years therefore for AF were the five years from November 1977 to October 1982 during which time AF's seven Concorde's flew to five destinations: New York, Washington, Rio, Mexico City and Caracas. As an AF cabin crew-member, I was selected to fly on the last flights to Rio and Caracas in March 1982.

A long battle confronting PONYA (Port of New York Authority) with the builders of Concorde and the two airlines resulted in a Supreme Court decision in 1977 finally authorizing supersonic flights into and out of New York. AF was the first to fly into JFK in November 1977 on a regular scheduled 3h45 flight, perfectly adapted to Concorde's limited flying range.

On an interesting side note, the only other airline to fly Concorde, with its own cockpit and cabin crew – as compared to the BA/Singapore Airlines

venture which retained BA flight deck crews – was Braniff in 1979. Unfortunately, the airline never broke even on their sole route between Washington DC and Dallas Fort Worth. During Concorde's stopover at Dulles airport, the plane's fuselage would be rebadged with a North American registration in order to be granted a US certificate of airworthiness by the FAA and also for insurance purposes. Using alternately BA and AF Concorde's, a Braniff crew would take over for a strictly subsonic flight to Dallas Fort Worth. The sonic bang generated at Mach 1 would have been incompatible with flying overland in USA. Although the handful of flight deck crews selected by Braniff to fly Concorde were trained to fly up to Mach 2, they were only authorized to fly subsonic!

The crew that took over in Rio for the inaugural return flight in 1976 arrived at 7:00 am in Paris where they were all invited to breakfast with President Giscard d'Estaing at the Elysée Palace. To coincide with Concorde's 40<sup>th</sup> anniversary, APCOS, a French association created by ex-Concorde crews, hosted its annual dinner at the Senate's restaurant on January 23<sup>rd</sup>. The two crews

selected for AF's inaugural flights (out-bound & return) were appropriately invited as guests of honour. Of the two captains on the Paris-Rio flight on January 21<sup>st</sup> 1976, only Pierre Dudal, who is aged 91, turned up at the Senate. At the end of dinner, I had a lengthy conversation with Mr. Dudal, who explained how he – as AF's chief pilot and former test-pilot for Concorde – also had the task of qualifying the second captain for his initial Concorde flight.

In September 1983 Heather and Peter Morgan attended MOG Touraine, taking MMC's latest model, a 1600 cc Fiat-engined 4/4, to the Loire Valley event. As organiser for the Morgan Club de France, I had solicited one of my AF Concorde colleagues, captain Fernand Andréani, to be patron of the MOG. Five years earlier, he had distinguished himself for establishing the record for the fastest transatlantic crossing from Paris to New York in 3 hours and 30 minutes. After introducing Heather and Peter to Fernand, I made a point of mentioning this to Peter at the start of our conversation while they were photographed and interviewed by the press (including French TV), seated together in a Morgan on château de Villandry's esplanade. They spent at least twenty minutes together, talking to some extent about the white bird, as it was dubbed by aficionados.



photos:

**TOP:** Fernand Adriani and Peter Morgan

**BOTTOM:** Concord AF inaugural flight with Capt Dudal in right seat and Pierre Chanoine in left seat

Did Fernand explain to Peter how the plane would stretch inflight – by as much as 25 cm – due to the high friction generated by Mach 2? Or did he mention how the horizon – at Concorde's cruising altitude of 58-60000 feet – reveals an unmistakably curved earth? At that altitude – a third higher than any Boeing or Airbus – there is absolutely no turbulence (or cloud) to be encountered, nor for that matter, any hint of front-end shimmy, aka 'Malvern Dance'! One thing is pretty certain.. That fortuitous encounter with a French Concorde pilot in 1983 perked his curiosity enough to put a supersonic flight on Peter's "need to do one day" list. And I remember doing my share of promoting the plane too!

Twelve years later, in July 1995, Heather and Peter Morgan were invited to attend MOG 25, as guests of honour of the Washington MCCDC club that was celebrating its 25th anniversary in Malvern, Pennsylvania. This was Peter's third attendance at one of their MOGs; Others were in 1972 at Pocomo, PA. and in 1984 in Washington, DC. For the occasion they chose to fly on a BA Concorde. The first officer happened to be a Plus 8 owner and when he glanced at the passenger list, noticed the familiar name. On boarding, Heather and Peter were promptly invited to the cockpit for take-off and landing, seated in the two jump seats. Exceptional circumstances even in those days, and what an unexpected turn of events, to say the least!

As recounted to me by John Sheally, Heather and Peter were invited to the



cockpit for a souvenir photo of their supersonic trip. No, not during the flight, but after the other passengers had disembarked. The photo of them in the captain's and co-pilot's seats was later published in the 95.8 issue of Rough Rider, the Washington club's newsletter. Another souvenir of their flight – compliments of the crew – was a bottle of vintage French champagne which Peter graciously presented to John Sheally who, to this day, still has the autographed (unopened) bottle.

photos:

**TOP:** Crew of last AF Concorde flight to Rio, March 1982. Dashing figure in the center is the author, Flight Purser Douglas Hallawell

**MIDDLE:** Peter tries out the Concorde captain's seat.

**BOTTOM:** John Shealey's prized possession. The bottle of Champagne presented to Peter by the AF Concorde crew – a truly generous gift.





## An Update From Scott Willoughby

Frank,

Thanks to everyone who has sent me notes, calls and good wishes. I'm doing better and better. I'm still using a walker and hoping to graduate to a cane this week. My nerve pain is reducing slowly as I gain strength.

I started driving last week. It began with the ATV and progressed to my Audi S6 within an hour! I've been driving all over. I'm not ready for a clutch yet but soon. I expect to get in the Plus 8 within a month. I'm looking forward to a great spring and summer of Morganeering. See you all soon....

