

# The Morganeer

MAR  
APR  
2015

Vol 38  
Issue 2

## Morgan - King of Beasts



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

## NEW/RETURNING CLUB MEMBERS

Carl Kaufman	Mystic, CT
David & Marcia Lamb	Williamsville, NY '89 Plus 8
James & Betsy Morris	NY, NY '98 Plus 8
Klaus & Angelika Steinbrueck	Lyndeborough, NH '58 Plus 4

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

## ABOUT THE COVER

So who would take their Morgan on an African safari in lion country? According to Tcherek Kamstra, this photo was taken by South African Morgan owner Robert Burtenshaw and is not photo-shopped or retouched. To me the lion seems merely curious or awed. But let's hope there was no food in the car, or that the lion thought munching on some Connolly hydes might be a tasty snack.



Special club offer!

**3/4 Morgan Group members:**

Subscribe to our print or on-line edition, and get 37% off — and FREE classified ads!

**CAR CLUB NEWS**  
www.britishmarquee.com

One year (11 issues), print: \$16 (regular price \$26)  
One year (11 issues), on-line: \$12 (regular price \$19)  
Go to our website today and download a free sample copy!

Enthusiast Publications, LLC • 5 Old Nasonville Rd., Harrisville, RI 02830 • (401) 766-6920

## CONTENTS

2015 Schedule of Events	p. 4
And Then The Doorbell Rang	p. 5
Her Morgan	p. 8
Interview Bill Fink	p. 12
MOG Dogs	p. 16
All Club Dustoff	p. 19
Tech Tips	p. 25
Treasurer's Report	p. 28

## FROM THE PRESIDENT

Dear Fellow Morganeers:

Imagine, if you will, your Morgan parked on your driveway. Not too difficult, as I think most of you will be doing just that anyway, maybe when relaxing in front of the fire or possibly in your dreams. Now imagine that you can't see your car because it is covered with snow. That is what it was like in parts of Massachusetts and other regions of northern New England after one February storm. Now, in your mind's eye, picture another Morgan parked on top of yours (don't worry, this is only conjecture; I am not going to suggest that you try it), then imagine both of them covered with an enormous blanket of the white stuff. That approximates their amount of snow over a month. Then freeze the whole thing in sub-zero temperatures. Makes you believe that you will never see your car again. But, although the temperatures and snow amounts are real, thank goodness that the car is parked safely in the garage. Sometimes you know it is better to hibernate.

However, even though most members of the Morgan group may be curled up with a good book, there are several who are hard at work behind the scenes preparing for the upcoming season. Frank is busy as always, not only with the Morganeer but also with the organization of this year's Autumn Mog. It may be over six months away, but Frank has many components already in place, from the hotel to the location for the auto-cross and the concours as well as enlisting the help of volunteers to assist with various aspects of the event. It is a big operation and if you would like to help in any capacity, I am sure Frank would welcome you with open arms.

Another event in the works, this one a little sooner, is being organized by Larry Sheehan in Saratoga, following the very successful meet that was held there last year in conjunction with Hemmings. Larry is calling this one the "All Region Dust-Off" as it will probably be the first event of the season for many if not all of us. We shall be staying at the same hotel in Albany, the Desmond, and at the same great rate, so we know that it is a winner. Look for more information elsewhere in this Morganeer.

Yet another group is working hard on the new club directory. Ruth Bonomo, Jack Flynn, Bill Clark and Robin Garner are putting together the revised listings, a painstaking and detailed job. Please give



them all the assistance you can should they contact you for information. They are using the details on the website of course, but not all that information is up to date as people change email addresses, or even change cars. It would be of great benefit to them, not to mention to all club members, if you could check that your web entry is correct.

Talking of the website, Bill and Spider have been working on that also. They are trying to increase its ease of use and are adding some new features such as information about the various club trophies and their winners. Take a look if you have not logged on recently. And of course, you know that you can renew your membership online through the site. In fact, it is the easiest way, as applications sent to our registrar, Jack Flynn, may take a while to reach him, as he is one of the lucky ones who escape the above-mentioned weather by seeking warmer climes for the winter months.

Remember, if your membership is not renewed by the end of May, than you will not receive any more copies of the Morganeer or be afforded members privileges on the website. Do not become one of those stragglers who have to be admonished by a phone call from me or your area captain!

We have had quite a few new members join our ranks over the past few months, as you will have seen in the Morganeer (on the same page as this column) and I would like to give a warm welcome to all, those with Morgans and those who are still looking and hoping. I would like to give an especially warm welcome back to Bill and Sheila Alexander who have rejoined after a short hiatus. For newer members, I will explain that the Alexanders worked extremely hard and long for the club in past times, and Bill is a past president. I think we should give them an easier run this time!

Happy motoring!

Dave



## FROM THE EDITOR

Yes, well I suppose you could rightly call this the 'dogs and cats issue'. Of course, as you know, your humble editor strives to publish only serious, Morgan-related material in *The Morganeer*. But cabin fever and stir craziness do strange things to people – and a sense of humor, however warped, seems part of the cure. The weather guessers could have saved themselves a lot of trouble and grief had they just issued ONE forecast for this entire winter – “SNOW! with short intervals of partly cloudy COLD!” And someone in authority needs to send the message to Mother Nature that it is only a few weeks from ‘official’ SPRING! I have already made this request of several members of the clergy – but they demurred, claiming to be powerless.

Well, getting on with things, I must recognize and sincerely thank two individuals who are responsible for, shall we say, ‘the lion’s share’, of copy for this issue. First is my trusty and prolific Editor-at-Large **Spider Bulyk**, who contributed a major article, an Opinion Editorial, and several amusing Tech Tip articles. It seems that Spider’s reputation as a Plus 4 technical advisor has reached and is being sought out by Morgan owners in the far reaches of the globe – from Transylvania to Australia! Spider also sent in another article and a few more Tech Tips columns that I have had to squirrel away for future issues (another winter idiosyncrasy of mine).

Even more gratifying to me has been the contributions of **Tcherek Kamstra**, step-daughter of **Bill Fink**. Tcherek not only obtained permission for me to reprint the interview with Bill which first appeared in MOG magazine, but also sent along lots of photos – of Bill and the ISIS Mogvette for the interview, the cover photo and the photos for the centerfold, lots more photos of lions, elephants, dogs, peacocks, and other sundry woodland creatures in a Morgan setting from her SMOGTHIS website - and even a poem. Tcherek was patient and kind enough to answer my many questions and comply with my pesky requests for ‘just one more photo’. The Morgan community certainly does have many kind and generous people. Thank you Tcherek.

