

NOV/DEC 2022

Vol 45 Issue 6

# The Morganeer™



THE JOURNAL OF THE  
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### COVER PHOTO

A feline fan enjoying Jamie Goodson's  
Plus 8 during the Autumn MOG Concours  
at the Hancock Shaker Village.  
(Alison DeKleine)

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## FROM THE PRESIDENT(S) Morgan Malone and Maura Hall



Maura at the Autumn MOG Concours (Ken Mull)



Morgan Malone at the Concours (Ton Austin)

**E**arly Fall is a time of change as we transition from one season to another and it is also a reminder that change of one kind or another is a constant in all our lives. The COVID pandemic continues to evolve, the Queen of England was recently succeeded by the King, and within the 3/4 Morgan Group the time has come to shake up our presidency just a little.

This is far from being a palace coup! Maura has served as president for many years now and, as her time constraints have grown, she has found it increasingly challenging to find the bandwidth needed to do justice to the role.

No other candidate having been found, Maura and Morgan, the vice president, opted to switch roles to free Maura up a tad. Morgan agreed to the change on condition that Maura continues as vice president to share the load, so she's not entirely off the hook! Maura and Morgan have, in fact, been dividing most of the presidential tasks for some time now so the day-to-day running of

the club will continue much as before, but with Morgan now having the final voice in decisions.

The exchange of roles is thus essentially a formality. It did, however, require a formal notification to the board. And since the club by-laws call for officers to be voted in by the membership it also required a motion to recognize the change to be tabled at the Annual General Meeting held immediately after the Autumn MOG. Formal notice to the board was given and the change was duly voted upon at the Annual General Meeting that followed our Autumn MOG at the Jiminy Peak Mountain Resort and approved.

Given *his* time constraints, Morgan will not be producing this column during his term in office, so this will be the last "From the President" for the time being. Please welcome Morgan into his expanded role and thank Maura for her sterling service. And do please feel free to reach out to either Morgan or Maura at any time with any concerns.



## FROM THE EDITOR

Jonathan Kinghorn

**E**arlier this year a fire almost destroyed the club's plans for this year's annual gathering but our team was up to the challenge, pulled out all the stops, and saved the event. This is unapologetically an Autumn MOG-heavy issue. Even the cover image is from MOG—and is doubly appropriate since in the UK cats are known both derogatively and fondly as Moggy's or Mogs! That got me thinking about other definitions of the word mog, which must be a real word because it is in the Scrabble Dictionary (and worth 8 points). Dictionary.com repeats the most common definition—to move on, depart, or decamp or to move along gently, slowly, and steadily (which doesn't sound like us at all). But urban-dictionary.com has a staggering 17 pages of definitions—most of which are unprintable on these pages—including:

- A label describing a person with extreme nerd-like qualities
- To assert one's dominance (derived from Alpha Male of Group)
- Man of God, Mother of God, mother of groom (at a wedding)
- An Irish phrase describing an ugly person (mistake of God)
- To beat someone in something

But I am digressing. MOG, in all caps, is—as I am sure you know—best explained as an acronym for Morgan Owner's Gathering. This was my first Autumn MOG, and I have to say that it was so much fun that it won't be my last. Autocross with a professional (and highly amusing) instructor was a blast even though I probably qualified for the Slowest Time of the Day. I enjoyed spending time in the Hospitality Suite (thank you Alison) and the Concours was fun too—a little nippy and damp—but fun, and as an added bonus I enjoyed exploring the Hancock Shaker Village. I couldn't do the Rally as there were no spare naviga-



tors to be found but I spent the afternoon driving around the area and found myself following a couple of very familiar Morgans for a while. The banquet was quite an occasion and I got to both give an award (The Pen Is Mightier Than the Wrench) and receive one (second in class at the Concours, if you must know). I even came home with something from the auction! Having now had the MOG experience, I would define it as a great Morgan-centric weekend enjoyed with good friends, and I can't wait for the next one.

Organizing the Autumn MOG is a team effort and a huge undertaking even when the chosen hotel doesn't burn down and require everyone to turn on a dime and organize a replacement event from scratch in almost no time. So, we all owe an enormous debt of gratitude to this year's organizing team—in no particular order, **Alison De Kleine, Bob and Jeri Cohn, David Crandall, Frank Wnek, Larry Sheehan, Maura Hall, Morgan Malone, Paul Fredricks, Steve Scheffbauer, and Tom Austin.** Thank you, guys!

The Morganeer and the MOG coverage within it are also team efforts. In this issue **Frank Wnek** sets the scene for our MOG reports and we have Editor-at-Large **Steve Scheffbauer** writing on the Autocross, **Frank Wnek** on the Concours, **Paul Fredricks** on the Rally, **Maura Hall** on her encounter with another breed of Morgans during the Rally, And there is a MOG-related article from **Steve Scheffbauer** about Group members at the Washington, D.C. Morgan Car Club's MOG 50.

It's not *all* MOG content though. There is a gem of an article from **Mark Wunderman** about Caffeine and Carburetors in New Canaan, coverage of this year's Gathering of the Marques at Lime Rock's Vintage Fall Festival from **Steve Scheffbauer**, and a piece from yours truly marking the anniversary of Chris Lawrence's legendary Le Mans performance.

Finally, before we're done here, while we're talking about teamwork and club involvement, I get to make my customary plea for content for *The Morganeer*. If you have made it this far through my column you clearly enjoy reading and hopefully also writing. The next two issues of *The Morganeer* are challenging for me because there are so few events to report on so please, step up to the plate and contribute something—write about your car, your memories, or anything else Morgan-related. And if you'd like to contribute regularly on technical issues, Spider has left a gaping hole in the tail end of the club magazine that we'd love to plug. His will be a tough act to follow, I know, but with Morgans those little technical challenges have a habit of arising all too often. If you are interested, please get in touch.

## Mailbag

### Smallest Mog

I bought the "smallest Model Morgan?" that was in the last *Morganeer*™. It is small, 25mm.

It arrived broken in half, [made it even smaller] but Nigel sent me another one right away. Its quality was much better than expected. Anyone that collects Morgan models needs one of these!

I have over 60 model Mogs and counting. The only one I do not have is a Plus 4 Plus. Prices are too high for me.

John McNulty

## IN CASE YOU MISSED IT ...

A few years ago our new king visited the Morgan factory in Malvern Link as Prince of Wales and was photographed driving a Plus 4. But his interest in Morgans stretches further back than this official engagement. In 1969 he asked for the new Plus 8 to be demonstrated to him at Windsor Castle. The factory sent him one to try out. He apparently liked it very much but his security detail said there was no way that he could have one as it was too much of a security risk. Poor Charles, deprived of the delights of Morgan ownership. On a later visit fairly recently he was shown punching louvres into a bonnet by the press. I wonder what happened to that bonnet? Anyway, can we claim that louvres are “By Royal Appointment”?

David Darby

*Car & Classic* recently published an interesting article by Chris Pollitt, “Mental Health and Classic Cars.” Read it at <https://www.carandclassic.com/magazine/mental-health-and-classic-motors/>

Caerbont Automotive Instruments’ blog discussed ‘Electrifying Classic Cars’ on September 27. Catch it at <https://www.caigauge.com/blog/electrifying-classic-cars>



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## MOG Photo Caption Contest



There are no prizes for this contest—none at all—just some kudos and bragging rights, and of course the opportunity to get your name in print when the winner is announced in our next issue.

