

The Morganeer

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Morgans at Hemmings Saratoga



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

NEW CLUB MEMBERS

Leo Lee & Trisha Williams Perth, ON Canada
'71 4/4

Peter Perry & Laura Alpert Rensselaer, NY
'64 4/4

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

MAD HATTERY AT AUTUMN MOG

Need another reason to attend this year's BIG club event - Autumn MOG? As if Autumn MOG doesn't have enough fun events, another one has been added this year.

For any or all of the women (and men) who wish to participate, a Mad Hattery event will be part of the festivities at this year's concours. Put on your thinking caps (literally) and create a funny, creative and unique hat. It will be a People's Choice Judging, and 1st, 2nd and 3rd prize trophies will be awarded. There will also be an award for the LARGEST HAT that is brought to the event in a driven Morgan!

Be creative, have fun with this and see you in your finest haberdashery hats at Autumn MOG!

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FROM THE PRESIDENT

I don't know about you but I find it difficult to believe that it is almost Labor Day and the end of summer. Where did it go? Did it go so fast because we were waiting for the really hot days that never came or am I just getting old? Either way, fall is just around the corner, but the good news is that means that Harvest Moon Mog, aka Autumn Mog is coming up very soon. I trust that you all have signed up for what promises to be a spectacular event. Let us hope that the weather gods are kind to us and provide a couple of fantastic autumn days to go with the festivities.

Talking of festivities, the Hemmings Sports and Exotic Car Show held in Saratoga Springs, NY Saturday, August 2nd was a great success. Thanks to a lot of hard work by our ex-president, Larry Sheehan, there was a spectacular number of Morgans of all types gracing the grounds of Saratoga Spa State Park. Everything from a trike to an Aero 8 Super Sports was on the field, providing the spectators with a history lesson in the development of the Morgan sports car. Parked appropriately near the Saratoga Automobile Museum, they were certainly a great sight. A total of 38 Morgans and 69 Morgan folk were present out of a total field of 178 cars - a very good turn-out indeed. Larry did an amazing job advertising and putting this event together. The Hemmings folk seem to have appreciated the support by their high-lighted marque. Kudos to Brad and Linda King, Ron and Kathy Garner and Peer Just and Fransje van der Kemp for winning the Morgan class awards. True that these cars had been recently given the star treatment by the way of restoration and paint, but the judges took an interesting approach to their selection of the winning vehicles. Not only did they carefully inspect the cars but they also interviewed the owners to get a feel for the car's history and the connection between man and machine. You will be captivated by Bennetts full article on the event elsewhere in the Morganeer.

Back in July, the intrepid participants in the latest Morgan Pub Crawl completed their trek around the north-east at Morgan Spares in Copake, NY where Linda and Larry Eckler gave them fitting final party. With all Morgan owners invited to meet them and celebrate their adventure, there was a goodly crowd to welcome them. Unfortunately, we miss-timed our vacation this summer so that we were not able to attend the gathering but having taken part in a couple of the earlier Pub Crawls,



we know that they were both a lot of fun and exhausting. Having said that, they are also a great experience in getting to know your fellow Morgan owners as well as travelling through some great back roads (and a few busier ones), not to mention discovering lots of unique places to eat and drink. I thoroughly recommend trying the next one, whether you do it all or just part. Guaranteed you will learn a lot about your Morgan as well!

Another event that sadly we missed because of travelling elsewhere was the inimitable Lobster MOG. The other two events were one-off occasions, but Lobster MOG has been going for ever. Now back at the Harpswell Yacht Club, it draws a faithful crowd each July as well as a few newbies each time, newbies who often become regulars. Our hats off to the Flynns, Wneks and Cohns who put on an epicurean masterpiece every year and couple that with some fun activities; the awards must be the most unusual in Morgan annals and it does not hurt that Harpswell is set on an idyllic part of the Maine shore, providing a perfect setting for exploring. Next year we must consult the Morgan calendar before booking our vacation, although with so many events being planned club-wide, that could present a problem. Maybe we should vacation in November.

On a completely different tack, I am happy to announce that we have some new board members. Jane Matteson has graciously agreed to fill our vacant post of Vice President and Ruth Bonomo has volunteered to fill the secretarial seat vacated by Jane. Our thanks to both ladies for offering their services to the club. Their positions have been sanctioned by a vote of the existing board and will be presented to the full membership at the annual meeting at Jiminy Peak. May I add another reminder that we are still seeking an Area Captain for New York Metro and an Advertising Director for the Morganeer. Autumn Mog would be an excellent time to nominate candidates for these positions, so put your thinking caps on and examine your consciences to see if we can't get these vacancies filled.

Happy motoring!

David

FROM THE EDITOR

G racing our cover this issue is one of the wonderful photos taken by photographer and club member John DeWaele at the annual Hemmings Sports and Exotic Car Show at the Saratoga Auto Museum the first weekend of August. You will find more of John's photos in the 'centerfold' of this issue. There are still a few unattributed John Erickson Morgan 'portraits' that we will continue to feature on our cover as we make this transition. But rest assured The Morganeer will continue to feature either a photographic or fine art Morgan theme on its cover.

Well this issue is certainly chock full of coverage of our amazing number and variety of Summer events. And what a wonderful Summer it has been. Perhaps the fine weather is what has brought out so many Morganeers, both long time and new members, to our events. Yes, this certainly is the 'Summer events issue'. In fact I have received SO much material that I had to defer some articles to the following issue. And I received SO many fine photos that I couldn't use them all. Thanks to all you photographers and I will try to put more of your work in future issues.

First of all is **Jan Bushey's** story of the lake-side barbeque hosted by **Dean Meyer and Susan Rho**. An impressive number of Morganeers were in attendance, continuing the trend of multi events for the Southern New England area begun by Bushey's dustoff. This was followed less than two weeks later by **Marc and Lynn Wunderman's** Barn and Pool Party – a strange combination perhaps if it did not involve Morgan people. See photo on page 4 and you will know what I mean.

Hot on the heels of this event was the ever popular Lobster MOG here in Maine hosted as always by the **Flynns and Wneks**, as reported by Janie's spouse Steve Shapiro. This year, in addition to featuring the Lobster MOG faithful, the event also welcomed the traveling band of merriment known as the Morgan Pub Crawl for lunch at the yacht club, where the parking lot was filled with a record 31 (or perhaps 32) Morgans.

As the Summer rolled on so did the Morgans, with over 40 of our favorite marque on display at the Hemmings BIG car show in Saratoga NY the first weekend of August.

As masterfully reported by **Bennett Shuldman**, our inimitable 'party man' **Larry Sheehan** put together an amazing group of Morgan owners from not only our club, but the MMC-DC, Morgans of Philadelphia, the Western NY club and a few international entries from Canada. The banquet organized by Larry that evening was perhaps the most eclectic gathering of East coast Morgan folks for some



time – similar to the old DC club MOGS.

Finally, our club President and First Lady (okay, mostly the first lady) hosted the other signature southern New England area event – their English Tea. Although not 'advertised' as a pool party, I believe the fine weather may have induced more than a few of the guests to cool off after their tea. Ahem – not very PROPER!

But this issue is not just about events, as I know you've come to expect from the Morganeer. Witness a warm, wonderful and VERY funny article by one of our English members (actually he was born in Michigan and has dual citizenship) **Brad King**, who tells the story of the rebuild and repaint of his 4/4 as only Brad could – 'What Have I Done?' the VERY appropriate title to his cautionary tale.

As a bonus, **Ty Phillips** provided the interview for the issue, having somehow accomplished the amazing coup of interviewing one of the Morgan international superstars – Dutch Morgan historian **Hermen Pol**. Once again, this interview gives us an interesting insight into the man who has taken it upon himself to be THE authority on every Morgan type (but particularly the Plus 4 Super Sports) produced by the hallowed halls of 'the factory' at Pickersleigh Road, Malvern Link.

Well, I am one of those that cherishes each day of Summer, but particularly the last weeks of the season in September. Here in Maine the days are getting shorter, but the weather is usually warm and clear, the Morgan runs cool, and, best of all, most of the tourists have departed, and the waiting time at the Dolphin Marina restaurant not nearly as long. Life is good.

And then there is Autumn MOG – this year actually the last weekend of Summer (but lets not quibble about a couple of days). It looks to be a great event, with something for everyone. There is still time to register and join us – DON'T MISS IT!

The batter swings, Summer flies and the road goes on forever,

Frank

NEWS FLASH!