The ever busy Morgan restorer extraordinaire **Bill Alexander** returns to



*The Morganeer* with his rebuild article on his 6th (or is it 7th?) Morgan, a ‘60 4/4 that has become ‘Sheila’s Morgan’, an article first published in *The Morgan World*. Something tells me we’ll be hearing more from Bill in the future, since there is a current rumor he has just purchased his next Morgan rebuild project. How many Morgans can one guy possibly restore in a lifetime? I think Bill is going for the Guinness Book of World Records!

Rounding out this issue are numerous announcements for upcoming events for this season. As always, there are a myriad of events, beginning with the Hunter’s Dustoff, the All Club Dustoff being put together by the irrepressible ‘Party On’ man **Larry Sheehan**, and continuing with the Rhinebeck Auto Show, Cohn’s perennial Lobster MOG South – just to name a few. Plenty of opportunities to get your Morgan out and ‘strut your stuff’.

And I hope you are giving serious consideration to joining us for Downeast Autumn MOG in Oct. Look for more information in the next *Morganeer* and an upcoming email. And if you are planning to come, please make your reservation at the Samoset Resort so I will know if I need to arrange more rooms than I have currently blocked. (Call 800-341-1650 and mention Autumn MOG 2015). Dates are 1-4 October, and there will be a special (TBA) bonus event for those who arrive on Thursday.

As I got up this morning it was snowing (surprise!) and now the sun is out. I better get out there and soak up some vitamin B while shoveling the walk and bringing in more firewood. Please, Mother Nature, seriously – enough! Time for SPRING!

The road goes on forever,  
Frank

## TO THE EDITOR

Hi Frank:

I really liked the latest *Morganeer* particularly the pieces on horns by both Dave Doroghy and Spider. When I was a young man driving down to Geneva from England in my competition Morgan I had the foresight to fit a set of triple Fiam air horns as Spider now suggests. I had anticipated that as I drove over the Alps, I was driving on to St. Margarita, I would need something to move the big Italian trucks over. I wasn’t disappointed - the Fiam horns worked like a charm. The truck drivers were probably disappointed when the little blue Morgan scuttled by instead of a Ferrari or Maserati.

When I got to St. Margareta I had a brand new metallic green Maserati 3500 park beside me on the quay. But that’s another story?

Mike Virr

### Cover Story

When Robert Couch was partners with Dave Irwin in Lime Rock Connecticut in 1988 that was the year I went to work for him in the Morgan business. It was in February of that year, 27 years ago. The first thing I was told to do by Robert was to completely disassemble Dan’s car to begin the restoration. It was one of three flat rats we restored, one of the other ones of note would later be Dave Jacobsens’ car.

Regards,  
Larry (Eckler)

## WILL THIS BE YOUR LAST ISSUE OF THE MORGANEER?

If you are one of the 50-some members that Registrar Jack Flynn reports have not yet renewed, and if you don’t do so by April 1st you won’t receive another issue. How could you even consider it? You never know what you might find in the pages of the next *Morganeer* - something to make you laugh, or cry ... maybe something that will change your life forever! DON’T MISS IT! I can’t stand seeing Spider cry!

## TO THE EDITOR CONT.

SO, okay – this is not EXACTLY a letter to the editor. As far as I can discern it is an ode from one Morgan to another; the Morgans noted by dispatch number being owned by Eric Singer and Bob Cohn (Plus 4 4-seater now up for sale). ed

Dear MOG 6140,

I was born your factory mate in late six five  
and Peter gave us titles that said six six  
just to add to his lefty Plus Four mix

We were the last of the real sports cars  
but first in finding all the best bars  
I loved your air conditioned ways  
and all the other fixes  
from the Ramsey workshop bays

I'll miss your door on the luggage rack  
I hope someone in the club will buy you back

Now that Bob got a mighty righty Plus Eight  
You can call me anytime to commiserate

On their way to Maine they'll soar  
listening to the Rover pipes roar

Jeri will no longer have to worry about  
falling out and getting ditched

she'll be on the other side  
with tolls to be pitched.  
You and I know it is not a matter  
of how fast you drive  
but rather more importantly  
how very British you look  
when you arrive

And before they put you out in a field of floria  
remind them all of the Andrea Doria.

Affectionately, MOG 6118

## 2015 Schedule of events

DATE	EVENT	HOSTS
Apr 19	<b>Caffeine and Carburetors Car Show</b> New Canaan, CT	<i>Tom Smith</i> 203-331-7254
Apr 25	<b>*Spring Dustoff at Toad Hall</b> 18 W Main St, Mendham, NJ	<i>Burt &amp; Mary Hunter</i> cazadors@aol.com
May 3	<b>*Rhinebeck Car Show</b> Olde Rhinebeck Aerodrome, NY www.rhinebeckcarshow.com	<i>Hudson River Valley</i> Antique Auto Assn
May 15-17	<b>*All Area Dustoff</b> Saratoga Auto Museum, NY www.saratogaautomuseum.com	<i>Larry Sheehan</i> larry_sheehan@post.harvard.edu
Jun 7	<b>Brits By The Sea</b> Harkness Memorial SP Waterford, CT	<i>CT MG Club</i> www.ctmgclub.com
Jun 14	<b>*New Jersey Clambake</b> Ridgewood, NJ	<i>Bob &amp; Jeri Cohn</i> 201-447-6982
Jun 12-13	<b>British Motorcar Festival</b> Bristol, RI	<i>Mike Gaetano</i> 508-395-6663
Jun 19-21	<b>MOG 45 MCCDC</b> Gettysburg, PA	<i>Jay Gift</i> rgift@pa.us
Aug 23	<b>*Car Show Perth, Ontario</b> Jaguar & Porsche Clubs Canada	<i>Leo Lee</i> leomankinglee@gmail.com
Sep 13	<b>Caffeine and Carburetors Car Show</b> New Canaan, CT	<i>Tom Smith</i> 203-331-7254
Sep 18-20	<b>British Invasion</b> Stowe, VT	<i>Mike Gaetano</i> 508-395-6663
Oct 1-3	<b>Downeast Autumn MOG</b> Samoset Resort, Rockland, ME Details coming SOON!	<i>Frank Wnek</i> 207-729-6300

\* See ad on pages 26-27.

# AND THEN THE DOORBELL RANG.....

Spider J.C. Bulyk

Unless you've been living under a rock for a while, you probably know that The Great White Hope, our long-term, pet '57 Four-Seater #3585, got wacked by a pickup truck during Lobster MOG last July. We survived by the skin of our teeth, but The Hope gave its life protecting Stephanie and me, sustaining enough damage to require a new chassis and virtually complete rebuild. For those of you who missed the early episodes of this series, it's now downloadable from Netflix or Hulu, but you can see an ongoing photo stream of the repair at <https://www.icloud.com/photostream/#A45VaUrzaqWOH>. BUT...I caution you not to log in unless you have no pending appointments for the next 4 or 5 weeks.