So, come up with an amusing caption for this photo (taken by Tom Austin BTW) and send it along to me at [jkinghorn4@gmail.com](mailto:jkinghorn4@gmail.com).

Have fun!



# Autumn MOG XLIII

## An Event Saved

The Mad Hatter

Autumn MOG has traditionally been, and continues to be, the premier annual event of the 3/4 Morgan Group, the one annual opportunity for members from our geographically large club to gather at the end of our driving season. The Autumn part is pretty simple—it traditionally happens in the Fall. There are several translations to the MOG part. Some say and use it as an abbreviation for our cherished Morgans. Others that it is an acronym, the capital letters of MOG meaning Morgan Owners Group or Morgan Owners Gathering. You may correctly choose whichever definition you prefer. We are, after all, a pretty informal, diverse and open minded bunch.

After sadly deciding to forego Autumn MOG in 2020, at the height of the COVID pandemic, Autumn MOG 2021 was held at the Gideon Putnam Resort in Saratoga Springs, New York.

Early this year, plans were underway for a return to a previous popular Autumn MOG location, Newport, RI. Members of the club had secured a block of rooms at an area hotel, and sites were sought out and reserved for our Friday night dinner, Concours, and autocross. Everything was coming together.

Then ... disaster struck! After a certain

number of the early registration crowd had made reservations, there was a devastating fire at our chosen hotel and banquet venue! The hotel was closed due to substantial damage, with NO estimate of a reopening date. Alternate hotel reservation sites were desperately sought, but it was too late in the season. The places that had rooms still available either were wildly expensive and/or could not have accommodated our expected group. The only possible reservations available were at two hotels not exactly adjacent to each other. All seemed lost, and the intrepid event planners were almost to the point

of declaring Autumn MOG 2022 'overcome by events.' Autumn MOG 2022 ALMOST didn't happen.

Enter our old friends at the Jiminy Peak Mountain Resort in the Berkshires. An inquiry was made, rather last minute, to see if Jiminy could offer a block of rooms to accommodate our group at an alternative weekend, and their answer was YES! Autumn MOG was SAVED! Virtual high fives all around.

Not only did our old friends at Jiminy Peak say they could accommodate us, but it seemed that for every request we made in the context of 'can you do this for us' their answer always was YES. Such good folks.

SO, Autumn MOG moved to the first weekend of October, and an intrepid group of hardy Morganeers, some coming all the way from Maryland and Pennsylvania, braved the cool fall temperatures and once again gathered for our hallowed BIG annual event. It was almost a feeling of a homecoming as I pulled up in front of the Country Lodge of Jiminy Peak on Thursday after a long seven hours on the road to find the red Plus 4 four seater of my pal Lenny, who had arrived just ahead of me. The Abrams, on the road all the way from Maryland's Eastern Shore, pulled in soon thereafter.

Ah yes, it was good to be back.



The Jiminy Peak Mountain Resort





The stream that runs through the resort



John Bigler's Devin-bodied 4/4 immediately attracted attention outside the Hospitality Suite (Kinghorn)



Paul and Angel Fredricks (Frank Wnek)



A path at the Jiminy Peak Resort (Tom Austin)



# Autumn MOG XLIII

## The Autocross

Steve Schefbauer, Editor-at-Large

**H**opes of celebrating Autumn MOG in Newport, RI were dashed in a fire. After a quick and expert pivot a new plan at our old friend Jiminy Peak Mountain Resort in Hancock, MA emerged. Except for one detail—I received an email from Wizard Tom Austin that read as follows:

*We are having difficulty finding a place near Jiminy Peak where we can hold a MOG Autocross so I had another idea I wanted to test out with you. Is there an autocross-like activity that we could go to at Lime Rock Park on Friday, the 30th of September?*

*I realize that Lime Rock Park is 55 miles, 1 hour and 15 minutes, south of Jiminy Peak. But special times call for creativity ...*

Well said, Tom, and you've come to the right guy. An immediate call to good friend Walter Irvine, VP of Lime Rock Park, and a confirmation that September 30 was available and he would pencil us in for that date and hold it open for the club's decision. What a Guy that Walter! A little open field running on the part of the 3/4 Board of Directors followed, and that's how we got to Lime Rock Park's FCP Euro Proving Grounds.

September 30 was a promising day with almost perfect weather and 14 Morgans, of various ages and models were there to run the course and a number of additional 3/4 club members to give moral support.



Newly arrived Morganeers (Schefbauer)



Waiting in line for initial runs (Schefbauer)



Steve Huntley(left) Bob Green(right) brief the Group (Schefbauer)





What do you mean Morgans leak oil?  
Walter cleaning up the Exxon Valdez incident. (Schefbauer)

Bob Green instructed early runs via Walkie Talkie two cars at a time (Kinghorn)



Almost our turn (Kinghorn)



Our illustrious Editor at speed. *Ed: I didn't write this!* (Schefbauer)



Our new President discussing cornering technique? (Schefbauer)



Timing was courtesy of Steve Huntley, Manager of Track Programs at Lime Rock, and Driving and Course instruction was done by Driving Instructor extraordinaire Bob Green.

After a track walk (the aerobics for the day) Bob prepped everyone for a few practice laps before the 'Best Time Out of Two' timed laps, but I'll let Bob tell how he organized the day.

We did the timing on the short course as an evaluation and comparisons among the group, it really ups the intensity on each driver. We can run a variety of different programs on the proving grounds with different layouts and objectives. I think the lower is a bit shorter than a quarter mile and the connected course, upper and lower, (with elevation changes) just a bit more than a half mile. We completed the day running out the clock with at least two rounds, six or eight laps for each driver, although some did more.

I customized the program to fit good fun, to keep the equipment in good order, concentrate on the maneuverability of the highway shod tires on the cars.

Good times! As I said to one of the Morgan owners, If you had half as much fun as I did, I had twice as much as you! Well, judging by the smiles on everyone's faces, I'd say we all had fun and so big thanks for all who had a part in organizing the days event.

The results are listed here as well as being listed with the other Autumn MOG weekend events. In several cases, drivers were within two one hundreds of a second from one another and while that's the difference between Pole Position and Second in Formula 1, it's too close to be decisive in *OUR* autocross so duplicate prizes were awarded, but I will say the Fastest Time of The Day went to Barrie Abrams with a hands down, incredible time of 20.98 Seconds. No contest there. Way to go Barrie!

Just one more thing (as Columbo used to say), once you have experienced driving autocross on a professional course with safety at the top of the list, it's going to be difficult to run in a parking lot with cones outlining the course.

Just saying ...