THIS YEARS AUTUMN MOG CONCOURS

For Autumn MOG attendees, be advised that the judging for this years' concours will be a change from previous years, as suggested by the Autumn MOG Chair and approved by our President. ALL cars on the field will be judged and eligible for the judged class awards. There will also be Peoples' Choice balloting and ALL cars will ALSO be eligible for the THREE Peoples' Choice Awards – First, Second and Third. So spiff up your Morgans and get ready for some FUN competition.

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Lobster MOG sunset. Could this be the sunset of Lobster MOG?

Dear Lobster MOG hosts and hostesses,

Again, a wonderful, warm and enriching get together you provided and organized in your enchanting home area. Thank you, Lorna, Meredith, Frank and Jack, very much for all your effort, hard work and engagement over days, from the warm welcoming with drinks and snacks at the Harpswell Inn, to a fun caravan through the car show and to

the lovely location of the Dolphin, from thoughtfully and beautifully made name tags and pins to delicious lobsters and sweets, from good conversation to seeing some of us off on Sunday morning.

It is our favorite Morgan event of the year - a warm, intimate, non-competitive, relaxing get together to share fun

and friendship. And for us, it's getting better every year!

Thank you again and have a pleasant summer.

Warmly,

Beate and Steve

WOULD YOU PARTY WITH THESE PEOPLE?

Apparently forty or so of our Morganeers thought it a good idea and had a great time at the Wunderman's 'Barn and Pool Party' (see article on p. 6). So what has become of our 'car club'? Whatever happened to scenic drives, rallies, car shows and kicking tires? Next thing you know we'll be having - 'Tea Parties'!



AN EXTRAORDINARY BARBEQUE!

Jan Bushey



the usual examining and admiring of Morgan masterpieces ensued. By the time everyone had arrived there were 11 Morgans, an MGB-GT, a Jaguar XJR6, an Austin Healey and a TVR. (The last two cars were invited by Joanne Singer as she and Eric drove through the neighborhood!)

Susan Rho was working the food side of the event par-excellence. After a plentiful offering of shrimp, cheese and crackers and beverages of choice, Susan presented a scrumptious meal of Thai chicken, marinated salmon, grilled vegetables, and salad. For dessert she outdid herself with ice cream pie! Guests made contributions of cupcakes, cookies, and a beautiful fruit “basket” presented in a carved out watermelon.

A lovely time overlooking the lake was enjoyed by Susan and Dean’s 36

guests. They included the Jacobsens, Singers, Shapiros, Busheys, Bob Perry and daughter Deb, Neumans, Lucas-es, Marc Wunderman, Koetzners, Ira Grandberg and son Tim, Kaness, Ruth Bonomo, Charles Robbins, Pat Hennessey and friend Karen, Caltabianos, Saffers, Paul Fredericks, Kobals and of course Dean and Susan!

Many thanks to Dean and Susan for providing an outstanding Morgan event! Could this be an annual?

photos:

Left: Hostess Susan is all smiles

Bottom: A drive full of Morgans

If you missed it, you REALLY MISSED it! June 29 dawned a perfect roadster day with bright sun, moderate temps and light breezes. Arriving at Dean Meyer’s and Susan Rho’s lovely home on the lake, the cars were assembling and filling Dean’s parking area. Non-marque cars were graciously provided with parking down the street at the garage where they were honored to be in the company of Dean’s Rolls, his D-Type Jaguar, and the classic ’57 T-Bird. Not bad company, even if not Morgans! The garage was an orderly display of car-hobby equipment and supplies, all with a lovely lake view.

Meanwhile back at the house, the Morgan faithful continued to arrive and



LAZING ON A SUMMER AFTERNOON

Marc Wunderman



The July event at the Wunderman's was billed as a "Barn and Pool party." Well what is that, exactly? It turns out that for about 28 Morganeers and a handful of other guests it meant a chance to hang out, socialize, indulge in some car talk, maybe cool off with a swim and generally take it easy on a warm, July afternoon.

Half a dozen tables were set up in the barn in a picturesque setting that included Marc's woodworking and metalworking machinery, spare Morgan parts and some other objects we could not identify beyond the fact that they looked impressively old, dirty and possibly mechanical in nature. This reporter was skeptical at first, but soon saw that a parts washer serves admirably as a bar, and a drill press, lathe and band saw are actually ideal indoor statuary for a festive occasion. We are Morganeers after all, and the setting was a good antidote to the sort of pinkie-in-the-air atmosphere that might accompany some other car clubs. Also, we were well equipped in the event that one of the Morgans 'failed to proceed'.

We had been advised that local scenic

drives were available, but for reasons we don't fully understand when people arrive at Lynn and Marc's home, they don't seem to want to leave. Maybe it's because most of our members have already had quite a scenic drive if they manage to find the place at all, tucked away as it is in rural Redding, Connecticut.

An impressive six-foot submarine sandwich was accompanied by a variety

of other dishes and beverages. Marc says there was one section of the sandwich left over, and he is saving it in case anyone was left out, but not for much longer since lately it appears to be moving about in the refrigerator on its own.

Given that Morgans contain more wood than most cars, and as we know wood mainly floats, it's surprising that more Morganeers didn't take the opportunity to 'take the plunge' and do some floating of their own. Those who did were Janie Mattson and Steve Shapiro, Eric and Joanne Singer, Nelly Koetzner and Marc Wunderman. Marc was forced to demonstrate for the others the proper way to float about with a "pool noodle." Eric and Joanne deftly mastered the challenge and also demonstrated that it's possible, with care, to have your drink and enjoy your swim at the same time. At poolside Bob Koetzner was so still in the shade of an umbrella that we suspect he may have been napping, thus demonstrating one of the most fulfilling things that can be accomplished on a summer afternoon. Several guests were overheard muttering "I should have brought a bathing suit" - something to keep in mind for next year.

Lynn and Marc want to thank everyone who came. It's summertime and the living is easy, and that much more enjoyable when accompanied by friends and Morgans.

Attending were Nelly and Bob Koetzner, Tom Smith and Toni Nagel-Smith, Janie Mattson and Steve Shapiro.



iro, Norm Hugo, Jim Nichol, Susan Gessner and Charles Robbins, Charles brother and two of Susan's friends visiting from France (and wondering who there strange car people were), Joanne and Eric Singer, Bob Perry, Debbie and Jim Perman, Soyoo and Greg Caltibiano, Nancy and Ken Mull, Ted Lucas, Paul Fredericks, Dawn and Jim Nolan, Jim Nichol, and host and hostess Lynn and Marc Wunderman. Non Morgan club guests included Catherine and Jerry Shereshevsky, Bonnie and Larry Guzman and assorted neighbors, "drive by" car people, dogs, cats, farm and woodland creatures.



photos:

OPPOSITE PAGE:

Top: The early arrivals - barn in background
Bottom: All assembled at the Wunderman farm

THIS PAGE:

Top: In the barn (and shade) for food and drink
Bottom: Jim Nichol's new 3 Wheeler



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PARTY ON! MORGANS AT THE HEMMING'S SPORTS & EXOTIC CAR SHOW

Bennett Shuldman

Party On! Party On! Party On!



From the get go in late Spring, the mantra of “Party On” became the theme for the first weekend in August and the opportunity to participate in the Hemming’s Sports and Exotic Car Show in Saratoga Springs, New York. Our leader, mentor and cheerleader, Larry Sheehan, enthusiastically promoted this event with messages of support, good times and a great opportunity to attend given the Morgan was selected as one of the featured marques.

Larry promised us we would not be homeless for the event, so a great hotel became part of the advance messages. And sure enough, with the event itself confirmed, Larry “delivered”, arranging with The Desmond Hotel, slightly north of Albany, not only our rooms, but also parking, cocktail hour and dinner...the weekend was now complete! The hotel website looked great and reservations easy to make. What only became evident when you arrived, however, was that the hotel was an outstanding place to rest and relax, the rooms nice and all this a quick 20-25 minutes from Sarato-

ga Springs. Party On!

Friday, August 1. When I arrived at The Desmond shortly before 3 pm, the parking lot had been segregated for the Morgans, with cones and tape and several Morgans and trailers already parked - evidence their owners had arrived. Check-in was quick

and simple and I left my car in front and headed to the bar for a quick welcome “cocktail” - and to my pleasant surprise ran into Peer and Franje, enjoying a light lunch and beer. What a great opening act! So what else could I do? I sat down with them and had a cold one to celebrate the uneventful drive from Connecticut and the start of a great weekend. Party On!