Different parts of the car have been restored by various specialists, including our own Larry Eckler (Morgan Mo-

tors of New England). Club member Ron Garner has taken the role of the Master Craftsman, doing the chassis, assembly, engineering, fabrication, paintwork, and project management. The Hope went to Ron back in September, so Stephanie and I have been (breathlessly) living on the photos via Kathi Garner, Director of Photography and Lighting. Just after New Year, the rolling chassis that would become The Hope redux, was ready for a closer inspection, so Kathi and Ron graciously invited us up for the weekend, and we gratefully accepted. Even with the photos, the Hope's long absence weighed heavily on us and we were very excited by thoughts of seeing it again and had difficulty sleeping on the Friday before.

The plan was very simple: load the car, make the 2.5 hour drive to Hull, walk around the Morgan, talk about the work and the next steps, take

a bunch of photos, have cocktails, and then treat the Garners to a nice restaurant for dinner. We'd be home Sunday mid-morning sometime. Yeah....*that* was our plan. Kathi and Ron had a better plan, and we were clueless!

At first, there was nothing untoward. We brought our stuff in, had a glass of wine, and got a tour of the house - no small deal by the way. The Ron Garner designed-and-built house sits right on the water outside of Boston harbor, with breathtaking views of the Boston and Graves lighthouses and most of the outer islands. Literally, you walk through the front door, look out the back windows, and have to remind yourself to start breathing again. Waddaview!

Ron's shop is in the basement. We recover from the view, Kathi opens a bottle of wine, and the four of us head to the shop. The chassis, drive train, and running gear are everything the

photos:

## TOP RIGHT:

The Wrecking Crew with Implements of Destruction - (foreground left to right) Gail Monohan, Tom Kent, Larry & Sue Sheehan; (sitting in The Hope, peeking around the scuttle) Steve Vavak; (background left to right) Spider & Stephanie Bulyk, Robin Garner, Ron & Kathi Garner, Tom & Elaine Austin, Beate Vavak, Mark Mason, Lin & Brad King.

## LEFT:

"And so ends this day" - Spider & Ron, The Ancient Mariners.





photos promised. It reminds me of those Morgan history book photos from early Earls Court Motor Shows, when MMC would introduce a new Plus 4 displaying a bare running chassis, all in gloss and chrome. Ron and I stay in the shop to talk about further detail while Kathi and Stephanie head upstairs for some “snacks”.

And then the Doorbell rang – actually the Garners don’t have a doorbell so it was a knock at the door. “Stephanie, go see who that is....” Two people at the door with a bottle of wine. “Oh, we’re just neighbors....” Stephanie shrugs, “Sure, c’mon in.” Five minutes later, another knock. “Stephanie, go see.....” This time it’s Sue and Larry Sheehan. Okay, okay, okay...something’s afoot!

Meanwhile, Ron and (oblivious) Spider are still down in the shop. Over the next 30 minutes, the crowd has grown to 16 people, some of whom we’ve never met and some of whom we know quite well. Stephanie is definitely surprised but hasn’t been able to shake loose and let me know. Soon the mob finds its way down the stairs and the air is abuzz with Morgan tech talk and rich with the bouquet of some great wines and some heavy pints. There’s lots of hugs, smiles, handshakes, snide comments, philo-

sophical insights, and delicious laughter. Okay, so now Spider is speechless (doesn’t happen all that often)! For a full roster of the guilty parties, see the photo with names. This is the cool stuff that makes for a great party!

Our multi-talented host shows yet another side as a master ‘cuisine nouveau’ pizza chef! There’s pizzas, salad,

and wines, followed by multiple deserts: even with willpower, this is the weekly caloric intake for an entire central-Asian village....but the truth is, you couldn’t really stop!

After a bunch of photos, raucous conversation, tales of high adventure and lies about true daring, lots of giggling, and exchanges of email addresses...suddenly it’s late. How did that happen? It was early just a moment ago...wasn’t it?

So as mysteriously as they arrived, everyone suddenly turns into a pumpkin-and-six-mice. In a Disney-like PUFF of Magic Dust, a swirl of the magic wand, and a hearty “Cheerio...VROOM!”, they were all gone, leaving us wondering if they had been here at all, or whether it had merely been all imagined.

The four of us retired to the library. “Maybe some single



photos:

**TOP:**

Ron’s Laying on of Hands - “Spider, before these sober witnesses, whilst thou now proceed with greater consciousness!”

**LEFT:**

Present at the creation – smiles of approval.

malt?", asks Ron. Stephie has wine. Kathi takes photos. What a night! What a night! What a night!

After sleep amidst the lighthouses, a Mimosas-&-Jazz-fueled brunch (only a few thousand more calories), a Sunday walkabout, and some last, longing looks at The Hope, we bid grateful goodbyes and head for home.

Okay, okay, okay... I admit it: there plan was better than ours...much better...by a long shot! When The Hope was hit, it was one of our darkest moments. Early on, watching the poor thing being disassembled and crunched away, we felt even worse. But for weeks now, photos had shown it coming back to life, better than before, all the tatters of age fading before our eyes, like a newborn child, or the Phoenix arising. Seeing the reality of The Hope, close up and hands on, in Ron's shop, was heart-melting. But seeing it while being swaddled in the joyous energy of fellow enthusiasts, friends, and well wishers iced the cake in ways for which we had never expected and were unprepared. There was no other way; Kathi and Ron had found the obvious and correct way.



In a masterful show of the true Morgan spirit, Kathi and Ron saw what was needed and made it happen. How lucky we are to have such generous friends thanks to a silly car club. Wait a minute – I meant to say - incredible one of a kind car club.

We left on Sunday, our own emotions

sharing in The Hope's rebirth. That night, gratefully, I dreamt of driving. What a way to run cool!

photo:  
**ABOVE:** And if you think the car looks good, wait till you try this: Pizza Pizzal



**From Classic to Contemporary  
- Service and Repairs -  
177 Boston Post Road Westbrook, CT**



**[www.CardoneAndDaughter.com](http://www.CardoneAndDaughter.com)**

## FOR SALE



1967 Morgan 4/4 series 5 GT or competition model. One of 270 produced by the factory from 1963 to 1968. Excellent condition with many factory options including black leather interior, bucket seats, wire wheels, water temperature gauge, long-range driving lamp, heater, defroster, headers, Weber and wood rimmed wheel. Chassis number B1380 – matching numbers. Body off restoration around 2000. chassis record available. \$49,000

[rwade@rattlesnake-ridge.net](mailto:rwade@rattlesnake-ridge.net)

610-588-5907 Bob Wade RE969667884US



# HER MORGAN

Bill Alexander



Well, I say it is hers, but I bought it, restored it, and then gave it to her for a birthday. But, it is clearly her Morgan. In truth she has totally adopted it into ownership. She checks on its needs regularly with me, surveys it regularly since it lives in the barn above her horses, and questions me as to every squeak, rattle, lurch or wheeze it emits.