All the best. Cheers!

Scott

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# TWO ROADS LEAD TO A BREWERY AND MORGANS – PERFECT!

Andrea Lucas

Although Saturday, April 2, was a dreary and rainy day in the Stratford, CT area, several Morgan club members joined the American Motor Enthusiasts (AME) Club for lunch at Two Roads Brewery and a tour of Automotive Restorations, Inc. (ARI). Unfortunately, due to the weather, the over 60 car enthusiasts did not drive their Morgans, Jaguars, Ferraris etc., which would have been great to see. Later, however, we saw an amazing collection of beautiful restored cars for sale and/or under restoration at ARI.

Briefly, Two Roads Brewery was purchased and converted from an old machine factory into a craft beer brewery in 2006. It started with seven people and has grown to employ over 100, distributing primarily to restaur-

ants and stores throughout NE, NY, NJ and other areas. The pristine factory area can be seen through floor to ceiling glass windows where a rustic and quaint long bar and restaurant area serve the public. The “Farm boys

Smokin’ Barbeque” truck serves delicious beef, pork or chicken cooked outside but also set up inside the brewery to accommodate the lively crowd of car club members and the general public. Obviously, a popular place to spend a rainy Saturday afternoon! Two Roads was named from Robert Frost’s poem, “The Road Not Taken” and this quote is painted on one wall:

*Two roads diverged in a wood, and I-  
I took the one less traveled by,  
And that has made all the difference.*

After a brief tour of this unique brewery and lunch, we left to visit ARI, only a few blocks from the brewery.

ARI, founded in 1978, are “well established practitioners of the art and craft of vehicle restoration, preservation

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photo: 3/4 Morgan Group Members  
show the flag. L to R  
Andrea Lucas, Henry Angel,  
Ted Lucas (back), Steve Scheffbauer,  
Paul Fredricks, Pat Hennessy and Tom Smith  
with 1965 Morgan Plus 4

and care.” Kent Bain’s shop restores a wide variety of classics including those prepared both for racing and Concours events such as Pebble Beach. Currently, a beautifully restored 1957 Morgan Plus 4 is for sale (See in photo with Lucas). One other Morgan, a 1965 Morgan Plus 4 recently sold (See Morgan Group photo). More on the 1965 Morgan story later.

Kent Bain, head of ARI, gave a presentation and slide show of two of the many restorations done by ARI. This included a 1952 Siata 2085 which won the Greenwich Concours 2012 Award. The Siata took nine months to rebuild. The second restoration, a 1949 Cisitalia 202SC took seven years to restore right down to the original paint color and interior leather. The Cisitalia was completed in February, 2016 and sent to Amelia Island.

Murray Smith, Chairman of the Lime Rock Historic Festival, was the next presenter and covered his fascinating racing experiences (beginning in 1958) in numerous parts of the world. These included a seven-day race in Mexico down mountainous roads at top speed in a Corvette, and many races in Greece, Le Mans, Grand Prix, etc. Murray Smith is 78 years young and will drive in the Grand Prix in Monaco next month!

This concluded the event, and Steve Scheffbauer and I were talking about information we will collect on the Lime Rock Festival (Labor Day weekend) to share with our club. Kent was near us and Steve asked him if he had sold the 1965 Morgan Plus 4 still in the back room of ARI. Kent said it had just sold and had an interesting story as follows:

In 1981, a man came to ARI with the car and various parts. Before Kent even got his name, the man said he had more parts for the car and would be right back. The man never came back! Kent said he tried everything he could to locate the owner, e.g. advertising in Hemmings Motor News, contacting DMV,

etc. but found nothing. After a total ground up restoration of the car, including a new chassis, Kent sold it to another man. The second man died. The car went through the estate process and Kent was able to put the car up for sale again. I remarked that this was a really good story and Kent replied, “Every car has a story.”

Later at home, Ted and I speculated on why the Morgan was abandoned. Ted thinks the owner couldn’t afford the restoration work. I agreed and likened it to parents sadly leaving their “baby” on the doorsteps of someone they felt would give it loving care and a better

life. Hopefully, the current buyer will give this beautifully restored Morgan a good home.

ARI does top of the line restoration work and is well worth a visit whether to buy or have restoration work done on a classic. Plus, you can enjoy a great craft beer and lunch just down the road. Cheers!

*An interesting finish to this article about a mystery, ill-fated, perhaps even haunted Morgan. So, how well do YOU know the history of YOUR Morgan? Could it have been named ‘Christine’ by a former owner? VROOM. VROOM! ed*



photos:

**TOP:** Henry Angel with 1965 Morgan Plus 4

**BOTTOM:** Andrea and Ted Lucas with 1957 Morgan Plus 4 for sale

# Registrar's Report

## 3/4 Morgan Group, LTD.

April 21, 2016

As of today, the 3/4 Morgan Group has 194 primary members. Changes in club membership since January 1, 2015 are as follows:

Eighteen (18) members joined the club in 2015.

Thirty-four (34) members have not yet renewed for 2016.

Five (5) members resigned, because they sold their cars or they no longer wish to participate in club activities.

On behalf of the Board of Directors, I would like to thank the Area Captains and members like Spider Bulyk and Marc Wunderman who have recruited new members and encouraged membership renewals.