## Autocross 2022

### And The Winners Are:

Gentlemen/Ladies				
Plus 4	Tie	1st	Lenny Mandel	22.98 Seconds
		1st	Morgan Malone	23:00 Seconds
		2nd	David Darby	23.91 Seconds
4/4	Tie	1 <sup>st</sup>	Paul Fredricks	21.84 Seconds
		2 <sup>nd</sup>	Alison DeKleine	24.32 Seconds
		2 <sup>nd</sup>	Maura Hall	24.34 Seconds
Plus 8		1 <sup>st</sup>	Bob Cohn	21.79 Seconds
		2 <sup>nd</sup>	Gary Eberhard	22.54 Seconds
Ladies Only				
Special Award	Tie	1 <sup>st</sup>	Alison DeKleine	24.32 Seconds
		1st	Maura Hall	24.34 Seconds
		2 <sup>nd</sup>	Skye Malik	30.00 Seconds
Fastest Time of The Day:			Barrie Abrams	20.98 Seconds



Bob Green leads a group on the full track (Scheffbauer)



Five cars on the full course at once! (Scheffbauer)





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#### **2017 Morgan THREE WHEELER**

– Jet Green, Tan Leather //

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#### **2013 Morgan THREE WHEELER**

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

#### **2012 Morgan THREE WHEELER**

– RAF Green, Tan Leather //

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#### **2019 Morgan Plus Four** –

Polished aluminum with BRG wings // **0.85K MILES!**

#### **2019 Morgan Plus Four** –

Sports Blue, Honey Leather, '65 Tribute chassis // **1.18K MILES!**

#### **2005 Morgan 3.0 V6 ROADSTER**

– Aston Martin Racing Green / Dark Tan leather // **7K MILES!**

### ANNIVERSARY EDITIONS

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



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

**2002 Morgan Plus 8** – BRG, LeMans '62, Only one in North America // **#1/140!**

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

**1998 Morgan Plus 8** – BRG, Tan Leather // **12K MILES!**

**1984 Morgan Plus 8 Isis TURBO CONVERSION** – Special Corsa Red/Cinnamon leather, Propane-powered car // **SALE PENDING!**

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

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

#### **1963 Morgan Plus 4 SUPERSPORT**

– Dark Blue, Black leather, Black 72 spoke wire wheels // **LEGENDARY RACING RECORD!**

#### **1960 Morgan Plus 4 DROPHEAD**

**COUPE, GRAND LUX** – Ivory on Regency Red, matching Red leather interior, concours quality // **MORGAN RESTOROD!**

**1954 Morgan Plus 4** – Yellow, Black interior, interim-cowl example // **RIGHT-HAND-DRIVE**

#### **1929 Morgan/GN BLACKBURNE**

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



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# Autumn MOG XLIII

## The Concours

The Mad Hatter

Some of the events of the weekend will be reported elsewhere in this issue, but I will add a debrief of the Concours, which I chaired with my Mad Hatter twin Paul Fredricks. Two Mad Hatters, you might incredulously ask? Yes, some of my mojo has definitely been stolen (not really). Believe it or not, there was actually a THIRD Mad Hatter that appeared at the Awards Banquet! What is going on here?

Yes, yes ... Back to the Concours. We had once again asked our other old friends at the Hancock Shaker Village if we might have the Concours at their facility. And the answer was an enthusiastic YES! Once again we were allowed to display our Morgans in a lovely setting at a grass field in the midst of the interesting buildings of the village. One large Maple tree in the height of its fall foliage and already shedding some of its leaves like fall confetti on the Morgans added a seasonal flair to the event.

As things were being set up for the Concours, a few drops of rain suddenly began falling from the somewhat ominous gray skies. Hoods and tonneaus were quickly fixed and I was a bit disappointed in the obvious ineffectiveness of my previous evenings prayers. But then, Cantor Lenny arrived and I beseeched him to pray for the rain to end. Head tilted back to the heavens, his arms ex-

tended, eyes closed he started mumbling some sort of strange incantation. And ... unbelievable! The rain suddenly stopped, the clouds began to separate, and in a few minutes patches of blue sky suddenly appeared. Well, I am NOT admitting the superiority of Lenny's chosen deity, but I WILL admit the effectiveness of his prayers is definitely superior to mine.

Note to future Autumn MOG chairs—Lenny is certainly the guy to have around when things are going badly.

Also somewhat miraculously, all the Morgans and their drivers and navigators arrived within the prescribed half hour time slot, and at 10 a.m. the field was filled with 23 very well turned out, shiny Morgans of multiple colors and models. It was time for the People's Choice balloting to begin. Participants ranged through the field selecting their favorite Morgan in five classes—Plus 4 four seater, Drop-



The Mad Hatter Wnek (Ken Mull)



The other Mad Hatter Fredricks (Ken Mull)



Entry to the Hancock Shaker Village (Ken Mull)





Village panorama (Ken Mull)



Scrutineers doing their thing (Larry Sheehan)



Attention to detail by Dean Meyer (Ken Mull)



John Bigler explains his Devin-bodied 4-4 (Ken Mull)



The beautiful tree (Ken Mull)



head Coupe, Plus 4 two seater, 4/4, Plus 8, and a 'Special' class consisting of the lone Flat Rad and a very interesting Devin bodied 4/4. The certified team of Jane Mattson and Steve Shapiro once again tabulated the ballots once all were submitted, and a First in Class was announced for the five classes.

Those five cars were then set upon by three teams of scrutineers to determine the Best in Show car to be announced at the Awards Banquet that evening. At MOG 50 in Luray the judging form listed three areas of focus: Interior, exterior, and engine compartment. Our judges were given these forms and assigned to one part each. Inside each section were 8-12 items to be judged and the maximum number of points for each item. Points were deducted from perfect depending on the condition.



A view of the field (Kinghorn)



Lenny Mandel, rain unmaker (Tom Austin)



It was chilly first thing (Kinghorn)



The Mad Hatter chats with visitors (Tom Austin)



And a good time was had by all (Ken Mull)



# A Rally Begins!

Maura Hall

After our concours, my best friend Tanya and I embarked on what was to be a memorable rally. (Aren't they all?)

We began by planning some sort of rhyme to our reason, in that my speedometer/odometer had decided that it was not needed in this event and ceased to function. All in good fun, we headed out on our adventure. I did mention that we were friends, right?

Many miles into the rally, having stopped several times to photograph the wildlife or having been stopped by said wildlife, we paused to assess our responses, figure out where the hell we were, and wait for the turkeys to cross the road. Funny, I always assumed it was the chickens who crossed the road... The turkeys, however, decided not to cross the road and instead to attack the car and its occupants. We escaped with only feet to spare. I must admit I have never been pursued by a flock of wild turkeys before. And hope to not repeat the experience.

My patience at the wildlife wearing thin, I picked up the pace. Tanya, however, had both not tired of the wildlife and the photo ops, nor was she pleased with my current speed as she read the clues. We came down that final hill, passing what we thought was a lot with horses.



She pleaded with me to stop for the horses, as she also reminded me to find the red and white sign. I found it. And passed it. And she was not pleased.

She insisted that we both go back to read the sign, but more importantly go back to see the horses. Fine. She is my best friend after all. I tried not to get too huffy about it. Around we went, back up the hill and pulled into the lot with the horses.

Now it gets interesting. There were not a few horses. There were MANY horses. And they were according to the riders, MORGAN horses. And it wasn't just a parking lot, it was a brewery. And they wanted pictures. We pulled into the lot to be hailed with "Hey ladies! Nice car! Can we get pictures? Want a beer?" Well, yes, yes, and hell yes! While the horses gathered round, the owner of the distillery decided that a couple growlers were in order. Small world, as he carefully put

them in the boot, he casually mentioned that one was for Tom Austin, and by the way, he was our rally designer! No, he did not check our answers ...

In the meantime, one of the riders dismounted, collected phones to take pictures and started our photo shoot. I will not speak to how much beer she had already consumed, but she certainly did quite a job taking photos with about six different phones and two glasses of beer in her hands. My phone was the one getting continually dunked in the beer. Tanya had quite a job drying it off once we reclaimed it. A once in a lifetime stop to be sure, and despite being dunked in beer, the photos were fantastic.