Her Morgan is a 1960 4/4 Series II, SN A577, that came into the US through the New York distributor, Fergus Motors. The well-known Fergus plaque attests to its origins. How it came to Maine is not known to us or to the previous two owners. I had seen it in town on a number of occa-

sions parked at the Library where I worked. I had no contact with the first owner who bought it from a dealer in town, but the second owner was someone I knew as he had seen my Morgans parked at the Library. He was a merchant seaman at the time and away for long periods. He clearly

loved the car and would ask me what to do about this or that problem. I would lay out the steps he should take and the parts he would need and off he would go to sea without resolving the issues. When he returned we would go through the same discussion with the same lack of progress, again due to the call of duty. Finally I said I would be glad to buy the car and solve it once and for all for him. He demurred, only to agree several months later. When I went to fetch it a half a mile away there was a great shifting of garden tools and rotted



canvas to expose the little gem beneath. Flat tires, a layer of dirt, and vermin in the upholstery completed the picture.

At home with a good wash and examination I thought I could get it up and running with a few labor-intensive investments. It needed complete clutch and braking system including all cylinders and lines, a new wiring harness, new interior (only the seatback was extant) a pair of side curtains, and a good polish. The motor started and the gearshift moved readily, but the clutch was seized. There were a few rust holes in the frame but with a bit of patching it would pass State inspection. The interesting thing about the engine and transmission was that it was the pre crossflow116E motor with a two-barrel Weber and a tubular exhaust, instead of the 100E or105E with par-



tial synchromesh transmission. Well yum, I thought, that should get us around in great style. After beautiful attention to the interior courtesy of Barbara Willburn, and a smaller

diameter steering wheel courtesy of David Crandall, the little gem was fit for the road.

I encouraged Sheila to drive it, as she has been a ferocious competitor in club autocross, beating all of the women and over three quarters of the men with both our Plus 8 and Plus 4s. Competent at the wheel of a Morgan, she is equally at home in a saddle at the reins of her



photos:

**TOP:**

The newly built up chassis with engine on Bill's 'lift'

**LEFT:**

Tub and body panels primed and ready for paint

**OPPOSITE PAGE:**

A new frame in the making – don't try this at home!



Anglo Arab mare “Rosie”. She took the 4/4 around local roads and for a couple of break in drives on Maine’s notorious back roads. We had a sale when she found the four speed all syncromesh transmission delightful compared to the Moss box. A few things needed work like better motor mounts and clearancing of the oil filter but those were soon repaired.

A birthday coming up led me to the idea that it should be her car and so with a bit of help from the Town Office, ownership was transferred. But the story does not end there.

Several years and miles went by and on the occasion of a spring dust off, a more serious section of rust was uncovered in the cross section beneath the firewall. Some calls to

vendors offering new frames at prices that made me hesitate until Penny Bates told me to build one myself. With my Mig welder and her plans she said we could make it in my shop. Sure enough we did that with the help of a neighbor with a torch. The frame needed some additional work from Ron Garner and son-in-law Mark Mason. A local painter provided a complete respray in soft Mercedes Ascot gray and black wings.

While the motor was out, a compression test showed valve work was needed so a new set was installed with hardened seats. The bottom end and the bores did not show enough wear to tear all of it apart. The car went back together with most of the original sheet metal intact except for

a new rear deck and new door skins from Ron Garner.

Sheila drives the 4/4 to weekly exercise classes, saucily parking in the middle of the Porsche and Lexus crowds with great pride and enthusiasm for “her” Morgan. Well, I really must say - it is her car.

**photo:**

Sheila and ‘Her Morgan’ ready to autocross





## WHITEWALL TIRES?

Looking very “Great Gatsby”, who puts 50’s era Mom and Pop family sedan whitewall tires on their Morgan?  
And who would have them on their Morgan now if they were still available? Need I say more?  
Really, Spider! (Mimslyn Inn Luray, VA circa 1987) ed

FOR SALE



### 1957 Morgan 4/4 Series 2

Show condition, Fully documented 5 year old restoration (see editorial section for complete story), 4,163 miles since restoration

**\$ 40,000**

Located in Southern Massachusetts

Contact: Troy Canham

774-696-3498  
troy@mrkidder.com

## How will your health be in 20 years?

We don’t know either,  
but there are  
**Long Term Care choices**  
you can make now  
that can make a difference then.



**BENJAMIN F. EDWARDS® & CO.**  
INVESTMENTS for GENERATIONS®



### Lenny Mandel

Vice President – Investments  
Financial Consultant

67 Park Place East | Suite 850  
Morristown, NJ 07960  
P 973-254-5880 | TF 855-330-5880  
lenny.mandel@benjaminfedwards.com

**benjaminfedwards.com**

Member SIPC 2014-2091 Exp. 12/31/2015

*This article is reproduced by kind permission of MOG magazine who reserve all rights and copyright.*

*www.mogmag.co.uk.*

*Questions formulated by James Ball of MOG Magazine.*

## INTERVIEW

# MORGAN PEOPLE



## BILL FINK - The Man Behind US Morgan Imports

*As a student in England Bill was exposed to Morgans, promptly falling in love with the cars. On his return to the US he began importing the humble Mog to the land of the free. Bill has been importing Morgans to the US since back in 1968 and has seen all the difficulties with meeting the US emissions and safety standards. However, his passion for bringing the Mog to the people of America couldn't be quelled, and he has made a success of his business, Isis Imports, bringing Morgans to a previously elusive American market. Isis has been instrumental in Morgan's success in the US and an integral part of their history. As a result of the regulations the cars had to meet, he has created some very interesting and exciting Morgans.*

### Where did you first see a Morgan?

I first saw a Morgan in July, 1959 - Casper, Wyoming, driving my 1953 Mercury Monterey hardtop to California with my parent's station wagon and 3 high school friends. I thought it was an MG, but one of my friends was a Motorhead and corrected me. It was black.

### What made you decide to start importing the cars?

I was given my first Morgan by my father in 1962 - bought it on a rowing trip to Henley with the Yale Crew. I thought it was a great car, and when as a student at Oxford the 1968 Federal Safety Standards approached, I bought a new 1967 4/4 from John Dangerfield, converted it to left hand drive, sent it back to California with a friend who was going back to the States for his sister's wedding, and actually made money on the sale.

I then borrowed some money from my father and some friends and bought a



Photo by Jeff Smith



1967 Super Sport, a Plus Four 4 Seater, and a Drophead Coupe, sent them to California and made money on their sale.

This seemed like a good plan, so I bought, converted to LHD and sent more Morgans to their Los Angeles dealer - this didn't work very well, so I needed to find premises, get licensed, etc.