Jack Flynn  
Registrar

**JULY 23, 2016 10AM – 3PM**

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**20<sup>th</sup>**  
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Diana Stanley 603-568-9795, [dstan1950@gmail.com](mailto:dstan1950@gmail.com). On the web at: [www.bcnh.org](http://www.bcnh.org)



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# OUR FIRST MORGAN

Gerry & Barbara Willburn

*No doubt inspired by Jim Nichol's tale of how he discovered Morgans in our last issue, one of our West Coast member couples and world famous Morganeers tell us their Morgan discovery story. AND their first Morgan was also a Drophead Coupe! Such good taste! ed*

In 1955, when Barbara and I were married, we bought an MG TD to drive on our honeymoon. It was a great car (times were slower then). It did lack a bit of power so a supercharger was added. It served us well during my Navy years. Over a few pints with a friend one night, I made the comment that the ideal Sports Car was the MG TC body on a supercharged TF 1500 chassis. My friend said, "Why bother. Buy a MORGAN." That set wheels moving and when Barbara saw a black Drophead Coupe in the paddock one day, she said, "That's what I want!"

When I finally 'graduated' from the U.S. Navy, in early 1959, Barbara and I had decided it was time to trade our supercharged MG for a new MORGAN. We searched out Rene' Pellandini's local MORGAN dealership (Worldwide



Motors) in Los Angeles, and there met Lew Spencer who was in the process of making a name for himself in local Club racing. MORGANs were then, as now in somewhat short supply. The only car on the showroom floor was quite well blocked in by other brands and unavailable for a demonstration ride.

"Not to worry," said Lew. As an alternative, he offered us a ride in Rene's 212 Ferrari. With Barbara perched on top of the spare tyre behind the two front seats, we motored out onto Sunset Boulevard. After a spirited drive through the Hollywood Hills, we arrived back at the dealership. Lew said "The MORGAN performs about the same, but rides harder!" We immediately bought a new MORGAN DHC (SN4204). It was the start of a long love affair.

We drove that MORGAN everywhere! I drove it daily for several years. Barbara drove it to the market. For a while it was the only car we owned. Our son John, then two years old, spent his formative years riding in a child's



seat that we built sideways on the package shelf behind the seats.

I spent couple of years road racing motorbikes on a Ducati, and we towed the motorcycle trailer behind the MORGAN. It caused quite a stir in the pits. I won a Class championship in 1961, but then crashed heavily at Riverside in 1962. Having discovered my own mortality, as young men are sometimes wont to do, I retired from serious racing. But we still had the MORGAN.

When we finally sold the Drophead it had well over 100,000 miles on the clock. The engine had never been overhauled but we had rebuilt the front suspension a couple of times. I have kept track of that MORGAN off and on through the years. It went to the East Coast and was owned for many years by John Council, in Boone, North Carolina. We met John a couple of times on his trips to the West Coast. . It was owned by Larry Nelson, also of North Carolina for a while. Last I heard, it was for sale at Morgans West.

Barbara and I have owned several MORGANs since then, but whenever I think of the 1959 Drophead it is like a man remembering his first love. It grows brighter (and better) with the passage of time rather than fading from memory as so many things do.

*It is worth noting that the Wilburns NOW own TWO dropheads. The first is one of the exceedingly rare and valuable 4 seater drophead coupes – otherwise known as a Snob Mog. The other an equally rare 4/4 drophead. And they will be 'on the road' soon, right Barbara? ed*

photos:

**Opposite page:**

**TOP:** Love at first sight – at Worldwide Motors

**BOTTOM:** At a car show

**This page, top to bottom:**

'What kind of handsome gentleman do you think drives this beauty?'

Morgans and motorcycles – at right is Bill Alexander's first Morgan

At the races good friends Gerry and Bill atop Bill's flat rad



# The Plus 8 Four Seater

Four seats and 4 extra cylinders (more horsepower!) It made perfect sense. And yet, only one Plus 8 ever left the Morgan works with back seats. But several were later modified and rebuilt as 4-seaters. Here are two of them. One is in the UK and the other on this side of the pond AND owned by one of our club members. Do you know which one?





*This article reprinted from the January 2014 Moss Motoring magazine with kind permission of the editor, David Stuursma and the author, Tom O'Neil. For those of you unfamiliar with the tricky double clutch downshift (ie, the game-changer) – read carefully. ed*



shifted to go faster; in European cars you shifted to go faster as well, but then you also shifted to go slower. What a concept! Unless you were driving a Volkswagen or an early Porsche, where you could just kind of throw the lever in the general direction of the next gear, most of the Italian and English cars required a very determined action that was not always guaranteed when done in the moment of most need. Of course Ferrari is famous for its polished metal slotted gates that have little tolerance for the sloppy hand.

# SHIFTING GEARS

Tom O'Neil

To drive a sports car more than a few decades old demands skill in the very particular requirement of shifting gears. Almost by definition these cars have manual shift transmissions. Some are three-speeds, most are four and some may have a fifth in the form of an over-drive. Also by definition, most of them are cranky, irascible devils that test our patience and aptitude at every movement of the shifter. Some require finesse, almost the touch of a surgeon, to guide the lever from one narrow gate to another; others may require a strongman's arm to jam the darn thing through the unseen blockade of mechanisms guarding one gear from another. Whatever the case, we have all had to come to some mastery of this skill to fully enjoy our cars.

For those of us, raised in the 50s and 60s, we cut our teeth on American V8s. Tachometers were unknown to us at the time so we shifted gears according to the sound of the engine. When the clatter and roar reached a crescendo signaling imminent destruction, we shifted. The term we coined was, "floating the valves." Foot to the floor, we held the gear until the poor engine could go no further in revs or power. In truth it

was more like a convulsive gasp for life than anything as peaceful as floating. It was testimony to the ruggedness of those big engines that they held together; never turning into shrapnel. What they lacked in finesse, they made up for in brute force function.