We finally drove off down the hill, and yes, we did read the red and white sign as we passed it again. My best friend, the advocate of stopping to photograph all wildlife looked at me and said, "I told you so."







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## 1963 4/4 2-Seater For Sale

The last Series IV to leave the factory. Engine upgraded to 1500cc. Other upgrades include Pertronix electronic ignition; custom exhaust header with Ansa tip and Cherry Bomb muffler; aluminum radiator; thermostatically controlled puller fan; Delco one wire alternator; new brakes, brake lines, and dual master cylinder; Panasport wheels and Vredestein tires. Koni rear shocks and SuperSports bucket seats with competition belts. Instruments recently reconditioned by Nisonger Instruments. Interior needs carpet; Olde English White exterior has typical paint chipping, scratches. An article featuring this car may be found at: <https://www.motortrend.com/vehicle-genres/1961-63-morgan-44-series-iv-collectible-classic/>.

This is a very solid driving, reliable Morgan reasonably priced at \$32,500.

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## 1948 Morgan F4 Three Wheeler for Sale

Right hand drive 1948 Morgan F4 imported to USA from Nottingham, England, in 1968. Shown at the Connecticut Concours d'Elegance in 2009. Chassis #1146, Vin #MOR78595634, 1958 Ford 100E engine, 22,000 original miles. Current Location: Long Branch, New Jersey.

Email or text Marcia or Tom Blackwell for further information, [tjblackwell68@gmail.com](mailto:tjblackwell68@gmail.com), [marciaserioblackwell@gmail.com](mailto:marciaserioblackwell@gmail.com), 732-539-9181

**There is, and has  
always been, something  
altogether delightful  
about a Morgan which  
defies definition.**

*The Cyclecar, May 1930*



# Autumn MOG XLIII

## The Rally

Paul Fredricks

As soon as the Concours judging was complete we moved on to phase two of our day. The Shaker Village also served as the starting point for our annual Rally. Our regular Rally Master, Jim Nichol, was on an extended trip and so was unavailable to put a route together. Al Chicote, president of the Berkshire British Motor Club, came to the rescue and put together a course that wound around Massachusetts and New York, along the Grafton Plateau overlooking the Taconic Range, and past the oldest (and arguably best) farm brewery in NY.

Angel and I pre-ran the route on the previous Thursday to make sure the directions were still good. The turns *were* good, but there were a few clues that we couldn't find.

The Rally was just over 60 miles long. Rally Master Tom Austin told all the participants to just keep moving: No turning around to find clues that might not even be there. The Rally was estimated to 2 – 2½ hours long because we wanted to be sure everyone made it back for the banquet. Most of the teams made it back in time, except for one that seemed to get stuck at the brewery. Reports are that the beer was good, so we understand.

Scores were tabulated back at the Hospitality Suite. The totals were tight with only half a point between second and third place. In the end the winners were crowned, and once again Stephanie and Spider took first place. Good thing they have a four-seater so they can bring all the trophies home!

A poll of the participants showed everyone enjoyed the route and the ride. Al Chicote put together a great Rally and we have it on good authority that all marriages have survived.

Another perfect Morgan day in the books.



Tom Austin briefing Rally participants  
(Ken Mull)



Rally entrants lined up to depart at intervals (Ken Mull)



## Select Rally Rules

Laws: Obey all traffic laws and use good sense. Your speed in some areas may need to be much lower than the speed limit. Be observant.

Not timed. We have no checkpoints. This is a straightforward mileage covering, question-answering and riddle-solving exercise. Follow instructions in the order they're given.

Do not backtrack! Push on towards the end. Backtrack and someone will notice. Don't do it!

Keep an eye on your rear-view mirror and watch to ensure the car following you is back there. This is not a race. You are your brothers'/sisters' keepers.

Enjoy! There is a lot to see. On our scouting trip we saw three deer, nine turkeys, several pheasants, and innumerable pigs, cows, horses, and people.

## Sample clues:

Item 6:  
Where can we find cool cats?

Item16:  
Found in most new dishwashes?

Item35:  
You'll find more 'T's' than fish here.

Item 40:  
Where are the three dancing cows?



Brian Hall ready to go (Steve Schefbauer)



Bob Britton and Linda Hakala about to go (Steve Schefbauer)



# Autumn MOG XLIII The Concours II

Paul Fredricks

Our Concours this year was held at Hancock Shaker Village. We've been here before, and it is the perfect location to show off our cars. Under the direction of the Concours master, Frank Wnek, we assembled on a field between the barns and gardens.

The judging for best in each class was done the same way as last year: People's choice. Everyone had a ballot and had the chance to look at every car. Even non-members got in on the judging and seemed happy to be involved instead of just observing. While we do love to stand around and talk about all things Morgan, it's also nice having a reason to really look at our rides. It's always fun to see what the folks have done to their cars.

Once the votes were tabulated and the winners in each class were chosen it was time to choose Best In Show. When the scores were computed the very deserving winners of this year's Best In Show were Spider and Stephanie Bulyk and their beautiful '57 +4 4-place. Check this car out if you have a chance. She's a beauty! This has been a banner year for the Bulyks as they won Best In Show at MOG 50 in July.



The Hope's immaculate engine bay (Frank Wnek)



The four seaters and DHCs (Frank Wnek)



Maura Hall's Flat Rad gets some TLC (Kinghorn)



The Specials—the Bigler Devin-bodied 4/4 and the Hall Flat Rad (Kinghorn)



Bob Britton's Plus 8 and John Bigler's Devin-bodied 4/4 (Kinghorn)



(Ken Mull)





Scrutineers at work (Tom Austin)



Best in Show, the Bulyk's four seater (Kinghorn)



The Plus 4 two seaters (Tom Austin)



Ron Garner emerges from his DHC (Tom Austin)



(Tom Austin)



The 4/4s (Tom Austin)



# Autumn MOG XLIII

## The Banquet and Awards

The Autumn MOG banquet was held in Crane Lodge, one of the buildings at the Jiminy Peak Mountain Resort. The evening began with a cocktail hour as Morganeers gathered in their finest attire. After dinner the Autumn MOG awards were presented. Morgan Malone and Alison DeKleine received the (uber deserved) Carter Esprit Du Vent Award and I was honored to present the Pen Is Mightier Than the Wrench Award to Paul Fredricks for his multiple contributions to *The Morganeer* this year. This Award will only be given in years in which it is deserved, so congratulations Paul! Our event chairs presented the awards for their particular MOG events. Frank Wnek gave the Concours trophies (with last year's winners, Erwin and Ellen Dressel presenting the Best In Show), Steve Schefbauer bestowed the Autocross bling, and Tom Austin handed out the Rally loot. The evening ended with the auction, hosted as before by the incomparable and multi-talented Lenny Mandel.