**What is it about Morgans that you feel a connection with?**

I've always liked the design of the Morgan, the "crouching frog" styling of the 1930's, the sheer functionality of the design - the fact that everything on the car has a function and is not just for styling (save perhaps the stone guard on the Aero - I asked Chris if he could open up the panel behind the grille to duct air and give it a purpose but that didn't go very far)

And I liked the people who worked at Pickersleigh Road. I was given the rare opportunity by Peter Morgan to sit on Maurice Owen's lap for 20 years and contribute to the success of the marque - the very feasibility of the marque - in America. I read the requirements, conveyed them to Maurice, and we figured out how to deal with them while maintaining the essence of the Morgan.

**Are there any other hurdles you had to get over when importing Morgans?**

When it came to emissions, I brought a Ford overhead cam 4 cylinder (2.3L Pinto) to Malvern, installed it in a 4/4, sent it to a lab in LA for emissions, and then realized that it was nothing like as good as the standard 1600 4/4 that Morgan was building which was exempt from the Clean Air Act if running on propane.

**How easy, or difficult is it to import the cars?**

Importing the cars is difficult - easier in the 70's and 80's than now, but still very do-able, even on a micro-scale.





at least the promise of progress and future success. Peter Morgan was a great supporter. Those were the days of multi-year waiting lists, so I asked him if we were able to satisfy Federal and California requirements, would we be able to get the cars on a timely basis, and he confirmed that would be so. All of this on a handshake.

### **Where did the inspiration come from to fit a Corvette engine?**

The Corvette engine. In 1996, it was apparent that the days of the Rover V8 were drawing to a close, and I started looking for a lightweight V8 replacement. And here came GM with the all alloy 5.7 Corvette, which they wouldn't sell to outsiders for a year. I bought a used iron 5.7 from a wrecking yard and it looked like it would fit - I used the prototype Plus 8 to check dimensions. I had a customer with a 1978 Plus 8 Turbo ( we built 40 of these to 1991) who wanted more than 200 BHP on LPG at the rear wheels. I suggested the Corvette motor, and he found a source in Texas.

It took a couple of years to make the installation - Keith Baldwin, brother of Mark Baldwin, lately of Morgan's

### **There is an issue with Morgans meeting safety regulations in the US, how do you address that?**

The safety regulations are challenging but can be met. Meeting them is basically a business decision. There are 3 issues - smart airbags, fuel system integrity in a 50 mpg rear barrier test, and a pole test in 2015. The possibility of a major trade agreement is a powerful deterrent to devoting engineering resources at this point in time.

### **Tell us about the early days of Isis Imports...**

The early days - sleeping on Plus 4 cushions in Steve Miller's office, or a mattress at the back of the shop. Some good days, some bad. But with all of it, there was







## Ode to a Plus 8

“Oh, how I cling to every curve  
Wondering how they found the nerve  
To clip this pair of loyal wings  
That always caused my heart to sing.

How cruel that I should live to see  
The end of what has come to be  
My one true love, my constant mate  
My steadfast, fine and true Plus 8.”

*by Tcherek Kamstra*

*Written upon cessation of Plus 8s  
imported to the USA. Dedicated to my  
stepdad Bill Fink and Plus 8 owners  
everywhere.*

racing effort at Laguna Seca with Big Blue, emigrated to California and came to work and helped figure it out and make the bits. The day we took her out for the first time - we had no idea how it would work - and I pressed the throttle down - it was astounding - not just the power, but the torque.

I took a bunch of photographs and a magazine article about the engine and headed off to Prescott and the 35th anniversary of the Plus 8. After Peter Morgan addressed the gathering, and said “and now I am told that the Plus 8 can no longer continue” I went up to him and told him that there was an alternative to the Rover engine, and asked to see him the following day at the works. He was intrigued by the possibility, and said he would bring the engine up at the forthcoming Board Meeting. He never made it to that meeting.

### What sort of services can you offer your customers?

We can offer any services our customers require on the Morgan.

### Have there been any particular projects that stand out?

The project that most stands out - actually, there are two. Keith Baldwin and I went to Stuttgart and installed

an LS2 motor and T56 gearbox in a V6 roller for Merz and Pabst. It took us 10 days, 10 hours a day. That car is now in Tel Aviv. The other project, the installation of GM's LS-7 (7 Litre, dry sump, 505 detoxed BHP) in a 1978 Plus 8. Road & Track recorded 3.6 seconds, 0-60 mph on hard tires.

### How enjoyable has it been for you to be at the head of Morgan importing in America?

Up to 1984, it was great to be the USA importer. After that, less so.

### What do you see for the future of Isis?

The future of Isis really depends on Tcherek' interest, and of course Morgan's commitment to sell vehicles in the United States. I'm not done yet.

**BILL BRAVO** AUTOMOTIVE PORTRAITS

*Does Your Morgan merit a fine Portrait like this cover?*

- We travel to the car and photograph it thoroughly (in NY, NJ, CT, PA, DE, MD) for prices starting at \$390.
- All customers receive 24 varied designs from which to choose the one version that's most appealing.
- We can also work with photos you provide for \$250.
- The selected print comes matted; available in a variety of colors.

• [www.BillBravoStudio.Com](http://www.BillBravoStudio.Com) •  
Email: [bbravo@epix.net](mailto:bbravo@epix.net) • Cell: 570.280.6410





# MOG DOGS

Morgans and man's best friend - the perfect combination. These photos were either sent in to Tchereck Kamstra for her smogthis.net website or others she found on the Facebook pages of Marco Jacarelli. So send me your 'MOG Dog' photos and we will do a 'MOG Dogs II - The Dogs of the 3/4 Morgan Group'









NEW **2014 MORGAN 3 WHEELER** Brooklands Racing Green - the last one!