For those of us who transitioned into European cars, shifting gears took us into a new dimension of skill, finesse and purpose. In American cars you

The British, on the other hand, preferred to mystify the driver by hiding the fact that a loose downshift to 2nd brought you perilously close to the unseen unguarded entry into reverse—correction: not into reverse, but into the whirling dervish that is reverse, spinning at high speed in the opposite direction from what you want. Find an old British car that does not have the inharmonious sound of metal chips singing in its transmission and you will have a car that has not been driven to its potential. For you the new buyer that may be good. But, that state of transmission virginity will not remain for long after the car has been really driven for a while.

## The Game-Changer

The downshift is the action that makes the accomplished driver earn his or her stripes. It is somewhat of a lost art because most people today, younger than around fifty, have learned and done most of their driving with auto transmissions. The good thing is that proper shifting and downshifting are

one of the few applications of technical skills in which our children will not likely surpass us.

Picture this scene: you're coming down hot into a sharp corner, faster than the corner can be taken, the ball of your right foot toes are jammed hard onto the brake pedal (the car is slowing but not fast enough), your heel is arched over the space between the brake and gas pedal, your left foot is pumping the clutch down once to pull the shift lever out of the higher gear while at that precise moment your right heel is hitting the gas applying a determined amount of pressure to raise the revs of the engine to the proper level to meet the spin of the lower gear. This is happening at the precise time that the shift lever is being pulled through neutral, then the clutch is depressed a second time (called double-clutching—for you readers under 30) the engine revs are up and the shifter is pulled through to the lower gear. The clutch is let out, the gear is engaged, the engine torque adds a surge of drag power to the overworked brakes and with heart pumping and hands flying, the car is around the turn in what a spectator views as a routine effortless maneuver. All of these events took place in about a second of time and the success of these maneuvers possibly saved the car from sailing off the road into mayhem. Many a famed race driver has sent a car hurtling off the track after "missing a shift."

The really nice thing about all of this is that we, the average Joe driver of these classic cars, experience all of the exhilaration

of accomplishing these skills, granted under less peril (most of the time) as the race drivers who have perfected them. A missed shift may not send us off the road, but the grind of the gears in protest to our sloppiness will sure let us know that we still have a thing or two to learn from these grand old cars.

It is hard to define exactly what qualifies a car to be called classic, vintage or exotic, but the common element is that they all perform their function as intended, have been saved over time, preserved or restored, and they are being driven today—to the delight of all our senses and wits—as they were intended.





# ensign

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# AUTUMN MOG 2016 LOGO

## *Now on T-shirts, Pint Glasses and Mugs*



Here is the hot off the presses Autumn MOG 2016, Cooperstown, NY logo. And yes, you can order your event T-shirts, pint glasses and mugs with this logo as part of your Autumn MOG registration. AND you will soon be able to both place orders for these items plus register for Autumn MOG on our club website. Look for an all club email soon with details.

## *SPIDER'S WAY COOL BADGE COLLECTION DISPLAY*

*As only our Spider could do it, here is his latest project, mounting the many Morgan and other sports car related badges he has collected over the years. Can you spot the 'non-Morgan' badges? ed*

Here's a casual shot of the badges with the final bar added. There's one "pin sized" miniature yet to go on that bottom bar. I think I have to stop now. I'm running out of wall space. At least I finally have these things OFF my workbench(es). OK, so there's four up there that are not "purely" Morgan - Hong Kong, 2 Monte Carlo's, and the Stars & Stripes - but I was too drawn by them to not put them up. Some of these are numbered editions. The wood is American Ash, a distant and less cultured but more wealthy cousin to the Belgian Ash used by MMC.

There are 3 more - two of them dupes - that will go on the car. It only took ~40 years.



**From:** John Bower - Hyde Hall  
johnbower@hydehall.org  
**Sent:** Monday, April 04, 2016 2:10 PM  
**To:** Maura Hall etudes4@verizon.net  
**Subject:** Morgan Concours  
d'elegance

Good afternoon Maura,

It was a pleasure to meet with you yesterday. As requested I attach some of the Packard images for your use and also one of my favorite Fall images of the mansion. I have reserved the morning of Saturday October 1 for the event and await your confirmation.

I look forward to working with you to make this a truly memorable event. We will make the barn space available for you to set up your control and judging center. We will require an insurance certificate of indemnity and also a certificate from any vendors.

As discussed we will offer a group price of \$9:00 for the Mansion tours. You participants may join one of our regular tours of we will set up special group tours.

Best wishes,  
John

*Imagine how this place will look with the lawn strewn with lovely Morgans instead of stogg Packards! ed*



# AUTUMN MOG 2016

## Cooperstown, New York

**Maura Hall**

Great news from here in upper state New York! All our venues and events are set up for this year's Autumn MOG in Cooperstown, New York. Local points of interest include Otsego Lake, the Fennimore Art Museum, National Baseball Hall of Fame, and Hyde Hall where we will have our Concours. I'll just jump right into the details:

### The Hotel

Our accommodations will be at The BEST WESTERN Cooperstown Inn & Suites. We have tentatively reserved your rooms and the price is as follows:

\$140 plus 12% tax per night for standard rooms with 2 queen beds.

\$165 plus 12% tax per night for a Jr. Suite which is 2 queen beds and a sofa sleeper all in one room.

This block is set up to so that each individual needs to call in by August 30th to book their reservation. When you call, ask to book under the Morgan 34 Club. Each individual will have until 4pm the day prior to arrival to cancel their reservation. Any cancellations after this date will be subject to a cancellation charge equal to one night's room and tax. Nothing will be charged at time of booking, but a credit card is required to make your reservations. Check-in is available any time after 3pm. Requests for early arrival will be taken but cannot be guaranteed. Call 607-547-7100 for reservations.