The Pen Is Mightier Than the Wrench Award presented to Paul Fredricks (Kinghorn)



Cocktail Hour (Tom Austin)



Frank Wnek presenting the Concours Plus 8 first place trophy to Bob Britton (Kinghorn)





The room where it happened (Tom Austin)



Brian Hall being photographed by his grandmother (Pat Hennesy) with his Concours award (Tom Austin)



Tom Austin photographed himself presenting the trophy for Rally 1<sup>st</sup> place to Spider (Tom Austin)



Steve Scheffbauer presenting David Darby (our own Director of Advertising) the Autocross Second Place Award in the Plus 4 section (Tom Austin)



Auctioneer extraordinaire Lenny Mandel doing his stuff (Tom Austin)



# Autumn MOG Awards and Results

<b>Harry Carter Esprit Du Vent Award</b>	Morgan Malone & Alison DeKleine
<b>Morganeer Pen Is Mightier Than the Wrench Award</b>	Paul Fredricks

<b>CONCOURS — Event Chair, Frank Wnek</b>		
	<b>Winner(s)</b>	<b>Car</b>
<b>Judged Class</b>		
<b>Best in Show</b>	Spider & Stephanie Bulyk	White 1957 Plus 4 four seater
<b>People's Choice Classes</b>		
<b>4/4</b>		
1st Place	Jim Nicholas	1967
2nd Place	Paul & Angel Fredricks	Yellow 1973 roadster
3rd Place	Maura Hall	Red 1965 roadster
<b>Plus 4 Four Seaters/DHCs</b>		
1st Place	Spider & Stephanie Bulyk	White 1957 Plus 4 four seater
2nd Place	Dean Meyer & Susan Rho	Emerald green/black 1964 four seater
3rd Place	Morgan Malone	BRG 1961 DHC
<b>Plus 4 Roadster</b>		
1st Place	Tom & Elaine Austin	Claret/black 1962 roadster
2nd Place	Jonathan Kinghorn	BRG 1960 roadster
<b>Plus 8s</b>		
1st Place	Bob Britton and Linda Hakala	Royal ivory/rebel green 1971 roadster
2nd Place	Jamie Goodson	BRG 1989 roadster
3rd Place	Barrie Abrams	Ivory/tan 2003 roadster
<b>Specials</b>		
1st Place	Brian Hall	Light blue 1953 Flat Rad Plus 4 roadster
2nd Place	John Bigler	Red 1958 4/4 with vintage Devin body

<b>AUTOCROSS — Event Chair, Steve Schefbauer</b>		
		<b>Min-Sec</b>
<b>Fastest Time of the Day</b>	Barrie Abrams	20.98 Seconds
<b>Plus 8</b>		
1st Place	Bob Cohn	21.79 Seconds
2nd Place	Gary Eberhard	22.54 Seconds
<b>Plus 4</b>		
1st Place tie	Lenny Mandel	22.98 Seconds
1st Place tie	Morgan Malone	23:00 Seconds
2nd Place	David Darby	23.91 Seconds
<b>4/4</b>		
1st Place	Paul Fredricks	21.84 Seconds
2nd Place tie	Alison DeKleine	24.32 Seconds
2nd Place tie	Maura Hall	24.34 Seconds
<b>Ladies only</b>		
1st Place	Alison DeKleine	24.32 Seconds
2nd Place	Maura Hall	24.34 Seconds

<b>Rally — Event Chair, Tom Austin</b>		
1st Place	Spider & Stephanie Bulyk	White 1957 Plus 4 four seater
2nd Place	Maura & Tanya Hall	Red 1965 4/4 roadster
3rd Place	Bob Britton and Linda Hakala	1971 Royal Ivory/Rebel Green Plus 8 roadster



*Morgan Car Club  
Washington, D.C.*

## MOG 50 Fourth of July Weekend 2022

*The Boys and Girls of the 3/4 Morgan  
Group drive down and have a ball.*

Steve Schefbauer, Editor-at-Large



The Mimslyn Hotel in Luray, Virginia

In the aftermath of MOG 50, Spider Bulyk, Jim Nichol, and Paul Fredricks decided to gather around the campfire (not really) and talk about how much we loved going down to Luray, Virginia (REALLY!), while at the same time giving a snapshot of the weekend and a bit of history to those of you who didn't attend (REALLY?).

**PAUL:** MOG 50 was postponed several years due to COVID, but finally became a reality over the 2022 Fourth of July weekend at the Mimslyn Hotel in Luray, Virginia. There were a number of 3/4 members in attendance besides Angel and me, including Stephanie and Spider Bulyk, Jim Nichol, John Bigler, Renee and Bill Whilloughby, Barrie and Mara Abrams, Penny Bates, John Bigler, Linda and Larry Eckler, and Giles LaChance and his better half Martine, all the way from Quebec.

It had been 35 years since we had last been to a MOG. Those days before marriage, kids, and a house. Cruising down Skyline Drive with a suitcase and guitar strapped to the back of the car. The memories of all the people we met there, and all the stories they had. Just a great event.

We split up the drive down with an overnight in Sudbury, PA to visit friends. An excellent way to start the trip!

**JIM:** I drove south to Berryville, PA to spend the day reminiscing on many past MOGs with Hack Chappel, now Morganless, but in the day, we did survive numerous stupidities.



Paul Fredrick's 4/4 stopped to admire the view



Stephanie and Spider Bulyk loaded The Hope





Hospitality!



Great company

From Thursday to Sunday, it was like being back at the MOGs of the late 70's and early 80's with many of the same players. Hack, EZ Ed Zielinski, Alan Marsh, Spider, Kathy Parkins, Doug Markham, Steve and Martin Beer, I could go on. The only real difference the years have brought has been hair color and/or quantity thereof.

**Spider:** At the Lime Rock Park Gathering of the Marques 2019, Rich Fohl told me what he most wanted from MOG-50. We were standing together with others, and said he wanted to run across the veranda at the Mimslyn and hug everybody. He never got the chance. But he was right. That is the best part of these meets. We see people we've known for decades but see only seldom. We know them through mutual stories over the years, we know their children, and we know about all the silliness that unites us.

Stephanie and I had a great time at MOG-50. When we pulled into the Mimslyn and unpacked (a non-trivial exercise), we headed for the bar in the Speakeasy—cocktails and dinner sounding pretty good by then. Surprisingly, we'd seen only a few people since arrival. Part of the way into the first cocktail, Dave Childress joined us at the bar. In conversation, it turned out that Dave was running the concours event and was short judges.

**PAUL:** The concours was held on a field at Luray Caverns. The perfect location just minutes from the hotel. The cars were arranged on the field to spell out MOG, though to my recollection no one

had a drone to take a picture. And then there was the judging.

**SPIDER:** I must have swallowed some pills and volunteered to join the judging crew. Dave's point was that, since the system had every judge judging every car, this would be a great way to see all the cars on the field. I love looking at all the cars but it's usually impossible, with interruptions for conversation, arrival of old friends, etc. I was intrigued.

**PAUL:** There were a lot of opportunities for interruptions. I must say, Spider, you were very diplomatic in giving the people the brush off. And I admire your fortitude in not engaging in the many possible conversations.

**SPIDER:** Stephanie volunteered to join the administration crew positioning cars on the field. The judging system had three Teams and each Team judged every car: Interior Team, Exterior Team, and Under-Bonnet Team. Paul (Fredricks) and I became the Under-Bonnet team. There were some 40+ cars on the field and we had allocated two minutes per car.

**PAUL:** At the start I felt somewhat under qualified, but you made it easy and we moved along quickly.

**SPIDER:** We got "into a roll" and after a while it's very clear what your

seeing and how many points off the maximum allowable you might deduct. We had similar perspectives on what made for good presentation and both had a real "straight ahead" vibe on what we saw. Politely recusing each other on our respective cars, we made the whole field.