NEW for **2014**, The **MORGAN ROADSTER '65** Maybach Himalayan Grey Metallic body/Black wings, two tone Anthracite/black leather/red piping; 340HP 3.7 Vee6 with 6 speed manual transmission

NEW **2014 MORGAN 3 WHEELER** Black/Black leather/Black painted nose cowl, Black exhaust and black heat shields

NEW **2014 MORGAN 3 WHEELER** ONE OF A KIND: S&S 2138cc engine, special exhaust, special suspension; Jaguar dark grey metallic, brown leather quilted seats, engine turned dash, leather covered steering column

LIKE NEW **2014 MORGAN 3.7 "ROADSTER '65"** Aston Martin Racing Pale Green Metallic Pearlescent 1,246 miles

LIKE NEW **2013 MORGAN 3 WHEELER** Imola Red

NEW **2012 MORGAN 3 WHEELER** Sport Red, Full Warranty 2014 suspension upgrade

**2010 MORGAN AERO SUPERSPORTS** Choose from Zurallic Blue Metallic + Beryllium Metallic

**2005 MORGAN ROADSTER** Pozzi Blue

**1983 MORGAN PLUS 4** Aluminum bodied

**1967 MORGAN 4/4 SERIES V** British Racing Green

**1964 MORGAN PLUS 4** FOUR SEATER, Ivory

**1959 MORGAN PLUS 4 DROPHEAD COUPE** Kingfisher Blue, stunning restoration

**1959 MORGAN PLUS 4 FACTORY LIGHTWEIGHT** Regency Red/Tan

**1952 MORGAN PLUS 4 FAMOUS RACECAR** "Butterscotch"



[WWW.MORGANWEST.NET](http://WWW.MORGANWEST.NET)



[WWW.ALLARDWEST.COM](http://WWW.ALLARDWEST.COM)

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

**OTHER MARQUES**

**New 2014 Allard J2X**

**2012 ZOLFE ROAD ROCKET**

**New PERANA Z-ONE**

**PERANA Z SILVER**

**2008 Tesla ROADSTER**

**Morgan**  
WEST

Authorized Morgan Motor Car Dealer

**(310) 998-3311**

[DENNIS@MORGANWEST.NET](mailto:DENNIS@MORGANWEST.NET)

DENNIS GLAVIS, MANAGING DIRECTOR | 3003 PICO BOULEVARD, SANTA MONICA, CA 90405





# ALL CLUB DUSTOFF - *RETURN TO* *SARATOGA*

Larry Sheehan

**W**e are delighted to announce that we will be having an ALL MORGAN DUSTOFF the weekend of May 15 -17. We will be staying at the **Desmond Hotel** in Albany ([www.desmondhotelsalbany.com](http://www.desmondhotelsalbany.com)), just 20 minutes south of Saratoga. Partying will commence on Friday afternoon in the Hospitality Suite! And then on Saturday there is the Saratoga Auto Museum

Spring Show on the Auto Museum Green.

As an aside, we have been working with the curator at the museum to have a Morgan featured in a number of their upcoming museum shows as well. (The Garners 1930 3-Wheeler will be featured this summer from June on-ward)

As a result of the relationship that has developed between the museum and the Morgan community, all Mor-

gan owners have been invited to participate in this Museum Spring Auto Show. The location of honor (right at the reflecting pool) is being set aside for all Morgans.

With the traditional "Best in Show" and "People's Choice" awards to be presented along with trophies for the "Top Twenty" and four additional classes, everyone will have a chance to have their pride and joy in the show-







ending awards ceremony spotlight.

Advance registrations at \$15 per vehicle will be taken online ([www.saratogaautomuseum.org](http://www.saratogaautomuseum.org)) or at the auto museum through May 1, with registrations after that date and at the show set at \$20. We have been encouraged to come as a group, with Morgan owners parking together, just as we were last year at the Sports & Exotic/Hemmings Show.

The show field will also have a variety of new cars on display along with automotive and food vendors, while the vintage racers of the Atlantic Coast Old Timers and sleek cars of the Sports Car Club of America's Mo-Hud Region will grace the space in front of the auto museum. As always, the Auto Show admission will include a visit to the museum, where "Luxury Automobiles Through The Ages" will be the featured exhibit.

More information on Saratoga Automobile Museum activities and programs, as well as auto show registration information, is available online at [www.saratogaautomuseum.org](http://www.saratogaautomuseum.org).

As mentioned earlier we have negotiated a spectacular "good guy" rate of \$129 per night at the Desmond. This is the same rate that we paid last year so we are very happy about that. The stress point however is that weekend is graduation for the area colleges so

room availability is tight. Last year we had 30 rooms, all of which were filled. This year we have only 25. **Therefore you are encouraged to get your reservation made immediately at the hotel.** (1-800-448-3500 or 518 869-8100) Saratoga was a very popular Morgan event last August. All those who attended last year came away with a keen appreciation for all that Saratoga has to offer as an event where Morgan owners from every club come together for a weekend of partying.

The Museum will start the weekend with a very special tour on Friday May15 (by bus) to a private collection in Utica and that trip (including lunch) will be \$85 per person. Details and registration are up on the Museum site at

[www.saratogaautomuseum.org](http://www.saratogaautomuseum.org)

My personal goal is to be at the hotel on Friday by 2:00 PM to get set-up for the casual Meet and Greet Wine and Beer party in the Hospitality Suite (starting at 5:30 PM). Dinner on Friday night will not be structured as everyone likes to get together with their good Morgan friends from afar.

Saturday we will leave from the hotel after breakfast (8:45 A.M.) to caravan as a group to the Museum. Once at the Museum we will all be placed together. I've enclosed a few photos of how well that worked out last summer. We expect that the award ceremony will be over by 2:30 to 3:00 PM leaving time to visit downtown Saratoga or return to the hotel to prepare for the cocktail party and the banquet. (If the beer and wine hold out from Friday night we will had the Hospitality Suite open on Saturday from 5:00 PM until we head up to the cocktail party and banquet.) Pricing for the Hospitality Suite, Cocktail Party and Banquet will be somewhere in the \$55per person range. The Registration Form will have the exact details.

Look for the Registration Form on the club web-site; in this issue of the Morganeer; and if you need to have me e-mail one to you, just contact me at [larry\\_sheehan@post.harvard.edu](mailto:larry_sheehan@post.harvard.edu).

Looking forward to seeing you at the BIG Dustoff in Saratoga. And, as always – PARTY ON!





# The Saratoga Museum Morgan Dust-Off Weekend



May 15 – 17, 2015

## REGISTRATION FORM

MAKE CHECK PAYABLE TO LAURENCE SHEEHAN AND SEND WITH COMPLETED FORM TO:  
LARRY SHEEHAN, 32 CLOWES DRIVE, FALMOUTH, MA 02540

Name \_\_\_\_\_ Guest \_\_\_\_\_

Address \_\_\_\_\_

Home Tel # \_\_\_\_\_ Cell \_\_\_\_\_

E-mail \_\_\_\_\_ Morgan Club \_\_\_\_\_

Hotel Arrangements: The Desmond \_\_\_\_\_ Other (Name) \_\_\_\_\_

Arrival Date \_\_\_\_\_ Departure Date \_\_\_\_\_

### Saturday Car Show at the Saratoga Auto Museum:

**Yes I will be participating in the Saratoga Auto Museum Show on May 16<sup>th</sup>** \_\_\_\_\_

### Car Information: Please check all that apply.

#### Car #1:

Trike \_\_\_ 4/4 \_\_\_ Plus 4 \_\_\_ Plus 8 \_\_\_ Roadster \_\_\_ Yr \_\_\_ Color \_\_\_ 2 Seater \_\_\_ 4 Seater \_\_\_ State \_\_\_ Lic# \_\_\_\_\_