### The Friday Dinner at Ommegang Brewery

This brewery opened in 1997 to craft-brew fine Belgian-style ales. Ommegang brews eight ales year-round, as well as an extensive and imaginative range of seasonal and specialty ales. The beers have won a national following by connoisseurs of fine beer and are distributed in 43 states and internationally. Ommegang is located on a 136-acre farmstead in Cooperstown, New York and offers free daily tours and inexpensive tastings as well as a well-stocked brewery store and an annual calendar of public events. The menu for Friday – Prime Rib Sandwich Performance Station,

Gnocchi with Pomodoro Sauce, Grilled Chicken with tomato and Corn relish, Ommegang Belgian Frites with assorted Aiolis, Green Salad with Dressings and Bread, Cheese and Charcuterie

### The Concours at Hyde Hall, Glimmerglass State Park

Hyde Hall is a stunning reminder of a bygone American era, when powerful English families established vast estates in their former colonies. The house itself is considered the finest example of neoclassic country mansions anywhere in the United States.

Roger Kennedy of the Smithsonian Institution has hailed Hyde Hall as "a great house, archi-

tecturally, and a social document of the first importance.” The late Senator Daniel Patrick Moynihan called Hyde Hall “one of the most remarkable buildings in America,” and Brendan Gill, long-time architecture critic for The New Yorker magazine and an early champion for Hyde Hall’s restoration, declared it one of the “three or four great buildings in America of its time.” A tour ticket is included for club members at our event.

## The Saturday Awards Banquet at Templeton Hall

Templeton Hall is a banquet and catering facility located in the center of Cooperstown. The hall is an historic building constructed in 1832, having served during its long history as a church community center, ladies’ dress shop and antique store. It is around the corner from the Baseball Hall of Fame, convenient to the Trolley Stop and handicap accessible.

### Menu

**Passed Hors D’oeuvres:** Cajun Steamed Shrimp, Sriracha Cocktail Sauce, Mini Fallen Cheese Soufflés, Curried Chicken Profiterole Puffs, Tenderloin On Baguettes, Gorgonzola and Balsamic Glaze

**Dinner Buffet\*:** Beef Short Ribs Braised in Local Ale with Fried Tobacco Onions, Herb Crusted Haddock Filet, Lemon Aioli, Grilled Rosemary Lemon Chicken Breasts with Tarragon Chive Pesto, Sautéed Mushrooms, Sweet Potato Fingerlings with Maple Butter, Shaved Brussels Sprouts with Cream and Shallot, Multi Colored Baby Carrots with Thyme and Rosemary, Flying Rabbit Farm Salad Greens, Artisan Breads and Rolls, Butter, Flavored Olive Oil, \*Vegetarian entrees available upon request

Dessert and Coffee: Trays passed at each table.

All these venues are within a 10 minute ride of the hotel. We are presently finalizing arrangements for the autocross site and should have something more to report soon.

**I owe a BIG THANK YOU to the following club members for volunteering to join the Autumn MOG team:**

<b>Event Co- Chair</b>	<b>Pat Hennessey</b>
<b>Concours</b>	<b>Brent &amp; Anne Follweiler</b>
<b>Ralleye</b>	<b>Jim Nichol</b>
<b>Autocross</b>	<b>Scott Willoughby (assistant needed)</b>
<b>Auction</b>	<b>Jeri Cohn</b>
<b>Hospitality Suite</b>	<b>Annamae Freedman</b>
<b>Regalia and registration (on site)</b>	<b>Doug and Karin Constant</b>
<b>Awards/Admin</b>	<b>Debbie Perry</b>

These folks are working hard to put together a good olde traditional Autumn MOG for the enjoyment of our club members. Will you be there? Would you like to help?



## AUCTION DONATIONS

The Autumn MOG auction committee is looking for donations of food, wine, art, home made quilt, etc.

Perhaps you could offer your vacation home or your home made craft beer. What about that Morgan memorabilia that doesn’t fit into your new down sized condo? Be creative and think outside the box.

Please no junk. We really don’t need your worn out spark plugs or old slippers.

If you have any questions you can contact:  
jericohn@yahoo.com

**Autumn MOG Registration**  
**Cooperstown, NY, Sept 30-Oct. 2**  
**Make Check Payable to: 3/4 Morgan Group Ltd**  
**Mail with completed form to**  
**Maura Hall, 25 Webster St, Saratoga Springs, NY 12866 etudes4@verizon.net**

Driver \_\_\_\_\_ Navigator \_\_\_\_\_

Address \_\_\_\_\_

Others in party \_\_\_\_\_

Home phone \_\_\_\_\_ cell phone \_\_\_\_\_

Email \_\_\_\_\_

**Morgans at the MOG**

Model \_\_\_\_\_ Year \_\_\_\_\_ 2 or 4 seats \_\_\_\_\_ people's choice / premier class

Model \_\_\_\_\_ Year \_\_\_\_\_ 2 or 4 seats \_\_\_\_\_ people's choice / premier class

Please note only 3/4 Club Members are eligible to win best in show

Are you a 3/4 Club Member? yes / no

If not, would you like to join our club? Contact me \_\_\_\_\_

**Event costs-**

\$240 /per couple: After Sept 5, cost per couple is \$250

\$130 / single: After Sept 5, cost per single registration is \$140

Registration includes Autocross, Rally, Saturday Banquet and Hospitality

Saturday banquet only (attending no other events) Number \_\_\_\_\_ @ \$75 each = \_\_\_\_\_

Banquet includes buffet at the Templeton Hall and cocktail hour.