By now another surprise and welcomed situation was evolving...the nice weather. With all internet sites, weather people and the broadcast media calling for 30-40% chance of showers and a chance of thunderstorms for the entire weekend, we were rewarded with three days of partly sunny conditions... and no one had any right to expect that! Oh yes, a late evening shower did occur and the morning ground confirmed this, but the “wet stuff” came at the best time, when all cars were resting and covered. The weather was on our side and the Morganeers could enjoy their tops down.

Outside of the hotel after the first drink, I caught up with Kathi and Ron Garner, Bob Nunnink, and Jim Nolan and took the opportunity for a relaxing cigar...courtesy of Bob. In the time we spent sitting outside an enjoying the





nice late afternoon, additional attendees arrived and it was clear the event would have great attendance. The excellent weekend Larry had advertised was becoming a reality. Party On!

Friday night we got introduced to the pre-dinner cocktail festivities in Larry and Suzie's hotel room. Our Morgan group was in full swing and attendance and we were off and running. At this time, we all got to meet our "new" friends, the Morgan owners from New York State and other locations which joined us via Larry's clever and appropriate invitation and connections. Members from Albany, Rochester and other cities outside of our region were just great to meet and, of course, the conversation had the natural topics of what year, model and extras your Morgan had and all the interesting stories which accompany the car.

The Friday night cocktail hour led into small dinner get-togethers thereafter and Larry distributed the Saturday night dinner tickets as well as letting us all know the entire group would depart the hotel by 8:30 in the morning on Saturday and head directly to the show.

I arrived back from dinner, tucked my Morgan into bed and glanced at the 20 plus Morgans now in the parking lot... all sealed in toneaus, car covers, or soft tops . . . all bedded down for the night. As the day ended we were all together and ready for the Saturday festivities.

At the crack of dawn (okay FAIRLY close to it) with enthusiasm and an-

ticipation booming, I awoke, got hurriedly ready for the day and headed to the parking lot by 7:30. And, of course, I was not the first. As you would expect, there was lots of polishing and detailing in evidence, and as the 8:30 hour drew near, the "buzz" in the parking lot grew and grew. Party On!

Several trikes did the right thing and left early to Saratoga, acknowledging their travel speed would be less than the 4-wheelers and therefore wanting to get a head start. Good move, as they say!

By 8:15, well in advance of our departure time, a group of Morgans had already started forming a line to leave and when Larry led us out of the hotel parking lot to Saratoga Springs, a line of 2 dozen or more Morgan's was now assembled. It was an impressive sight to see and be a part of.

When we reached the Saratoga Car Museum, site of the Hemming's Show, the line of Morgans stretched far and long, and the show organizers and those already present at the museum stood mouth agape and staring in envy. It was a great visual. Yes, the Morgan contingency had arrived in style.

Entering the show the Morgans were given the best place on the museum's great lawn to park and display the carsa large area immediately to the right of the entrance allowing two full rows of Morgan's. While the space allotted to us was vast, we needed it! Ultimately 43 Morgan's were parked and ready to go! The full physical presence of so many Morgan's was emphasized by two rows of 20 plus cars. Walking past and taking in the nuances of the different years and models took time to digest. The sheer volume of Morgans and the display area allowed the 'majesty' to be felt. There were no two alike, no copy-cats, each Morgan speaking for itself and the marque ...a plethora of classic Morgans fit for Hemming's! Party on!

The show itself became a foreign car extravaganza and ultimately over 100 classic autos were there for the day. It was clear the attendees at the show and other owners whose cars were being shown enjoyed walking by the Morgan's and speaking with their owner or others connected to our group. The stories



and background for each car were absorbed by the attendees and the show continued until about 3 pm under clear skies and temps in the low 80's. What a day...what a day...what a day. (At some point during the show, a small contingent of Morgan spouses headed into

photos:

OPPOSITE PAGE:

Top: Making the grand entry

Bottom: The President and First Lady holding court

THIS PAGE:

Top: Two rows of lovely Morgans

Bottom: Larry and Brad share rebuild stories. Larry "It REALLY is just a big erector set!"



Saratoga for a break and rejoined us later in the evening, with their special “purchases” displayed. More on this later.)

Shortly after 3 PM, Hemming’s announced winners in all the classes and we were thrilled to applaud and support our own members who were award winners. Taking First Favorite and Second Favorite in the Morgan class were Brad and Linda King (Brad resplendent in his fashionable mechanics full white overalls) and Peer and Fransje (voted “best dressed” at two consecutive Morgan events). Ron and Kathi Garner took Second Favorite in the Import Class. But really we were all winners. Our club had done well and the Hemming’s show blessed and fortunate that the Morgan marque had been so superbly represented. The Morgan’s were the hit of the show! (Am I biased? Certainly NOT!)

The ride back home to the hotel provided the opportunity for different route than taken in the morning....and some Morganeers took advantage of the back roads and GPS for a slightly longer, slower and more scenic view. Arriving at The Desmond by 4:30, we quietly and quickly tucked our Morgan’s away and got ready for the evening ahead. Party On?

Once again Suzie and Larry played host for a ‘warm up’ cocktail hour followed by another and more formal cocktail hour and diner in a private room in the hotel. The dress code was slightly upscale as jackets and ties were spotted, as well as shorts and golf shirts. . . a proper mixture of everything! (Sounds like a Morgan, doesn’t it?)

Kentucky Derby. We later all learned this same weekend was the Saratoga hosted Lord & Taylor Fashion Day, which celebrates the style and glamour of thoroughbred racing. The hats added to the fun of the evening and I am lead to believe we may read more about “hats” at future Morgan club events. Thank you Jane and Joanne for starting a trend.

Dinner was good and Larry was our MC for the evening, reminiscing on the day and the planning while also thanking everyone for attending and making the weekend special. The group also said thank you to the Suzie and Larry with some gifts and the evening appropriately culminated with the three Morgan award winners each saying some special words about the event and day with terrific humor and great words. It was a long and successful Saturday and had really exceeded expectations in so many ways. The goodbyes at dinner, between old friends and new friends, all smiles and hugs, reinforced the fun and wonderful times our Morgans allow us to share....our Morgan family had reunited and it was good. Party On!

Sunday morning started out with continuing nice weather as the travelers started to depart. Looking at the weather map convinced us to depart a little bit later and avoid the storms which were already in Connecticut and Massachusetts and which we hoped would continue to move west to east.... and hopefully be gone by the time our

The highlight dress code item (see I didn’t forget!) was the special purchases made earlier in the day by Jane Mattson and Joanne Singer during their time in Saratoga - wonderful exotic feather hats, so often associated with the

Morgan arrived there.

Those lucky enough to join in the weekend included: Robert Abels, Tom & Elaine Austin, Desiree Benet, Ruth Bonomo, Carl & Betty Clouser, Doug Coldwell, John & Lauren DeWaele, Linda & Larry Eckler, Jack Farley, Charles & Carol Flanigan, Ron & Kathy Garner, Bill & Maura Gartland, Maura Hall, Pat Hennessy, Lee and Anne Higdon, Brian & Jill Hixon, David & Margaret Jacobsen, Peer Just, Brand & Linda King, Steven Kramer, Randy & Terry Marcus, Jane Mattson & Steve Shapiro, John & Lorraine McNulty, Ken & Nancy Mull, Jim Nolan, Bob Nunnink, Larry & Sue Sheehan, Bennett Shuldman, Eric & Joanne Singer, Dave Sirman, Joel & Kira Spiro, Richard & Laurel Straight, Harvey Vlahos, Jim & Connie Vollmuth, Dick Williams, and Scott Willoughby.

With the Hemming’s show now three weeks past, and as one reflects on a special weekend in the northern Catskills, the attendance and the great time had



by all, another reflection comes to mind as well - what ownership of a Morgan has at its foundation....good people.

Thank you Suzie and Larry. Party On INDEED!

photos:
Top: Bonnets of every color
Bottom: The hat ladies

SUMMER IN MAINE – IT MUST BE LOBSTER MOG

Steve Shapiro & Jane Mattson Shapiro

The Lobster MOG 2014 festivities kicked off with a welcoming get together Thursday night at the Flynn's handsome contemporary home in Harpswell for the early arriving Morganeers. Featuring wine and cheese, beer, burgers and chicken courtesy of our hosts, the night was full of old friends getting together and meeting new friends overlaid with sparkling conversations about the road, the garage and the shows. The night concluded with Meredith Wnek's fabulous blueberry pie and more of the usual Morgan chatter of old friends together again after a lengthy hiatus. Lobster MOG was starting on a high note.



On Friday morning, the early arriving Morgan folk scattered among the villages and shops of the lovely Maine coastal area and our vehicles were spotted in Wiscasset, Camden, Rockland, Port Clyde, among other locations, as Morganeers swarmed over the hilly, convoluted and fun to drive local roads.