#### Car #2:

Trike \_\_\_ 4/4 \_\_\_ Plus 4 \_\_\_ Plus 8 \_\_\_ Roadster \_\_\_ Yr \_\_\_ Color \_\_\_ 2 Seater \_\_\_ 4 Seater \_\_\_ State \_\_\_ Lic# \_\_\_\_\_

### Banquet Information:

**If you intend to join your fellow Morgan owners from the numerous Morgan clubs represented at the Saturday Night Banquet, please fill in the following information and enclose the appropriate amount together with this Registration Form.**

One Person ..... \$55 (includes tax & tip ! ) \$ \_\_\_\_\_

Additional Number \_\_\_\_\_ @ \$55 Per Person \$ \_\_\_\_\_

**Grand Total Enclosed** \$ \_\_\_\_\_ \*

\*(Make check payable to Laurence Sheehan)

- Includes Friday & Saturday complimentary beer and wine (**compliments of the \_ Morgan Group**) at the Desmond Hotel in Albany (Hospitality Suite)
- Saturday Night Banquet at the Desmond Hotel with Fruit & Cheese hors d'oeuvres and choice of entrée (make choice below) as well as Garden Salad, Seasonal Vegetable, Oven Fresh Rolls, Dessert, coffee/tea

**Saturday Night Banquet at The Desmond Hotel whose kitchen is the only recipient in the Greater Albany area to receive the coveted AAA Four Diamond Award of Excellence.**

Please select entrée choice for each person:

\*Chipotle Barbecued Chicken \_\_\_\_\_ \*Sliced NY Sirloin \_\_\_\_\_

\*Potato Encrusted Salmon \_\_\_\_\_ \*Vegetable Strudel \_\_\_\_\_



# ensign

## AUTOBODY

*confidently serving all of your motoring needs*



[www.ensignautobody.com](http://www.ensignautobody.com) | 518-785-0750 | 836 Loudon Rd, Latham, New York 12110





# AEROMOBIL

It's a sports car. It's an airplane. It's, it's . . . THE FUTURE, Sundance! I want one even if I have to sell the Morgans and the house! You have to see this video. The perfect commuter vehicle if you ask me. Thanks for sharing Bennett. Will you let me drive/fly yours? ed

<http://www.aeromobil.com/video>



**BRITISHCARCLASSIFIEDS.COM**  
THE GLOBAL BRITISH CAR SALES NETWORK

**SPECIAL OFFER FOR 3/4 MORGAN GROUP CLUB MEMBERS!**

**Step One:** Go to [BritishCarClassifieds.com](http://BritishCarClassifieds.com)

**Step Two:** Create Your Account

**Step Three:** Click the "SELL A CAR" Link and Select "Gold Plan"

**Step Four:** Enter Coupon Code **morgan34** on the Checkout Screen

**Step Five:** Click "Apply" then "Next Step" to Launch Your Free Listing

Your listing will run for as long as it takes to sell your car.

**GET YOUR FREE LISTING TODAY!**

# The Morganeer

## 2014 ADVERTISING RATES

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

### AD SIZE ANNUAL FEE

Full Page \$300 per year

Half Page \$200 per year

Quarter Page \$100 per year

Business Card \$40 per year

All advertising is billed on an annual basis with full pre-payment due by March 15, 2014.

New ad materials must be sent to:

**Morganeer Editor**

Email: [wnek\\_fm@comcast.net](mailto:wnek_fm@comcast.net)

Payments should be made to:

**David Root**

Treasurer, 3/4 Morgan Group

52 West Cedar Street

Boston, MA 02114



*This article is reprinted from the Morgan Ear, newsletter of the Morgan Owners Club of Australia, with kind permission of editor Peter Gow and the author. ed*

## BLOND JAIL-BAIT AT THE PUMP – *My First Job*

Pamela Stephenson Connolly

*‘Those sleek, convertible tigers with sensual leather upholstery ...seduced me’*

**I**t was a Saturday job, 8AM until noon, for which I received something in the region of \$8. It was my idea. I clicked along to the corner of Thompson Street and Pittwater Road and asked for work.

When you're nearly 15 there's not much choice, but I remember thinking that, besides providing the cash I considered essential to my emerging independence, it was an excellent chance to infiltrate the world of men.

Being raised with only sisters and attending an all-girls grammar school, this was a domain I had not previously entered. Men were utterly exotic. As a sexually charged child masquerading as a woman, I was keen to study their culture and to try exercising my newly suspected power over them.

“How ‘bout letting me work here?”

From the dark and greasy inner sanctum of tyre changes and lube jobs, Ken Ward's mechanics momentarily downed tools to stare in amusement, but the boss took a moment to consider my proposal. Ken was a decent man, probably harbouring somewhat protective feelings for the heavily painted bit of jail-bait playing with a strand of bleached, blonde, split-ended hair. With tanned, ballet-toned legs and a serious expression on my freckled face, I was trying out my surfer girl identity.

Eyeing the chipped polish on my uneven fingernails, the clunky heels, the short white skirt run up overnight on my mother's sewing machine, Ken decided ... what? That I would be good for business? A baby siren thumbing in customers hell-

bent on their last-minute grocery shopping (in the 1960s shops closed at noon on Saturdays)? A curiosity to give the lads a bit of a laugh? Did he feel sorry for me?

Whatever his reasons, he took me on, sternly ordering I turn up in flat rubber shoes, short nails and a royal blue, coat-type crossover overall that showed a minimum of leg.

God only knows how much lead I ingested. This was no cleaner, greener fuel, just standard or super. And I had absolutely no idea what I was doing. Barely knowing one end of a car from the other, I tried hard to fake it.

I imagine Ken was rather taken aback at my ignorance. But he was remarkably patient when I spilled petrol on pristine paint jobs, failed to identify the grade of oil required by a particular vehicle or needed help locating the latch to a customer's hood.

One day I lifted the hood of a Volkswagen Beetle and was shocked to see the engine was gone. Not knowing it was located in the rear, I launched an attack on the bemused driver: “S’pose you think you’re funny, free-wheeling in here with a dud car and asking me to check the oil.”

Then there was the day I put gear oil in someone's engine by mistake and the unfortunate owner had to forgo his Saturday afternoon while his vehicle was put up on the hoist to be drained. I have no idea why Ken didn't fire me at that point, although apparently petrol sales had risen astronomically on Saturday mornings because of the novelty of a beach babe working the pumps.

Ken happened to be the Australian distributor for the British-made Morgan cars. These imported beauties were his passion and they also became mine. The Morgan of the day was the Plus 4 with a Triumph engine. There was always at least one dashing red, cream, navy or British racing green model parked in waiting somewhere on the lot.