If requesting a vegetarian dinner, please indicate number \_\_\_\_\_

Friday dinner – Brewery Ommegang– not included in registration \_\_\_\_\_ @ \$42 each

Total for Friday and Saturday event \_\_\_\_\_

(see newsletter for all menu details)

**T Shirt and glass order**

Shirts \$13 each - ad sm \_\_\_\_\_ ad med \_\_\_\_\_ ad large \_\_\_\_\_ ad XL \_\_\_\_\_ XXL (add \$2 ) \_\_\_\_\_

Indicate mens or ladies sizes

Pint \_\_\_\_\_ @ \$7 each Splash design \_\_\_\_\_ autumn mog event glass \_\_\_\_\_

Mug \_\_\_\_\_ @ \$10 each Splash design \_\_\_\_\_ autumn mog event glass \_\_\_\_\_ Name if desired \_\_\_\_\_

**Grand total events and regalia \$ \_\_\_\_\_**

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# The Morganeer

## 2016 ADVERTISING RATES

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

### AD SIZE ANNUAL FEE

Full Page \$300 per year

Half Page \$200 per year

Quarter Page \$100 per year

Business Card \$40 per year

All advertising is billed on an annual basis with full pre-payment due by March 15, 2016.

New ad materials must be sent to:

**Morganeer Editor**

Email: wnek\_fm@comcast.net

Payments should be made to:

**David Root**

Treasurer, 3/4 Morgan Group

52 West Cedar Street

Boston, MA 02114

# The 3/4 Morgan Group, Ltd.

## EVENT CALENDAR 2016

*Including Multi-Marque Classic Car Events*

<u>DATE</u>	<u>EVENT</u>	<u>CONTACT</u>
<b>Apr 30</b>	<b>New Jersey Spring Dust Off</b> - RSVP Mendham NJ – arrive before 9am – coffee/tour Lunch-The Boathouse, <a href="http://www.theboathousenj.com">www.theboathousenj.com</a>	Jim Vollmuth 973-543-4468 <a href="mailto:jim@jim-cor.com">jim@jim-cor.com</a>
<b>May 1</b>	<b>NYC Noggin Luncheon</b> – \$50 in cash - RSVP Blue Smoke BBQ - noon 27th St. Manhattan, NY	Pat Cyrgalis 917 509 4718 <a href="mailto:pcyrgalis@gmail.com">pcyrgalis@gmail.com</a> <a href="http://www.bluesmoke.com/location/flatiron/">http://www.bluesmoke.com/ location/flatiron/</a>
<b>May 8</b>	<b>Rhinebeck Car Show</b> - \$10 pre-register Hudson River Valley Antique Auto Assoc. Dutchess County Fair Grounds, Rhinebeck, NY	Plug Nichol 845-229-5088 <a href="mailto:jhalfdime@aol.com">jhalfdime@aol.com</a> <a href="http://www.rhinebeckcarshow.com">www.rhinebeckcarshow.com</a>
<b>May 22</b>	<b>Caffeine &amp; Carburetors</b> - Zumbach's Coffee 8-11 am, arrive before 7:00 am Waveny Park New Canaan, CT	Tom Smith 203-331-7254 <a href="mailto:tsmith@faesy-smith.com">tsmith@faesy-smith.com</a> <a href="http://www.caffeineandcarburetors.com">www.caffeineandcarburetors.com</a> For details see page 29
<b>Jun 4</b>	<b>Massachusetts Spring Dust Off</b> – RSVP required Battleship Cove Tour - Arr. before 10:30 am Westport, MA	Brad and Linda King 508-730-8303 <a href="mailto:bradlinking@gmail.com">bradlinking@gmail.com</a>
<b>Jun 5</b>	<b>British By The Sea</b> –CT MG Club - \$20 register Multi event, multi marque - Bristol, RI Picnic by the 3/4 Morgan Group	Andrea Lucas 203-421-4650 <a href="mailto:andrea.lucas@snet.net">andrea.lucas@snet.net</a> <a href="http://www.ctmgclub.com/BBtS.html">www.ctmgclub.com/BBtS.html</a> For details see page 30
<b>Jun 9-12</b>	<b>The British Motorcar Festival</b> – Tiered-fee pre-reg 10am Rolls Royce & Bentley Feature Marques	Mike Gaetano 508-395-6663 <a href="http://www.britishmotorcarfestival.com">www.britishmotorcarfestival.com</a>
<b>Jun 11</b>	<b>Touch of England</b> –pre-register <a href="http://www.njtriumphs.org">www.njtriumphs.org</a> The Hermitage House & Museum Ho-Ho-Kus, NJ	Eric Boehm 646-919-7736 <a href="mailto:ecboehm@verizon.net">ecboehm@verizon.net</a>
<b>Jun 12</b>	<b>New Jersey Clambake</b> - \$20/person pre-register 1pm, Jeri & Bob Cohn Ridgewood, NJ	Jerry/Bob 201-447-6982 <a href="mailto:CohnRobert@yahoo.com">CohnRobert@yahoo.com</a> See details page 30
<b>Jun 24-26</b>	<b>MOG-46</b> Morgan Car Club - Washington DC Eisenhower Complex, Gettysburg PA – pre-register Multi-event Morgan Meet	Jay Gift <a href="mailto:rgift@pa.gov">rgift@pa.gov</a> <a href="http://www.morgandc.com">www.morgandc.com</a> Marline Riehle <a href="mailto:riehleme@verizon.net">riehleme@verizon.net</a>