Friday afternoon signaled the official start of LM 14 (yes, our fourteenth Lobster MOG) with a meet and greet

at the Harpswell Inn with welcoming beverages and light hors d'oeuvres, and of course our beautiful cars and familiar or soon to be familiar faces.

Late in the afternoon we departed en masse 15 strong for a dockside

photos:

TOP: The lineup at High Head Yacht Club

MIDDLE: The welcome mat is out

BOTTOM: Bob – 'Les, there's more to being Lobsterman than just wearing a silly hat'





our beautiful brand cars and we met new friends and compared tech notes and tales of cars and the road.

Later that afternoon the 3/4 Morgan Group members again re-gathered at the Yacht Club for beverages and heavy hors d'oeuvres of cheeses dips and Frank Wnek's delicious smoked salmon. After much chat and conviviality we got to the Maine course of fabulous twin lobsters, corn, slaw and Meredith's terrific brownies. (Have I focused on food too much or was

group dinner at The Dolphin Marina, and thanks to Frank's wonderful orchestration, stopped enroute for a quick drive-thru (actually we crashed the party and did a drive around of the assembled show cars) at an antique auto show, eliciting ooohs and ahhs from the collectors on hand as well as giving the Morganeers a nice peek at some classic mobiles. Post meal, and satisfied with lobster and blueberry muffins, the Morgan crew turned in with smiles on our faces and fully sated.

Saturday morning we awoke to another great day of cooperative Maine weather (Hooray! No hoods or side curtains required), checked fluid levels and tires and dusted off the



machines. At lunch time many of us convened at the High Head Yacht Club for a meet up with pub crawling Morganers from Ohio, South and North Carolina, Virginia, and DC, road captained by Charles Miller, who joined us for haddock chowder, brats and chocolate chip cookies. The parking lot reflected 80 years of

the menu that outstanding? The answer – yes!) The evening continued with Frank playing the silver tongued MC and a few left handed awards were distributed in good spirit including the coveted Lobster Mog Oops Award, this year won by Herb Loeffler (for running out of gas on the Interstate!) Once again, a fine time was had by all in attendance.

As events concluded in Harpswell, and as is tradition, on Sunday some of us gathered at the lakeside dock of Jerry and Bob Cohn's summer camp down the road apiece in Monmouth, Maine



which they have hosted for the past dozen or so years. Relaxing on their dock, a small group of Morganeers spent a low key afternoon under light showers. Others caravanned or so-
loed to Portsmouth or Kennebunk or other New England destinations for sightseeing and touring on the way home to keep the joy of our weekend going.

And so Lobster Mog concluded and we parted somewhat wistfully, looking forward to next year and another chance to share wonderful time, place and food with such good

friends. Many thanks once again go to our Maine host members, the Flynns, Wneks and Cohns for making this wonderful event such a success.

photos:

OPPOSITE PAGE:

Top:

Flynn's driveway Thursday eve

Middle:

Relaxing after the lobster dinner

Bottom:

Bennett tells an embarrassing Frank story

THIS PAGE:

Below: Crashing the car show



Pub crawlers

PUB CRAWLERS STOP BY LOBSTER MOG

A group of stalwart, tanned and road hardened Morganeers from all over the country (and Canada) stopped by for lunch at Lobster MOG this year, regaled us with their stories of the road, and shared a fish chowder lunch with the 3/4 Group members. Here is an excerpt from their excellent blog of the trip, 2014morganpub-crawl.blogspot.com, put together by crawler Gary Kneisley, and a group photo.

'Next stop is Chowder MOG, part of the annual Lobster MOG held by the Morgan Club in Harpswell, Maine. Jack Flynn and his wife Lorna hosted the Crawlers to a very nice seafood chowder lunch and an opportunity to meet with members of their club, many of whom are old friends.'



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‘OH THE WONDERFUL THINGS YOU WILL SEE, OH THE FOOLISH THINGS YOU WILL DO!’

Frank Wnek with Steve Shapiro

(A Morganeer’s mantra, with apologies to the late Dr. Seuss)



iving on scene we saw that the road’s shoulder was not only narrow but with mud 2 feet deep. So we began to hook Barrie’s vehicle to another Plus 8 for the yank out. Just then who should appear but a friendly and helpful stranger with a full sized 4-wheel drive Detroit pickup. Deciding that discretion was the better part of valor, we let the big boy take over, and in a jiffy Barrie’s beautiful rig was back on solid road and the convoy continued on to Harpswell.’

Barrie has never been one to let either a dirt road or a little mud slow him down. His mistake, I suppose, was to

When Barrie Abrams arrived for this year’s Lobster MOG he couldn’t wait to tell me that I was no NOT the only one to put my Morgan into a ditch. He was so excited, like a little kid reading ‘Green Eggs and Ham’ for the first time. Whether he was making sure I heard the story from him first, or he was doing some soul cleansing, or just reinforcing our mutual bond as Morgan guys who’ve made screw-ups – it didn’t matter. I was genuinely touched. So touched that I couldn’t even think of something smart aleck to respond to him (if you can imagine that). Here’s how the story goes, according to eyewitness Steve Shapiro:

‘Barrie was road captain on a five Morgan convoy to Lobster MOG when

he ran into a piece of bad luck. At one point in our journey, while unquestioningly following a GPS suggested route on a two lane dirt road with a narrow shoulder on both sides, Barrie and Mara jetted ahead of the group to reconnoiter our group’s route.

After about 15 minutes waiting for their return, Mara came walking up the road to tell us that her husband had gotten his cream and maroon 2003 Plus 8 stuck axle deep in mud half a mile further on. We grabbed our best mechanic and a tow rope (thanks Les) and drove off to get our outfit back on the track. Ar-



try turning around slowly (instead of hammering the throttle and drifting). I can identify Barrie. Been there.

photos:

ABOVE: Barry front wheels in ditch and rear wheels ‘dug in’

BELOW: The tow crew



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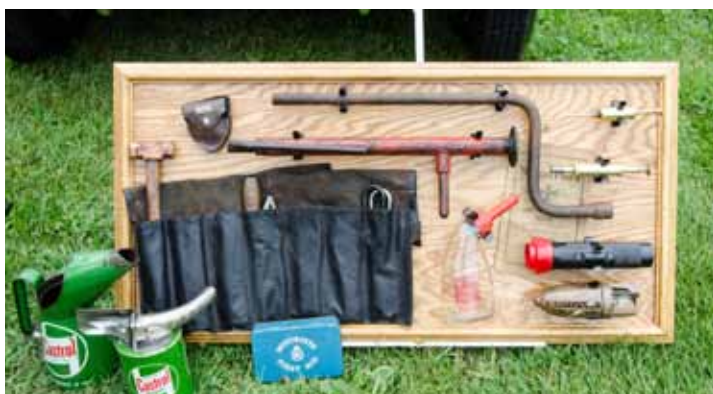


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‘WHAT HAVE I DONE?’

Brad King



There is a moment in the film *The Bridge on the River Kwai* when Colonel Nicholson (played by Alec Guinness) suddenly realizes his folly in trying to prevent the destruction of his bridge and mutters this immortal line before falling on the plunger, thus sending more lumber than you'll see in Home Depot plummeting south. And so it seems with me and my latest (seeming) folly in the wonderful World of Morgans.

So, Molly was brought over from Blighty* (see glossary) three years ago. She wasn't in bad shape, perhaps a little tatty around the edges (like her owner) and had been restored at some point in the past. I had redone the interior and had the engine rebuilt after she threw a piston ring – a common fault on Kent engines, especially if not used a lot. Molly HAD been used a lot by me, but the previous owner hadn't, hence the sale. He'd bought a Porsche Boxster instead. Baffling! Hairdresser's car if ever I saw one.

My first year was spent in an apart-

ment and I just had to put her away for the winter in a nice heated storage facility. Gone are the days of all-year round driving I thought. The summers here are fabulous BUT - yes there's always a BUT.

The paint job was an old one – no clear coat, thin in parts (wish I was) and parked outside. Cue New England rainstorms. Straight through the “outdoor” cover (some joke, who do I sue?) and the paint job was history. Acid rain or salt blotches, pimple like cracks. Ugh!

Lin and I moved thereafter and we now have a garage, thank God. How-

photo: The dismantlement team, with implements of destruction

ever the damage was done. And there was also a “Hello, what's this?” moment when I shone a torch* into the engine bay (nothing on TV that night). Ye GODS and little fishes! A hole in the chassis where it joins the bulkhead cross member. I'd been under this car oodles of times and she was great. What the hell happened here? Lin slapped me back into the here-and-now after this stunning realization. There's noting for it. I'm going to have to bite the bullet and go for a respray.