The unique car on the field was John Bigler's hand-crafted Devin bodied Morgan: looking like it came out of Maranello, and with John's terrific workmanship. That having been said, Stephanie and Spider were quite thrilled to have our Plus 4 take the Best of Show trophy. That car has competed in concours for over 45 years and this is the first Best of Show in MCC-DC Fourth of July MOGs. Other 3/4 Morgan Group cars also trophied: John Bigler (first Modified), Linda and Larry Eckler (second +8), and Angel and Paul Fredricks (first 4/4) made for a good club showing, given the distance traveled. I repeat the thought; if you're ever



Giles and Martine LaChance drove all the way from Quebec



asked to judge a concours, accept the challenge. You'll love the experience and learn a lot in the process!

**PAUL:** I would like to point out that the only reason we got first in 4/4 is because we were the only 4/4 being judged that day. But we'll take it!

**JIM:** The rally was held after the concours. Going back to the first five MOGs held at Mt. Pocono, PA until MOG 25, those first rallies were pure TSD (Time/Speed/Distance) examples complete with aptly named Tulip diagrams for directional alterations. They were true serious rallies with checkpoints and all!

As rallymaster in a few Autumn MOG rallies we opted for rallies that were intrinsically impossible to lose the route and had somewhat loose time parameters but what we felt were challenging route questions to answer.

In a welcome change from both the above contest types, the MOG 50 iteration included NO general instructions and minimal, but complete route information. How refreshing to only have the odometer reading taken at both start and finish as well as a start and finish time. Straightforward, uncomplicated, and quite welcome after the long trip south.

**PAUL:** I would like to add that most of the roads had a 55 mph speed limit, according to my GPS. And there were a lot of winding back roads in very good condition. This led to some very "spirited" driving, and a very enjoyable afternoon.

**Jim:** Having been paired with an enthusiastic young navigator, Sarah Eckler and her near constant entreaties to



The hotel at night



A spectacular view (and nice scenery)



The Concours



## Careful of The Queen!



“GO FASTER JIM, GO FASTER!” we muddled through the valley and despite missing the final turn causing a frustrating U-turn (Driver’s error, not the navigator’s), it all worked out with a first place finish.

Quite the satisfying rally! Thank you to the rallymaster, the MOG 50 organizers, and MCC-DC for a wonderful memorable event!

**PAUL:** The autocross was at Shenandoah Speedway, A well banked oval in the middle of nowhere. The night before they had a drifting event. The idea, I suppose, is to drive around the track with your wheels spinning three times faster than they should. The result is a lot of tire smoke, and rubber shards (or klagg) and strings of steel belts all over the track. The people from the track were able to move it all out of our way for the autocross, but the piles of used rubber were impressive.

An interesting, very curvy track was set up, and we all walked the track. The participants were split into two groups, and the off group would be the course workers, which worked out nicely. There was no practice, but we took four laps, one at a time, to get our best time. I was thrilled to win the four-cylinder class, and very nearly got best time of day. I think I’m still smiling.

**JIM:** The course as set up was a fair and relatively low speed test of car control and knowledge of one’s car’s physical parameters. And yes, it was good fun to watch. And yes, it was good fun to watch

while Peter Ballard and I discussed technique and ultimately decided that we both would have top times. Ah the joys of armchair Auto-X.

**PAUL:** Other club winners were Barry Abrams with a third in the eight cylinder class, and Bill Willoughby with a second and John Bigler with a fifth in the four cylinder class.

**SPIDER:** I thought the Gymkhana was one of the most clever and fittingly

framed (Elizabeth II’s 70 years in the Crown) versions we’ve ever had.

**PAUL:** lots of clever ideas. It was held in a paved area next to the racetrack. Both events occurred at approximately the same time. There were various castles as part of the course, and a likeness of her majesty. Lots of fun, as one might expect, and a lot of laughter as the drivers and navigators attempted to remember the directions and navigate the obstacles. Angel and I managed a third place finish which amazes me since we had to back up a couple of times to get near enough to the Queen, and we were penalized for knocking over five cones. Mara and Barrie Abrams took second!

**SPIDER:** Mara Abrams as a charming

and delightfully different Matrone des Cérémonies in the Banquet.

**PAUL:** When she introduced herself as Lenny Mandel the whole place erupted in laughter and applause. It was a fun night. We had a lot of fun and shared some great times with the other Moggers. The high point of the night was the raffling off of a commemorative MOG quilt that went for over \$2,000!

The drive home was a nice, leisurely ride starting with a cruise of Skyline Drive; it’s beautiful views, and ample occasions for a pic of the car with an incredible backdrop. We stopped for a night at my sister’s house in Laurel, MD, and then headed home the next day.

**SPIDER:** We also were fortunate enough to have MOG-50-Plus. Leaving on Monday after the MOG-50 banquet, we pulled into the B&B. A minute later our fellow Banquet Table Morganeer of the previous night comes running out: “Are you stalking us?” It was Giles and Martine LeChance of Quebec, who drove their 4/4 down to MOG-50 and then serendipitously booked the same B&B as Stephanie and Spider. Pretty cool, huh? So, we had another dinner and drinks that couldn’t be beat, extending the meet, and heading home the next morning. Amazing fate!

**PAUL:** As a final thought, what made this event great was the people. That’s what makes every Morgan event so much fun. The atmosphere at Autumn MOG promised more of the same. We were counting the days and hoped to see you all there!



The Rally winner and navigator



# Les 24 Heures du Mans 1962

Jonathan Kinghorn

2022 marked the 60<sup>th</sup> anniversary of Chris Lawrence's remarkable win at Le Mans—an event appropriately celebrated in the artwork for this year's Autumn MOG name badges, T shirt, and poster. Le Mans, in northwestern France, was the location of the first Grand Prix back in 1906. It was chosen for a new endurance event in 1923 organized by the Automobile Club de l'Ouest for manufacturers to prove their cars to potential customers. Originally conceived as the first of three annual contests following which the maker of the car that exceeded its nominated target distance by the greatest margin would win the Rudge-Whitworth Triennial Cup, it was more of a trials competition than a race.

Trials date back to the early days of motoring and originally consisted of multiple ordeals devised to improve vehicles. Early events were run over several days and were more focused on real-world concerns like maneuverability, hills, and slow running than speed. They were extremely rigorous; one was described in 1913 as “a farcical test to destruction” after half of the competitors retired on the first day! Tests would range from regular hill climbs and on- and off-road sections to bespoke tasks such as descending a particularly nasty hill at less than 10 mph or driving over a two-inch thick plank at precisely 25 mph. There were often sections run at night to encourage better lighting. Each test was scored, but drivers could also lose points and the final tally was what really mattered. Morgans were consistently successful in such events.

Les 24 Heures du Mans compressed a slimmed down trials competition into a single one day event in which it was not being first to the finish line that mattered but the distance covered in the allotted time. Its famous start had drivers sprint across the road before firing up to encourage more reliable ignition systems. In the early years drivers also had to erect their hoods and keep them up for several laps (to improve hoods) and the event ran through the night to foster better lighting. Mimicking real-life driving conditions, all cars had to carry 60kg of ballast for each passenger they could seat and be fully equipped touring vehicles. In 1927, for example, when he extricated his Bentley from the White House pile-up, Sammy Davis had to strap a flashlight onto it to replace a sidelamp that had been torn off to avoid disqualification (he won).