# The 3/4 Morgan Group, Ltd.

## EVENT CALENDAR 2016

*Including Multi-Marque Classic Car Events*

<u>DATE</u>	<u>EVENT</u>	<u>CONTACT</u>
<b>Jul 16</b>	<b>Old Rhinebeck Aerodrome British Car Day</b> - \$5 Rhinebeck, NY <a href="http://www.olderhinebeck.org">http://www.olderhinebeck.org</a>	Plug Nichol 845-229-5088 <a href="mailto:jhalfdime@aol.com">jhalfdime@aol.com</a>
<b>Jul 23</b>	<b>Show of Dreams</b> - British Cars New Hampshire 9am – MORGAN is the Featured Marque Alvirne Hills House, Hudson, NH	<a href="http://www.bcnh.org">www.bcnh.org</a>
<b>Sep 4</b>	<b>Gathering of the Marques</b> - Lime Rock Park Lakeville, CT - RSVP to Steve -9am-arrive by 8am <a href="http://limerockhistorics.com/marques/">http://limerockhistorics.com/marques/</a>	Steve Schefbauer 203-459-4959 <a href="mailto:sschefbauer@aol.com">sschefbauer@aol.com</a>
<b>Sep 11</b>	<b>Caffeine &amp; Carburetors</b> 8-11am, arr before 7am Pine & Elm St New Canaan CT	Tom Smith 203-331-7254 <a href="mailto:tsmith@faesy-smith.com">tsmith@faesy-smith.com</a> <a href="http://www.caffeineandcarburetors.com">www.caffeineandcarburetors.com</a> For details see page 29
<b>Sep 16-18</b>	<b>The British Invasion</b> - \$15 pre-register Rolls Royce, Bentley, Austin Healey featured Stowe, VT	Linda Baker 802-434-2084 <a href="mailto:lindabaker8847@gmail.com">lindabaker8847@gmail.com</a> <a href="http://www.britishinvasion.com">www.britishinvasion.com</a>
<b>Sep 24</b>	<b>British Wheels On The Green</b> – \$15 register Jaguar Club Southern New England 10am - Boston Post Road, Madison, CT	Spider Bulyk 203-640-5700 <a href="mailto:shiftright@icloud.com">shiftright@icloud.com</a> <a href="http://www.jcsne.org">www.jcsne.org</a>
<b>Sep 30- Oct 2</b>	<b>The 38th Annual Autumn MOG</b> – pre-register Cooperstown, New York Premier event of the 3/4 Morgan Group, Ltd.	Marua Hall 518 587-7581 <a href="mailto:etudes4@verizon.net">etudes4@verizon.net</a> <a href="http://www.morgan34.org">www.morgan34.org</a> For details see page 22
<b>Oct 16</b>	<b>Caffeine &amp; Carburetors</b> 8-11am, arr. before 7am Waveny Park New Canaan, CT	Tom Smith 203-331-7254 <a href="mailto:tsmith@faesy-smith.com">tsmith@faesy-smith.com</a> <a href="http://www.caffeineandcarburetors.com">www.caffeineandcarburetors.com</a> For details see page 29

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

# SPIDER'S TECH TIPS

## *Winkin' Blinkin' and Nod*

*The successful hunt and capture of  
non-Lucas electrical gremlins.*

Most of these fairytales begin with something like, "While yer here, I'd sure like it if you could just...." What follows after that could be damn near anything from "just hold this bolt from the other end," to "since you've got 15 minutes, rebuild my fuel pump" to "maybe you could show me how to take one of my front springs out." Sometime after that, the speaker feels themselves choking on a huge dollop of Guilt, as they watch me go through lots of push-ups over something that "you could do in no time."

The truth is, most folk are very, very polite about it and try not to engage in project-scope-creep. I have to confess that I usually don't do anything I don't want to, so I guess it's fair to say that I like helping folks out and teaching a little. It's also fair to say that, from my perspective, a day working on Morgans is a good day, a veritable mini-vacation from the rest of life's cares. This paragraph is dangerous in print, and will probably get me into a lot of trouble, but I'll stand by it.

So when I went out to visit Carl Kaufmann for a few photos of his workshop and guitars, he turned quietly to me and said something like, "While yer here, I'd sure like it if you could just have a lookee-see at my headlights." Like a faithful puppy, I took the cookie from his hands and we went out to the garage to have a look at his Plus 4.

It seems that the right headlamp came on with the dash switch and would kick up or down with the foot

switch. The left headlamp was dark. Carl did the good boy scout thing and replaced the bulb, but in vain: darkness reigned supreme. No difference. Right about now, those of you who pour a cocktail or vino before reading this section of *The Morganeer* are starting to mumble the name of Joseph Lucas. But not so fast! Think twice (or more) and do the work only once.

To eliminate the potential for Oedipal complex, we removed the working light and swapped bulbs (see photo of poor Oedipus). The symptoms remained: right light worked; left light did not. Carl couldn't remember if this was a new problem or if it had always been this way. So the three prong socket on left light could have been mis-wired... maybe? Just about this time is when any two people working on the problem start to look at the wiring in the engine bay, and mumbling ideas about trouble shooting the harness further down the line. This is a chronic diagnostic illness that affects everyone, professional and

shade-tree mechanics alike. The lesson here is, DON'T DO IT or you'll never make it home before cocktail hour. Stay where the problem is (at least for the moment).

Carl had a VOM (volt-ohm-meter) from a pre-American Civil War Gilbert kit that seemed to work just fine. Comparing left side to right side, we checked the voltage across each of the three connectors in the socket – both in low beam mode and in high beam mode. No heavy math here, just "hot" or "cold". Think about this – 6 possibilities in each of two positions (high and low beam). So we compared 12 measurements left to 12 measurements right. To our shock and dismay (and possibly awe), they behaved identically. Again those sick little voices crept into both our heads – let's look further upstream.....it could be a...NO!

So both sockets behave identically and a working bulb works correctly in one socket but not the other. How long



'till cocktail hour? If we get good readings but bad performance it MUST be in the connectors to the bulb. Finally I have enough info to shut down that little voice in my head.