What kind though? My local chap-pie* said he could do it by taping over the lights etc. That's no good I thought, let's do a proper job. Body off and wings akimbo*. Stripped down to the bare essentials. It's only a bucket of bolts after



all (as I was soon to discover). Here I go again - champagne ideas and beer money.

Where to start? An estimate. Reaching for my trusty Morganeer I phone the first-advertiser of “British-car- restorations-a-specialty” services. “I’ll have to see it,” says the viper. Two hours driving later on a sunny Saturday and after much sucking of teeth and the usual “Jeez, who did the LAST paint job then?” the conversation skirted around a money figure and fizzled out. Obviously not interested. Must have heard the old getting the wings back on is a nightmare scenario.

Onward. I go to one of THE specialists. Yes, well it’s going to cost about \$25,000! Lin slaps me back to reality again, this time with a swift follow-up of gin. Another says the same. Jeez are they all suddenly Melvin Rutter? I once saw in an article that “you know you own a Morgan when you put Melvin down on your IRS return as a dependant...”

Next the little red guy on my shoulder says “Go on, do it yourself! You can do it! Rollers are a dollar fifty at Harbor Freight.....” I slap HIM.

Sigh! What to do? Enter Larry Sheehan and Frank Wnek. Both had their Morgans repainted by Brad Carter of Bow-boing-ham or some such place in Maine. Piece of cake is the collective opinion. All you have to do is get the parts to him and Bob’s your Uncle*.



Larry quickly offers to help with the disassembly. I dismiss the fanatical gleam in Larry’s eyes as a trick of the light. His right hand twitches as he mutters “air tools” and “lock wrenches” in a way that can only be described as unnerving. Still the offer of help is too tempting, despite Frank looking decidedly queasy on witnessing this new side of Larry. ‘Don’t worry, we’ll help dismantle’ comes the collective, airy morale boosting chant and I calculate the cost in beer. Now THAT’S what I call CURRENCY!

The other Brad wants the pieces as soon after Autumn MOG as possible. With one thing and another it just doesn’t happen and I am looking at dismantling the car in February. Double UGH! Well, it shifts to March. Larry alas cannot join in the fun as he will be away (to Hawaii, of all places!). He is really

upset, too upset, but will lend his air tools. But Frank (relieved?) is game. That’s the spirit methinks!

I pick up the compressor and fifty pounds of assorted pneumatic hammers and nut drivers from Larry and leave with lots of good advice. Frank arrives on a COLD winter’s day with lots of enthusiasm and good intentions. We set-to*. The weather is perishing*. I have borrowed a kerosene heater and Frank goes to fill it – with petrol! Ho hum. The situation is rectified and the heater sparks, no BLASTS into life. It is a terrifying piece of kit* but heats up the

place marvelously. I am wearing jeans, a shirt, sweater and overalls. In comparison Frank is wearing a suit. I must get the name of his tailor.

Frank knows his way around a Morgan - that’s for sure - and the plan unfolds in his head. Thankfully, he eschews Larry’s assortment of pneumatic jackhammers and prefers more traditional implements of destruction – wrenches, lock pliers, various assorted hammers (Frank refers to them as ‘persuaders’) and, if all else fails on rusted hardware, a trusty hack saw. The WD-40 Kings set to work on either side of the car and Molly seems to disintegrate

photos:
ABOVE: The pitiful stripped chassis ready for degreasing
BELOW: Reassembly begins - note shiny RED bulkhead!

before my wary eyes. Knuckles are scraped, of course, and the vocabulary becomes very – ahem – basic. Frank, the former naval person, knows some words I've never heard. I share some fruity oaths with him in exchange. Casually wiping a bloodied knuckle with an oily shop rag, Frank also notes that you have to shed some blood on your car during disassembly as a sacrifice to the Morgan gods - to be assured of a proper restoration and that it will all 'fit' back together. REALLY?

After a day and a half's work the front and rear wings, cowl and body (tub) have been removed. The Mem'sahib* has 'done us proud an' no mistake'* with tea, coffee and luncheon. Frank seems rather satisfied as I look upon the pitiful stripped down remnants of my once beautiful Morgan 4/4 and mutter to myself (for the first of many occasions in the coming months) Alec Guinness' immortal words. Frank consoles me and brings me back to reality with a cheery "Well, that's done. Let's

go have a beer!' With some trepidation I go along, a bit dazed but trusting in Frank's apparent optimism – a state of mind I will struggle to maintain over the coming year.

End Part One. Is there any hope for a happy ending to this story? Stay tuned dear readers. Part Two continues in next issue. (For those of you who MUST know, see page 17) ed

***Brad's glossary of obscure English terms** (Sorry fellow members, but as an Englishman writing in a magazine about an English sports car I'm just not bloody well going to translate for you in the text).

1. **Blighty** (often seen as Old Blighty) an affectionate term for one's home country of England which originated by soldiers during the Boer war and carried over to WWI and to present. The term is derived from an Urdu (India) word meaning home, or English or Foreign or European.

2. **torch** flashlight

3. **chappie** idiom for chap - a good fellow, who obviously wears chaps

4. **akimbo** going in all directions, as in 'arms and legs akimbo'

5. **Bob's your uncle** A Cockney expression meaning easily done, or 'piece of cake' (as used elsewhere)

6. **perishing** as to make the faint of heart expire. In this context 'EFFing COLD!'

7. **set-to** begin doing something vigorously

8. **kit** In the British Army anything from a pencil to a tank is universally referred to as a "kit" or "piece of kit", as in "whole kit and kaboodle"

9. **Mem'sahib** From British India. The Wife, "She who must be obeyed"

10. **"Done us proud an' no mistake"** Cockney, meaning looked after us wonderfully.

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INTERVIEW

Hermen F. A. Pol - Why This Man Might Know More About Your Morgan Than You Do!

Ty Phillips



Hermen Pol, Morgan Historian

***M**y Morgan involvement began when I placed an order for a Morgan Plus Four Drophead Coupe with Fergus Motors in New York after college. I was told the car would take two years to build, including the option of paint by Park Ward (Morgan was hand brush-painting cars at that time). Two years later, July 1963, 50 years ago, I flew to London, took a steam train to Malvern Link, and was met by President Peter Morgan, who seemed as excited about my pick-up at Pickersleigh Road as I was. Peter apologized that the arm rest ordered would need to wait 'til Derek Day took measurement of my shoulder-to-elbow to figure the proper build-up of the arm rest device off the top of the transmission tunnel.*

Well, times have changed. And Morgan has changed mightily. I thought it might be interesting to chat with Holland's Hermen Pol, arguably the most knowledgeable individual alive on the Morgan car, the people, the history, and possibly the direction of the MMC. (And by the way, Hermen has never owned a Morgan.....)

Morganeer: What was the first time you spotted a Morgan and how did it arouse your life-long interest in the car and the company?

The first time I spotted a Morgan was back in 1975. It was in Arnhem, in the east of The Netherlands. Every weekend I cycled around with a like-minded friend to spot cars of interest. That particular Sunday we noticed a car in the parking lot of the railway station in Arnhem, which neither of us did recognise. Upon closer inspection it appeared to be a Morgan, with German number plates. It was a white 4/4 with the standard wheels of that time, the Volkswagen type wheels. Soon I went into all bookshops, magazine shops, etc to find out more about these cars. This has evolved to enormous proportions since. Without doubt I must be the non-Morgan owning enthusiast with the biggest literature collection anywhere.

My interest in Morgans simply evolved after that and got an extra boost after Peter Morgan allowed me to spend my first fortnight at The Factory, back in 1982. Many such periods came after that. Recently the current managing director Steve Morris asked me when I came first to The Factory. When I told him he answered: "Oh that was when I was first serving my apprenticeship". How times change!

Malvern has become my "home from home" and many Factory workers have become familiar faces to me and a number of them I know personally.

Your knowledge as a Morgan historian is known worldwide, owing to your massive collection of Morgan material collected over more than 35 years, including: ads, literature, club magazines, articles in the general press, press packs, photos, sales material, internal works production orders on almost every Morgan produced, a database on Morgan owners world-wide, your website launched 2009, and now on Facebook with two groups and a Facebook page. So how does this all come together as a resource for Morgan owners to utilize?