Pit crews were only permitted to change tires. Drivers had to refuel using the 2-liter pitchers commonly used roadside in France, often spilling gas and sometimes causing fires! Drivers also had to do any repairs themselves and to decide which parts and tools to take with them. To save weight, Tim Birkin was not to carrying a jack when he wrecked his Bentley's wheel in 1928 and ran miles back to the pits to get one; when he arrived there he was so winded that his codriver had to take over!

In its post-war form, Le Mans is still run for 24 hours to be a grueling test of cars and drivers. In 1962, as in the 1920s, drivers



The 1956 TOK 258 today

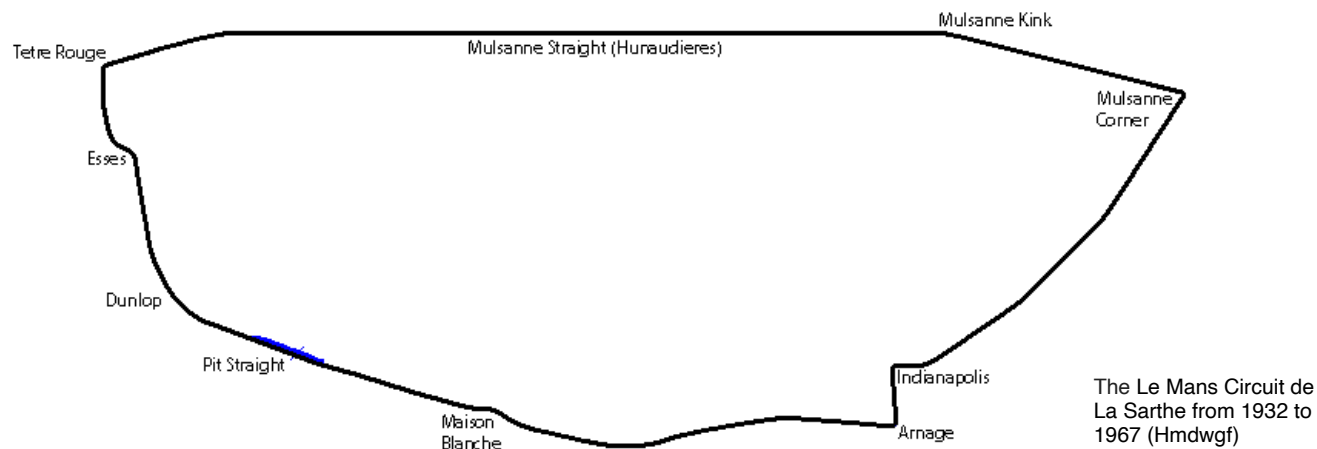
had to fix their own cars if they broke down on the circuit using tools and spares carried with them. Another old rule required cars in the pits to shut off their motors and fire them up on departure using their own starters. And of course, the race is still today run on private and public roads and through the night. Its rules, however, have evolved greatly over time.

Lawrence drove the most famous racing Morgan of them all at Le Mans—TOK 258—but this was not perhaps the car you might think. The original TOK 258 was a red 1956 Plus 4 (chassis #3464) that Lawrence bought used in 1958, tuned, and raced successfully. Supported by Morgan Motors and aiming to race at Le Mans, he acquired another Plus 4 (chassis #4840) in May 1961. It had been built “with a specification for Le Mans” and was fitted with a hard top, painted Avion Blue, and registered XRX 1; it was this vehicle that was barred from participation at Le Mans in 1961.



The 2022 Autumn MOG T shirt





Following that debacle the car was rebuilt at the Works to prepare it for Le Mans in 1962, fitted with a low Series IV 4/4 aluminum body, and initially painted red. Lawrence had sold the 1956 TOK 258 to Pip Arnold late in 1961 and, because its license plate was familiar to spectators and 'lucky', had the registration numbers switched between the two cars so his new set of wheels would be appear to fans like his familiar red steed. Lawrence later bought the 1956 TOK 258 back from Arnold and switched the license plate numbers again, which has thrown many! Consult *Morgan Sports Cars, The LawrenceTune Years 1961-1964* (Jake Alderson and Chris Chapman) for details. The 1956 car now belongs to Keith Ahlers and the 1961 car is evidently for sale (very deep pockets required); confusingly, both are now British Racing Green and carry the number 29!

The 1961 car emerged in 1962 wearing the familiar green paint, 10 cm lower and 55 kg lighter than before. To everyone's relief, the new TOK 258 was passed by the Le Mans scrutineers this time, but not without a little trickery. Lawrence was concerned that the car would fail the ride height test when the scrutineers tried to pass regulation FIA box under its sump—so he temporarily switched racing wheels for road wheels with well-inflated high profile tires to gain a tad more clearance; nobody noticed! Participants in the race were numbered in engine size sequence starting with the 5.4 liter Corvette at #1; this process allocated TOK 258 the now iconic running number 29.

Lawrence and his codriver, Richard Shepherd-Baron, planned their race meticulously. They determined to maintain an average speed of 94 mph and to each drive 30 laps (about 2.5 hours) before changing places. Lawrence would be behind the wheel at the start and with this schedule Shepherd-Baron would finish. The first half of the race was challenging because the Morgan was continually overtaking slower smaller-engined cars and at the same time being passed by faster big-engined ones. It didn't take long for competitors to start falling by the wayside though. At the 12 hour mid-point the Morgan had completed 135 laps at an average speed of 94.427 mph and was in 22<sup>nd</sup> place with only 33 of the 55 cars that had begun the race still running. The second half was challenging in different ways as the track emptied and the dwindling number of competitors were most concerned just to keep going.

Chris Lawrence didn't win Le Mans overall, of course, he won the 1601-2000 cc class. In '62 Le Mans placed entries into three categories (small, medium, and large engines) together containing a total of 11 classes for motors ranging from under 1 li-

ter to more than 5 liters. There were in fact only two entrants in Lawrence's class and the other one—car #60, the AC Ace Bristol driven by Claude Magne and Maurice Martin—did not finish the race. Lawrence and Shepherd-Baron completed 270 laps covering 2,255.13 miles at an average speed of 93.964 mph; the overall winner, a Ferrari, covered 2,765.88 miles at an average of 115.25 mph.

Nevertheless, Lawrence's achievement was truly tremendous and his class win was immediately recognized to be highly significant. Even more important than the class win was the fact that of the 55 cars that started the race, only 18 managed to finish, and that the new TOK 258 was one of them. It took 13th place, coming in ahead of five other cars from the mid-sized engine division. The first 12 places were taken by five Ferraris (four 250 GTOs and



The winning Ferrari 330 TRI LM at Le Mans Classic 2010 (ZANTAFIO56)



1.6 Liter Sunbeam Alpine Le Mans. One finished 15<sup>th</sup>, one did not finish, and one did not start. (Vauford)



the overall winner, a 330 TRI/LM), two Jaguar E Type coupés, two Lotus Elites, two Porsche 356 B Carrera GTL Abarths, and an Alfa Romeo Giulietta SZ.

Lawrence and Shepherd-Baron had a plan and stuck to it like glue, and their well-prepared car ran almost flawlessly. Its 16.75 mpg fuel consumption and oil use were normal and no tires needed replacing. The exhaust manifold split along a weld but this only sounded bad and did not impair performance. Just 32 minutes were lost in the pits, mostly on routine refueling and driver changes.