Bravely, we removed the connectors from inside the socket, noting carefully the location of the different colored wires. Lo & behold! We could see that one of the wires was connected by barely 2 strands – this condition hidden by the end of the socket. Using Carl's soldering iron from the same Gilbert set, we manage to improve the connection. The next trick was fitting the connector back into the socket without breaking anything. Careful inspection, slow manipulation.... SUCCESS! We reassemble everything and both lights work just as advertised in the 45 year old Morgan brochure. Big smiles all around!

There were a few really valuable problem solving lessons here.

By staying in the area of the symptom, and not expanding the project we were able to think through various possibilities much more quickly. We also saved a lot of hand-work and eliminated the potential of creating new problems.

By having the luxury of comparing two identical circuits, we could narrow the potential problem location. All we had to do was stay disciplined.

We reused the original "bad" connector to repair the circuit. After driving around a few hardware stores (tale not included above) we discovered that the connectors were an unique size, generally considered "unobtainium". Never discard or damage an old part on the assumption that a new one is available around the corner.

By thinking this through, except for our time and gasoline, the cost of this repair was \$0.00, and required a very minimal amount of skill.

Because we had to look at all the headlight connections, we are now familiar with just how good or bad the connections are, preempting new connector failures for some time.

When working, don't rush; take your time. Sure, there's a lot in the way – like the signal light lenses that block a screwdriver from getting at the headlight rim – but you'll do work you can be more proud of, and you have less of a chance of breaking things if you proceed deliberately and at an even pace. Keep all fasteners and parts separated in boxes or zip-lock baggies – you'll remember what goes where.

The final BIG LESSON is that Carl now has two working headlights, and the two of us had a fun afternoon playing with his Morgan. That's what this kind of project is all about, having fun... and don't you forget it! Having fun is always better if it can be shared. Think about it. (Really!) ...and, Run Cool.

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# CAFFEINE & CARBURETORS

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*tsmith@faesy-smith.com*

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*May 22 – Waveny Park,  
New Canaan, CT*

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*Sep 11 – Pine & Elm Streets,  
New Canaan, CT*

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*Oct 16 – Waveny Park,  
New Canaan, CT*

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# EVENTS, EVENTS, EVENTS

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## ENJOY A MAINE CLAMBAKE IN NEW JERSEY

*With Jeri and Bob Cohn*

**Sunday, June 12 @ 1:00 PM**

Lobster, clams, corn, potatoes @ \$20 per person. BYO beverages!

All non-Lobster eaters can forget the check and are encouraged to join the party.

The grill will be ready to cook anything you bring.

The wood-fired steamer limits us to the first 34 lobster-eaters who send their checks to:

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*Sunny day: drive your Morgan*

*Rainy day: No worries; we eat under cover – drive your Morgan anyway; that's what they do in England.*

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## BRITISH CAR DAY AT OLD RHINEBECK AERODROME

**The 2016 British Car Day at the Old Rhinebeck Aerodrome has just been scheduled for Saturday, July 16 with Sunday, the 17th set aside as the rain date.**

The Saturday show is the "History of Flight" show which this year features the Aerodrome's new Spirit of St Louis replica, a project begun by the late Cole Palen, the Aerodrome's founding father.

From its original Wright J5 radial on, the Spirit is a faithful replica of Charles Lindbergh's NY to Paris Ryan with the Aerodrome staff even able to use the Smithsonian's original to double check the accuracy of the replica.

The cars will be parked together on the Green amid the hangars at the south end of the facility.

For those attending, the group rates will apply, which in most cases is a savings of \$5 per admission.

There will likely be an opportunity to participate in the reshaw activities.

**Contact Jim Nichol for details: [jhalfdime@aol.com](mailto:jhalfdime@aol.com)**

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## BRITISH BY THE SEA – Harkness Park CT

**SUNDAY, June 5**

Please join us on Sunday June 5, 2016, for British Cars by the Sea at Harkness Memorial State Park in Waterford, CT, sponsored by the Connecticut MG Club. The car show is from 10:00 AM to 4:00 PM. Popular vote awards (glass mugs) are given out around 2:00 PM.

This is a beautiful venue with over 350 cars participating in the event. In addition to the car show, you can tour the "Eolia" mansion and English gardens or stroll the beach. Something for everyone!

I am coordinating a Morgan Club picnic lunch to serve at around noon. There will be food trucks and the option to bring your own picnic lunch, but if everyone brings one item, e.g., salad, dessert, drinks, etc., we can have a mini "feast." I plan to bring assorted sandwich wraps, dinnerware, and whatever fillers are needed.

This is a rain or shine event. I have been told that it has rained only once in the 29 years of the event. Should it rain, you have the option to visit one of the nearby casinos (Foxwoods or Mohegan Sun), visit Mystic Aquarium or explore other sights nearby. Many attendees make it a long weekend when coming from longer distances.

Registration form available at <http://www.ctmgclub.com/BBtS.html>. You can also come without a "show car" and pay the State Park entrance fee of about \$5 per vehicle.

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*Brent & Anne Follweiler*

### Ralleye

*Jim Nichol*

### Autocross

*Scott Willoughby (assistant needed)*

### Auction

*Jeri Cohn*

### Hospitality Suite

*Annamae Freedman*

### Regalia and registration (on site)

*Doug and Karin Constant*

### Awards/Admin

*Debbie Perry*

# The Morganeer

## CROSSHEAD

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

## SUBMISSIONS

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

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### Advertising Director,

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### 4/4 Cars (Post War)

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lesneumann@optonline.net  
914-645-1919 (c)  
9 Woodglen Drive  
New City, NY 10956

### Plus-4 Cars (Triumph Engine)

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### Metro New York City Captain

*(volunteer opportunity!)*

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