Many Morgan owners have approached me over the years, requesting either a full-size (anything between 30 – 100 pages, sometimes even more, depending on the material that can be tracked down) history file or brief histories giving the background to the model in general and their car in particular. That can be of assistance in having a

care for. This can be car badges, but also other types of regalia. People who have had these goods for many years and for one reason or another want to dispose of it, can also knock on the door for assistance. With my world-wide network it is quite likely that I find the right person. A few months ago I opened the website www.morganhistoryinfoshop.

market in which Morgan had more potential to grow. The Aero 8 was a development of several years, first hidden in the “clothes” of the Plus 8 and little by little more obvious. The late Chris Lawrence developed much of its mechanics, and was responsible for the chassis technology entirely new to Morgan.

As had been the case throughout the entire history of Morgan, the company still is highly dependent on whichever company is able and willing to deliver parts in –for them – relatively small quantities. That’s also why those “cross eyed” (Volkswagen) headlamps came about. Funnily enough, now that the Aero 8 went out of production, the Mk 1 version, complete with cross-eyed headlamps is considered to be the most desirable!

Yours is not a static period interest in the Morgan, as you still visit the works in Malvern Link yearly for several weeks. In your view how has the Company changed through the years? How would you contrast the firm’s vision

and direction under Peter Morgan as opposed to son Chas. Morgan?

In the 1980s and 1990s the Morgan Factory looked the same year after year when I visited. The changes that did take place were gradual, also with regard to the cars. After Charles had taken over the day to day running, things changed at a higher speed. The Factory had to comply with all kinds of modern regulations, so parts were organized differently. More parts were brought in almost ready made.

I remember that before the Aero Max went public, Charles showed me one which was being worked on in secret and demonstrated that all kinds of parts were rapidly interchangeable. For example, bonnets and doors. One door was taken off and replaced by another door which was waiting, without any trouble. The doors of the Aero 8 and Aero Max were exactly the same, he told me.



car recognized in a country where it wasn’t sold in the year the car was new.

A specialized low volume glossy photobook I have compiled was that about the Morgan Plus 4 Super Sports, mainly with regard to the cars that appeared at the Morgan Centenary at Cheltenham. Some updated versions have followed and a few copies are available.

Some future owners check with me before purchasing a car, whether a car has known history and can be considered “safe” history wise. Of some more valuable Morgans more than one copy are claimed to exist, and this is something I try to get to the bottom of. At least two different cars exist with “double identity”. This is something that needs to be avoided at all costs. That’s why my motto is “Only TRUE history counts”.

A more recent activity of mine is helping people to find Morgan-regalia they

com to this end. In about 4 months it already had over 20,000 hits.

As for my Morgan history website, a new version is being worked on. People are invited to share THEIR own Morgan story and pictures, which I want to publish in that new website. Also do I want to have a more complete overview of the clubs around the world and their history.

You’ve written a personal history of the Morgan factory including an exhaustive background of the Aero 8 with Chas. Morgan. Many of us (including me) wonder how the Aero came to be, and are puzzled why it was produced with those cross-eyed headlamps? What is your perspective on this?

Contrary to Peter, Charles wanted to have Morgan moved more up-market. He found that this was a segment of the

One of the changes in production which is the most visible is in the Wood Shop. Formerly one man was responsible for constructing a complete wooden body frame. Now many small parts are being made in groups, to be caught off the shelf when needed, say for example a door. That was unthinkable previously.

For the first time in its long history, the Morgan Motor Co. is no longer headed by a Morgan family member....a major change. What direction is the Works taking under new leadership, and I mean strategic direction, management operating direction, and corporate investment?

For the current Morgan management it's "business as usual". Also they want Morgan to continue for a long time to come. Their presence at all kinds of motor-

ing events is one of the things that differ in comparison with previous generations. A recent milestone was of course 100 Years at Pickersleigh Road, which was celebrated with a one day "Thrill on the Hill" at nearby Shelsley Walsh and one day at The Factory itself.

Since the Morgan Centenary in 2009, Morgan has capitalized more on its Heritage. The visitor centre, which was meant to be a temporary feature, has become permanent. It also brings a considerable part of the income, through the many groups of (paid) visitors that receive guided tours. Many of these visitors combine the visit with either bringing home some parts and/or Morgan regalia that are sold in the shop at the visitor centre.

Although there has been a re-shuffle of staff, Morgan remains very much a family business. That's not only with regard to the ownership, which remains in the hands of Morgan family members, but also among the staff there are more often than not people from one family working in different departments.

Will we see Morgan return to its storied racing heritage to re-certify its credentials, its capabilities, on track or is this too expensive a venture?



Morgan supports different race-series in the UK and on the European continent with their own products, through its subsidiary Aero Racing. A good example is the special Baby Doll Plus 4 racers, initiated by a privateer and further develop with the help of Aero Racing. Many of these Baby Doll Plus 4s are running in Germany.

An adventure like Le Mans or Sebring on their own merits is very expensive indeed. To be competitive against well-oiled teams like Audi -who have major companies behind them- is nigh impossible. The current race cars running with the name Morgan bring good publicity but don't bring technology to future Morgans.

In closing, here's the BIG question. Will we see the iconic looking updated Morgans imported once again to the U.S.?

Morgan doesn't want to be dependent on a limited amount of markets. There are a number of enthusiastic agents in the USA who do bring in Morgans and even some special ones. If at all possible Morgan won't exclude any possible market. If the return on investment is sufficient I am sure that Morgan will do everything in its power to please American enthusiasts.

Thank you so much for your perspectives and insights Hermen. And thank you for your impressive efforts as THE Morgan historian. Good luck to you.

photos:
OPPOSITE PAGE: In the NEW factory Plus 4 Super Sports
THIS PAGE: Hermen at the Shelsley 'Thrill On The Hill II' hill climb

New for **2014**, The **MORGAN ROADSTER '65** Porsche Medium Ivory, Yarwood Kensington Vanilla Leather

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NEW 2013 MORGAN 3 WHEELER Black Cherry Metallic!

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2005 MORGAN ROADSTERS: Silver Blue Metallic/Grey leather

2005 MORGAN ROADSTERS: Fountain Blue Metallic body/Peacock Blue Metallic wings

2003 MORGAN PLUS 8 Royal Ivory/Red Leather 35th Anniversary

2003 MORGAN PLUS 8 Brooklands BRG/Stone leather

1967 MORGAN 4/4 SERIES V British Racing Green

1962 MORGAN SKIMPY SAN BRG/Tan Leather

1962 MORGAN PLUS 4 SUPERSPORT ROADSTER Soft Yellow body/Black

1961 MORGAN PLUS 4 DHC, Red/Black Leather, chrome wire wheels // DRASTIC PRICE REDUCTION

1959 MORGAN PLUS 4 DROPHEAD COUPE Kingfisher Blue, stunning restoration

1959 MORGAN PLUS 4 FACTORY LIGHTWEIGHT Regency Red/Tan

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1934 MORGAN 3 WHEELER Ivory/Red 29 Historic Races and Concours, fully restored

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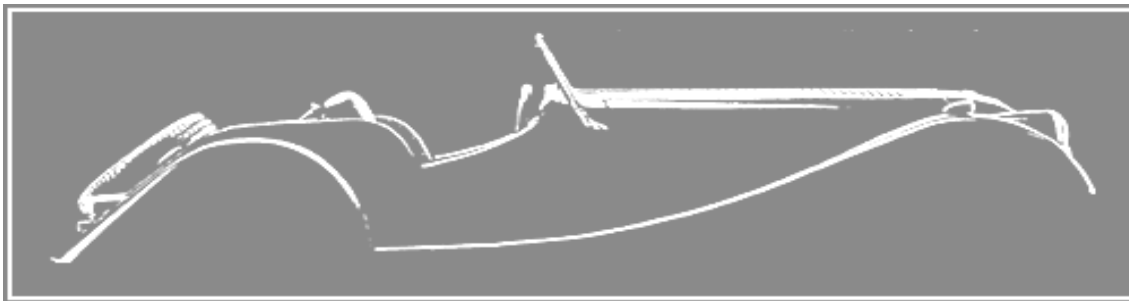
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SOUTHERN FOURS AND EIGHTS

SOUTHERN MORGAN Owners GROUP - MOGSOUTH

August 7, 2014

3/4 Group

David / Frank,

Greetings from MOGSouth! I would like to invite you and others at the 3/4 Group to attend the MOGSouth 40th Anniversary Meet, the 1st - 3rd of May, 2015. As an important part of the US Morgan community, we would very much like to have those in or about the northeastern United States area join us for this major milestone celebration.