The Panhard-Levassor Coach that finished 16th seen at Cité de l'Automobile (Alf van Beem)

The quaint little Morgan, so slighted in 1961, endeared itself to the 300,000+ spectators in '62 and its class win sparked a flood of positive press coverage. Peter Morgan, who was in the pits taking turns as lap scorer and timekeeper, was not slow to take advantage of the publicity and followed it with the long-planned Super Sports model. The victory has been celebrated in Morgan circles ever since and the Morgan Motor Company continues to bask in the legendary status it so richly deserves.



The René Bonnet Djet Renault Gordini that finished 17th and won the Experimental 1.15 Liter class. Musée des 24 Heures du Mans. (Alf van Beem)

## FOR SALE

*1959 Morgan Plus 4,  
2 seater Jaguar Green,  
tan leather upholstered seats,  
8727 miles since professional restoration,  
restored for vintage racing,  
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Over \$70K spent on restoration,  
National First Prize winner.  
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**\$34,500**

**Bob Nunnink 973-839-6057 (home)**  
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Full Page \$300 per year  
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All advertising is billed on an annual basis with full pre-payment due by March 15, 2023.

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# Caffeine and Carburetors. Again.

Mark Wunderman

**T**he last time I wrote about Caffeine and Carburetors in New Canaan I wasn't sure if I would attend the next one on September 18. Since then I've corrected a long standing problem with the 1934 Super Sports and I'm regaining confidence in driving it, and so I decided to attempt the 30 mile round trip to New Canaan. With the days growing shorter I had to consider the issue of how early to leave home. Leaving at 6:00 or earlier might secure an OK parking space, but full daylight at this time of year begins around 7:00. The headlights on the three-wheeler are mostly wishful thinking, and the charging system output is not enough to keep up with the headlights for an extended period. So, I left the house at 6:30 and decided to let the

competitive parking issue take care of itself. Driving through the cool morning before full daylight in the old Morgan had a distinctly Dawn Patrol vibe that I very much enjoyed.

Like so many things in life an outing in the Super Sports can be rated on a system of one to four stars, my rating system works like this: If you reach your destination under your own power that earns a one star rating. If you do that AND also get home under your own power, that's good for two stars. If you get there and back and nothing breaks that you will have to pay someone else to fix, that's three stars. If the run qualifies for three stars AND nothing important falls off the car, that's a four star trip, and on this particular Sunday I had a four star trip.

This time, on arrival, instead of being directed to some Siberian parking space I was shown to one of the most prime of prime spots, right in front of Zumbach's Coffee Shop. Doug Zumbach is the creator and organizer of the event so parking in front of his store is a big deal. This is rock star treatment akin to being waved past the velvet rope at Studio 54 (no, I never actually experienced that, but I like the way it sounds).

On this day mine was the only Morgan present but the old car gets so much attention that by the end of the event I'm left horse from answering questions, and for me that is part of the fun of going to these events. The car performed flawlessly (oil leaks don't count), the weather was perfect, and I had a good time. What's not to like?



Pride of place! (Mark Wunderman)



# Vintage Fall Festival/ Gathering of the Marques

## *Lime Rock Park, CT, September 2-5, 2022*

Steve Schefbauer, Editor-at-Large

All photos by Steve Schefbauer

**A**h, Labor Day, here to remind us that summer is almost done and the mornings will be cool and crisp in the foothills of the Berkshires, WRONG!!

The mornings were in the 80s and on Sunday for the Gathering of the Marques the weather was downright tropical with a strong sun and extra high humidity and, oh yes, no shade to give you a little relief. But more on that further down the page.

As per my modus operandi, I was at the track on Friday, my favorite day for laid back strolling, talking with the drivers and watching practice while taking, no pressure, photos, without the usual bustling crowd getting in the way.

Had a nice chat in Paddock A with the Goodson Racing Team, father Jamie and son James, in between their respective practice sessions and learned the joy and frustration of racing firsthand.

Met up with Club member John Bigler who was introducing his beautiful Devin/Morgan for the first time at Lime Rock. What a gorgeous car—kind of a cross between Sophia Loren and Sienna Miller in its Italian/British attitude. (Not meant to be a sexist remark, sorry)

It was interesting to stand back and watch people look this car over. The co-



The 3/4 Morgan Group at Lime Rock (Steve Schefbauer)



Part of the club at Lime Rock



The Gathering of the Marques



gnoscenti couldn't figure out what this was—hmm, Devin on the front hood, Morgan on the back hood and Scaglietti badges on the side of the front fenders, looking, all the world, like a '50s Ferrari Monza race car. John brought it to the 3/4 Club line up on Sunday and Wayne Carini (of Chasing Classic Cars fame) drove by in a golf cart, spotted the Devin/Morgan, did a double take, made a u-turn and came back. Car guy that he is, he said, right off, "Devin/Morgan". No fooling Wayne, who also said, "Next time I'll have to bring my Morgan", probably trying too hard to be part of our group. He then went into the fact that his Morgan was the famous "War of the Roses" Morgan—which we all knew anyway. Nice try Wayne.

Getting back to the relentless sun on our "No shade zone" spot for the 3/4 Morgan Group—Paul and Angel Fredricks had been RV camping all weekend and had a pop-up awning that Paul and I retrieved and set up that provided shade for the rest of our time there, as did Jamie and James Goodson with their awning, creating an oasis in the middle of the desert that was Lime Rock, saved the day and gave us a cool place to drink beer. What!! A Morganeer drinking beer, how unusual.

The honored marque at the Concours this year was Corvette and, in my life, I have never seen so many Vettes in one place at one time, all shapes and years spread around the track.

Some very rare and historic Corvettes were on display under two tents and it was interesting to actually see the cars I remember seeing in magazines and articles from the '50s and '60s.

I'm not a big Vette fan but Briggs Cunningham's '60 Corvette and 1960 Le Mans entry that won First in Class and 8<sup>th</sup> Overall, was pretty spectacular and did share the Best in Show Sport award on Sunday with the 1956 SR2.

And speaking of wins, Club members Paul and Angel Fredricks won the Best of the Marque award for their yellow '73 4/4. Way to go guys.

Wrapping up my report on the weekend, I can't leave out that special ceremony on Saturday.

Since it's opening in the late '50s, the back straight at Lime Rock has always



The Best in Show 2022



The Briggs Cunningham '60 Corvette



The Mako Shark



been known as “No name straight”, this has changed. From Saturday forward it will be known as the “Paul Newman Straight”, named for the famous actor, racer, and humanitarian. The Hole in the Wall Gang, the charity for children, created and funded by Paul Newman’s, Newman’s Own is now the official charity of Lime Rock Park.

To me, the forces to be could not have selected a better person to honor with this special award and this weekend will go down in the books as a spectacular time in track history.

Hope to see you all, next Labor Day, at Lime Rock.



The Vette SR2



Paul Fredricks' Best of Marque Award



Paul and his award

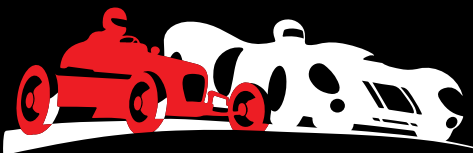


The Paul Newman Straight





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## AUTUMN MOG 2023

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Event volunteers needed

# The Morganeer™

## CROSSHEAD

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

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- Mailed photos will be returned if requested.
- Caption photos to identify cars, people, locations, dates, events, etc.

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