We are not limiting this event to just the MOGSouth membership. Everyone is welcome at this celebration regardless of Club Affiliation or Morgan Car Ownership Status. Obviously we'll raise a glass to MOGSouth and 40 years, but also to the global Morgan community and most certainly to the Morgan Motor Company. And, of course we'll have great fun, so come out and Play!

We are commemorating the 40th Anniversary of the formation of MOGSouth with a special event in Aiken, South Carolina. There will be a full schedule of Morgan related activities to include a Gymkhana, Rally/Morgan Drive, Concours culminating with a celebratory Banquet. Tentative schedule of events is attached to this letter.

We are planning for a large number of friends from across the US and quite a few Morgan cars. If this invitation can be added to your newsletter and/or website, that would be great. Hope to see you there!

Please call me (407-322-5060) or send an email (mogsouth@yahoo.com) with questions or to RSVP.

Sincerely,

Mark Braunstein, Editor

WEB: www.mogsouth.com

EMAIL: mogsouth@yahoo.com



PRESIDENT AND FIRST LADY HOST ENGLISH TEA

Debbie Perry

As would be fitting for any royalty, we were again treated to High Tea at the manor of Lady Margaret Jacobsen. Anyone who has previously attended this hallowed event has their own memories of the cucumber sandwiches, Branston pickle sandwiches, scones with jam and clotted cream and all the other delicacies presented with fine cups of tea. The savory and sweet options were endless! (And we were lucky enough to have a few doggie bags for the ride home.)

Before tea, three cars went on a drive through the CT countryside. Based on comments upon their return, it sounds like they may have been practicing for the upcoming competition at Autumn MOG.

After the drive and 'tea time' all in attendance enjoyed conversation around the tables on a wonderful Sunday afternoon. Attendees included Peer Just, Ruth Bonomo, Pat Hennessey, Jim Sutton and Sharon Sahl (only the 2nd event they have been to in 8 years, so hoping they will come to more), David & Jan Bushey, Malcolm & Joy Mills (neighbors of the Busheys who came in a drop-dead 1964 Rolls), Bob & Fran Lee (ex Jag owners who came in a Porsche), Dave Jacobsen Jr. and Bob and Debbie Perry.

Thanks again to Lady Margaret and Lord David Jacobsen for hosting a lovely afternoon.



photos:

TOP LEFT: Off on the tour

TOP RIGHT:

Lady Margaret 'Would you care for tea, my dear'

MIDDLE RIGHT:

After tea drinks and conversation

BOTTOM RIGHT:

A proper table of treats - 'YUM!'

GARNERS DEBUT NEW DROPHEAD

Recently retired Ron Garner had just completed his newest restoration project (note 'conspicuous' red wheels) when it was whisked away to the West coast to be driven (topless) to MOG West in Cambria and then be fitted for a new top by Barbara Willburn. This photo op taken at the Bridlewood Winery in Santa Ynez, California, the same place they photoed their just delivered new Roadster in 2007 (which has also made its way back to the West coast). So will Barbara finish her task in time for the drophead to



be 'whisked' back to the East coast to compete in the next leg of this season's Concours Trifecta at Autumn MOG?

Ron's comments on becoming a

stodgy drophead driver:

'Okay the Drophead is quiet and comfortable - but don't you think those qualities are overrated?'

Spoken like a true three wheeler man.

2014 Schedule of events

DATE	EVENT	HOSTS
Sep 19-21	BRITISH INVASION Stowe, VT www.britishinvasion.com	<i>Mike & Linda Baker</i> 802-434-2084
Sep 13-14	FOREIGN AND SPORTS CAR SHOW Owls Head Transportation Museum Owls Head, Maine www.owlshead.org	<i>Mid Maine Sports Car Club</i> www.mmscc.com
Sep 18-21	Autumn MOG Jiminy Peak Resort Hancock, MA	<i>Lenny Mandel & Crew</i> 973-325-1778
Sep 27	BRITISH WHEELS ON THE GREEN Town Commons Madison, CT Sponsor - Jaguar Club of S NE www.jcsne.org	<i>Spider Bulyk</i> 203-640-5700
Oct 5	WOODSTOCK BRITISH CAR SHOW Woodstock, NY See www.woodstockbritishcarshow.com to register	<i>Benefit of</i> <i>Woodstock Playhouse</i>



MY '57 MORGAN 4/4

Michael Kidder

This is a story of a dilapidated 1957 Morgan motorcar. My name is Michael Kidder and the story begins in front of my cinderblock workshop on River Road in Potomac Maryland.

It is 1962 and I have just been honorably discharged from the Navy. I remember vividly I was out in front of my workshop working on my Model A Ford when a friend of mine, accompanied by the driver, a pixyish blonde, rolled into the driveway in a low-slung sports car. The car sort of rattled to a stop, the exhaust pipe was wired to the back bumper, the license plate hanging askew and the right fender separated from the bonnet. It is held in place somehow.

I become fast friends with Irma, the owner of the car, and I become her part-time mechanic. Inspection looms up in the near future and there is too much involved in getting the car ready for an inspection sticker. Therefore, I end up owning the car. My workshop is mostly dedicated to woodworking, with a little auto tinkering on the side. I had decided that if I was to further my woodworking skills, an apprenticeship in antique restoration would be in order. I found a firm that I could apprentice with and that would take me. Now I am off to London. The Morgan is stored in my workshop

for a little over a year.

On my return I accepted a position teaching industrial arts at a boarding school in Deerfield, Massachusetts. I towed the Morgan to Deerfield on a trailer and store it in a nearby tobacco barn. A few years later I moved to Keene, New Hampshire. The Morgan takes up residency in another barn and a little more



rust accumulates. Then I moved it again, this time to the basement of a house nearby. I am beginning to think that this rust bucket may not be worth restoring.

For sentimental reasons, I chose to move it one more time to the island of Martha's Vineyard and a short ferry ride further to Chappaquiddick. It is 1996 and the Morgan will be waiting in my barn a

few more years to be restored.

My home has a small garage apartment which I rented to Troy Canham. I do not realize that Troy is a highly qualified person in the art of automobile restoration who has worked at Hines Auto Gallery in Monterey, California. Hines specialized in the restoration of Bugattis, Delahayes, and Talbot-Lagos, -mainly pre-WW2 French cars. Troy tells me about his experience and I turn the project over to him. It only makes sense.

Troy begins by taking pictures of our car to help him see what might be missing in comparison to pictures of other Morgans. We are not certain about the year and model but after considerable research Troy determines it is a 1957 4/4 Series II Morgan. Only 387 of them were built that year. Troy starts disassembling the car. Every step is being photographed. He creates a perfect, continuous record of the car's ongoing restoration.

Enter Larry and Linda from Morgan Motors of New England, top-notch experts on all things Morgan related, and really nice people. Troy quickly finds that they have almost everything we need. Thanks to the large Ford Anglia following, all engine parts and drive train parts, including performance parts

by Aquaplane are available. Now the real process of restoration can begin. While ordering and researching parts to build a rolling chassis, Troy starts washing, bead blasting, and repainting parts that will sit on wax paper-lined shelves until the time comes to install them.

Neither the chassis nor the sub-frame turn out to be serviceable and have to be replaced. We find new ones from Morgan Spares. The damage to the main body tub is extensive and not worth repairing. The Morgan factory is willing to dust off the original bucks to build us a new 1957 body tub. The wings and bonnet take a great deal of time to restore, but with a 110V Mig welder and

the right tools Troy gets it done, many moments of frustration notwithstanding. All the large original Morgan parts are dipped to remove rust and paint, then worked as bare sheet metal before priming. For the first time since Troy took the car apart, he reassembles the entire car body to make sure that everything fits. Several alterations and adjustments later it finally does!

With everything in place and fitted, the body is disassembled for the last time and the painting can begin. All the panels are painted inside and out with DuPont Chroma base and clear coated in our shop on Chappaquiddick Island. Troy protects the panels with a paintable undercoating. Now that the chassis is painted and rolling, the assembly continues. Troy enjoys taking the beautifully painted parts off the shelf and putting them together. Everything fits like a glove. There is not a scratch on the paint. With each part that goes back on the car we become more and more excited. It is like a Phoenix rising from the ashes. At times we barely remember just how bad the car looked. The countless pho-

tographs Troy had taken along the way certainly prove the point. Installing the chromed trim becomes the finishing touch for this lovely little piece of Morgan history. After 3 years of intermittent work, the car, at long last, is ready to drive.

Fast forward to now. I have enjoyed many years of driving the car. I have participated in parades, enjoyed scenic trips across Martha's Vineyard and given my grandchildren rides to the ice cream shop. Troy and I have met many nice people who, when they see this low, swooping car are ready to share information and experiences with great enthusiasm.

I am quite a bit older now and certainly not that agile anymore. The air-conditioned garage that the Morgan is now stored in is up for sale. The time to sell the beautifully restored Morgan



has come. I hope it will find a home with someone who will enjoy its history and beauty as much as we did.

During this restoration Troy learned a lot about the history of Morgan Motors, which gave him a whole new appreciation for the car and its builders. It was both challenging and rewarding, and hopefully won't be the last Morgan that rolls through his shop.

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Editorial Opinion

MULTI-MARQUE MADNESS!

Wes Fredericks



Yes, I now own three old British cars: a 1973 Plus 8, a Caterham Super 7 and, as of June 1, a Jaguar XK-120 SE roadster. Spider asked for an explanation. He was not deterred by the fact that many of our members own lots more “special” cars, like the Nunnink’s – see the July/Aug. 2014 Morganeer. Perhaps he found it amusing that all mine share the same basic 1930’s – 1940’s horse cart technology, although the applications are rather different.

So here’s my explanation:

As a lad in the mid-1950s the doctor across the street, who may be the coolest adult I’ve ever known, owned in quick succession an MGTD, MGA, Healey 100-6, Jaguar XK-120 and finally, a Mercedes Gullwing (yes, he was cool!). Then in the early 1960s, I saw my first two Morgans. One was a BRG 4/4 at our local tennis court, owned by fellow members the Hanlon’s. The other, also green (I think), was approaching a toll booth on the Garden State Parkway. It was driven by a suave gentleman accompanied in the passenger seat by a St. Bernard wearing goggles and a beret. Much as those cars fascinated me, I wasn’t old enough to drive and certainly couldn’t afford to buy one! In those days, of course, Morgans were just inexpensive English sports cars.

But nostalgia is a powerful draw. When I got a bit older, I struggled in short order through a succession of my own British sports cars (including an XK-120), but ending up with a Plus 4 in 1974. It wasn’t in the greatest condition—it had a mushroom

growing out of the passenger door sill, I’m NOT kidding! The rebuild was long and painful.

During a sabbatical from law practice starting in 1983, I headed the US operation for Lotus Cars. Ironically, my first ride in a Lotus had been years earlier with Jim Hanlon in a 1970’s Esprit. With a warehouse of Lotuses (that’s the plural we always used), my interest in classic wheels faded to the point where I neglected my 3/4 Group membership and sold the Plus 4 in 1985 – also ironically, to the very

same Jim Hanlon. Daughter Carolyn, then 3 and a true Morgan lover since before birth (having been driven by Lee Gaskins around Lime Rock within a very pregnant Jeanne during 1981’s Autumn Mog), cried when the car left. Carolyn is now 32 and a neurologist and still a fan!

Slowly but surely and back in law practice, the bug returned. Thus continues the tale of serendipitous events – that nostalgia thing again. There are three classic sports cars I have always lusted after (actually there are more, but the others are all unattainably in the “mega” category). As a purchasing prerequisite, though, each must be a respectable driver with the “right” equipment. I stumbled upon the Super 7 at a local shop and purchased it in 2006. Since my days at Lotus, I had always wanted a Cosworth powered Series III 7 but could not fit in one (being 6’3” and certainly not underweight). This car was perfect. It was one of the first Caterham long cockpit models and the pedal box had been moved forward about 2 inches.

This was followed by a short relationship with a 4/4. However, during my prior Morgan days, I had always dreamed of a narrow-body Plus 8 (lust number two, thanks to Lee Gaskins and the Gould’s), but never thought I would find one until two years ago when I chanced upon a previously unknown Morgan only 20 minutes from home. I, of course, bought it, had the Ecklers do their usual expert job of vetting and servicing it, and I am driving it actively today. Of course, having a Rover 4-speed transmission, it’s not perfect,

but after two years I am now reliably finding second gear! At this point, one car had to go (Jeanne somehow, and to me most unreasonably, insisted that in our 3-car garage a slot should be available for her daily driver!), and it was the 4/4.

Along came this year’s Greenwich Concours d’Elegance. I wandered into the Bonham’s auction tent and left with the XK-120, lust number three. It was everything I had wanted my earlier XK-120 to be. The new purchase was in great shape, having been restored by Bill Bassett in Rhode Island, was complete, original and had all the features I “needed,” not least of which is the SE spec. Now it resides in the third bay of our garage and Jeanne has taken to barely audible grumbling that her real car is again outside. What to do! (Oh, the earlier 120 was purchased for \$625 and sold for \$1,250—I thought I was an automotive trading genius!)

So, Spider has asked what are the joys and challenges of owning three of these ancient technology British cars. The major challenge is that they all, of course, share critical components from the Prince of Darkness. The other main challenge is finding the time to drive them since, as we all know, failure to do so regularly (see Spider’s Jan./Feb. 2014 “Drive It!”) is probably the second leading cause of mechanical failures (after the POD, of course)! And then there is the cost of putting them right when the inevitable regularly happens. And I am not mechanically proficient. Change the oil? – maybe There is also the cost and effort of purchasing three sets of regalia and keeping up with three car clubs. Heavy peer pressure!

The benefits, not surprisingly, center around the great folks one meets and the varied activities in which to enjoy them (the cars and the folks!). It’s interesting, to say the least given how similar the three cars are superficially, that personalities and priorities of the three groups of owners vary. Also, a big plus is the subtle variations of the rides – similar technologies but dramatically different applications. The Seven handles like a dream. The other two, not so much. All this made better by distinguished car clubs and newsletters, chief among them the 3/4 Group and our Morganeer!

And of course there is the variety of retirement projects starting to line up for that imminent event, and so ably referred to by Reny and Bill Willoughby in this year’s Jan./Feb. Morganeer.

So, when they run it is fun and when they don’t it’s still fun...and when they’re off being fixed there’s more room in the garage...what more could one want?

CLUB OFFICERS

David Jacobsen, President

76 Hurd's Hill Rd
Woodbury, CT 06798
203-263-0769
dmjacobsen@charter.net

Jane Mattson, Vice President

286 Richards Avenue
Norwalk, CT 06850
(203) 838-6009
mattsonjd@optonline.net

David Root, Treasurer

52 West Cedar Street
Boston, MA 02114
(617) 723-5141
djr177@verizon.net

Ruth Bonomo, Secretary

364A Heritage Village
Southbury, CT 06488
203-586-5052 h
203-856 5609 c

David Crandall, Inter-Club/

International Liaison Officer

23 NE Morgan St
Portland, Oregon 97211
503-894-8669
mogdriver@gmail.com

Jack Flynn, Registrar

388 High Head Road
Harpwell, Maine 04079
jvflynn@jvflynn.com

AREA CAPTAINS

New England South Area

Norm Hugo
37 Carriage Lane
New Canaan, CT 06840
(203) 966-2434
normanehugo@optonline.net

Metro New York Area (vacant)

New England North Area

Herb and Shayna Loeffler
53 Spy Pond Rd
Arlington, MA 02474
781-643-1649
herb.loeffler@verizon.net
Shayna.Loeffler@verizon.net

Atlantic Area

Jim Nolan
507 Manchester Avenue
North Haledon, NJ 07508
(973) 476-1151
illbetcha2@gmail.com

TECHNICAL ADVISORS

All models, Morgan Spares,

Larry and Linda Eckler
(518) 329-3877
MorganSpares@Taconic.net

Three Wheelers, Jim Perman

(203) 375-6095
Fax (203) 375-6769
Parentof2@optonline.net

4/4, Les Neumann

914-645-1919
LesNeumann@optonline.net

Plus 4, Spider Bulyk

(203) 640-5700
shiftright@icloud.com

Plus 8s, Scott Willoughby

(908) 638-6364
Garudaville@earthlink.net

MORGANEER STAFF

Editor, Frank Wnek

Frank Wnek
56 Headland Rd
Harpwell, Maine 04079
207-729-6300
wnek_fm@comcast.net

Editor-at-Large

Spider JC Bulyk
(203) 640-5700
shiftright@icloud.com

Graphic Designer, Nicole Kachmar

Advertising Director (Vacant)

Payments should be made to:

David Root
Treasurer, 3/4 Morgan Group
52 West Cedar Street
Boston, MA 02114

Webmaster, Bill Clark

20 Rack Rd
Chelmsford, MA 01824
billclark24@gmail.com

Regalia, Doug and Karin Constant

P.O. 225
Orient, NY 11957
631-323-2646
info@douglasconstant.com

SUBMISSIONS

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