Although I was a couple of years away from having a driver's licence, those sleek, convertible tigers with sensual leather upholstery and gleaming chrome grilles quite seduced me.

Once I was treated to a quick spin but Ken was no fool; I was kept well away from them. The only low point in my work morning would be the customary arrival of my parents in their beige Holden, ostensibly to fill up, but rather transparently to check on “the situation”. My two younger sisters sweltered in the back seat, trying to save their dripping ice creams while giggling at my every move.

My father would critique my performance at the pump and under the hood, occasionally offering advice that I took with ill grace. But with grease-streaked hair and face, I would return home happy. I had a fistful of dollars and had fulfilled my fantasy of being anomaly in macholand for yet another day.

And yes, that's where I learned to flirt.

*Pamela Stephenson Connolly is the author of Head Case, published by Headline, 24 December 2007*



# SPIDER'S TECH TIPS

## *(From Transylvania)*

Hello Spider,

We have a new member; he bought his Morgan back in 2009 (new, 4/4 - 1.6L); after a few months he suffered a stroke but kept the car and now, after rehabilitation, has started using it again. But it will be far more easy for him if, instead of manual, the car would have automatic transmission, so he is looking for some kind of modification. I know that is difficult, but I would like to help him with a professional advice. What do you think? He should change everything, engine and gearbox together or only the gearbox? Is this possible?

All the best from here (still no snow..)

Irina  
Dracula MOG Bucuresti, Romania

Hi Irina,

I am sorry to hear about your friend's stroke; it can be very frightening and sometimes debilitating. However, if his physician suggests that the manual gearbox and clutch pedal would be unwise for him, he has options to continue Morganeering. I have consulted with several professionals here in the US and have the following information for him. Automatic transmission Morgans are not unheard of; Jane Morgan had a Plus-8 with an automatic.

The first decision would be to choose which of two paths is preferable. If he were to modify his current 4/4, he would maintain the emotional attachment to his car, but he would lose financial value, both from the cost of modification as well as from the resale value since the originality would be lost. As you might expect, the resale market for automatic transmission Morgans is small. If, on the other hand, he were to sell his current 4/4, he could reinvest his proceeds in a car - perhaps older - more suitable for modification, thereby losing less financial value. In either case, the degree of difficulty would be similar.

Let's address modification to the 4/4 first. He should research other applications of the same engine in another car - a car that might have been marketed with an automatic. This would be simplest, thereby retaining much of the engine mounting and running gear (cables, hoses, wiring, etc.). If not, then perhaps another similar sized engine used in an rear-wheel drive application. Thinking about Romania, FIAT engine/automatic combinations come to mind. This would require rerouting much of the under bonnet gear. In either of the two cases above, the chassis

crossmember (where the pedals are located) and the firewall would have to be modified, together with a new tunnel cover and driveshaft, since the automatic transmission would be larger than the manual. Differences in weight aside, remember that 4-cylinders with automatics tend to drive less spritely than their manual counterparts - the car would lose some of its responsiveness.

In the second case, he sells the 4/4 and reinvests the proceeds in a different car. In this case, the basic car would be less expensive than his 4/4. It would also allow him to use a V8 engine which would compensate for losses in power transmission due to the automatic. The V8 in Plus-8 cars here is ex-Rover where it was indeed used with an automatic. In the USA, ISIS Imports in California (<http://www.morgancars-usa.com>) has been installing various (commonly used) engines in Morgans for better performance, greater reliability, and easier parts availability. You can contact the owner, Bill Fink, through the website. I do not know that Bill has ever put an automatic in a Morgan, but ISIS Imports has a lot of experience in alternative engine/gearbox installation. Also in California, another Morgan dealer, Dennis Glavis of Morgans West once had a Drop Head Coupe with a FIAT twincam and automatic, suggesting that he might be another good resource. His website is <http://www.morganwest.net>

In the USA, a 2009 car would be very, very new and not a candidate for deep surgery such as an engine/transmission replacement. Most of our modifications are to older cars, since the US regulations have prevented some of the newer Morgans from being imported. Staying on the European side of the Atlantic ocean, Ford of Europe is selling cars with a family of V6 and 4 cylinder "Ecoboost" engines, many of which have automatic transmissions - some of them manually shiftable without a clutch - so it might be worth exploring the availability of the engine and transmission together. If he knew of a shop with experience in engine/transmission transplants in Romania, then the economics would dictate staying close to home, regardless of which route he chose. If not, I would recommend a conversation with Melvyn Rutter (<http://www.morgan-motors-cars.com>) in UK about possible cars, work, and referrals.

Whichever route he chooses, he needs to pick a shop that has had significant and direct Morgan experience, since they will be modifying the very structure of the car. I hope this helps him (somewhat) and would be happy to explore further for him depending on his questions.

Run cool,  
Spider

# EVENTS, EVENTS, EVENTS!

.....

## MORGAN SPRING DUSTOFF at Toad Hall 2015

The Annual 3/4 Morgan Group Spring Dust-Off continues for the 15th year. The event will begin at 10 a.m., Saturday April 25, 2015. It will be a rain or shine event—after all we Morganeers are not WIMPS. As always, a special invitation is extended to MOPs members to join the Spring Dust-Off.

The club with the most attendees (as a percentage of total membership) will receive the thanks of a grateful nation. Since this may be our last year in Toad Hall, we're hoping for a record turnout. We will also be offering many of our auto-related items for sale (our house near Seattle has less space).

Coffee and pastries will be served, followed by a newly designed rally/tour through the beautiful rolling hills of Morris County to test our Morgans' engines (and our backs), before we return to enjoy a lunch of homemade chili, cornbread, and hot dogs.

Date: Saturday, April 25, 2015, 10 a.m.  
Place: Carriage House of Toad Hall (Burt & Mary Hunter's house)  
Address: 18 W. Main St., (Route 24) Mendham, NJ 07945  
Phone#: 973-543-4929, or 425-922-4786 or 425-922-5765

RSVP to Mary at [cazadors@aol.com](mailto:cazadors@aol.com) by April 23, 2015 (We need a headcount for purchasing food).

There will be a suggested donation of \$15 per adult at the event.

---

## THE RHINEBECK SPRING CAR SHOW MAY 3RD

*DUCHESS COUNTY FAIRGROUNDS RHINEBECK, NY*

Known locally as the "Dust Off," this show has been a fixture in Rhinebeck for some forty-five years. In its early iterations it was a one day show that drew maybe thirty or forty cars, today it entails three days, includes a massive automotive based flea market, and the show portion has been divided into two of the days, Saturday devoted to rods and customs and Sunday to antiques, classics, and special interest vehicles.

The 3/4 Group has had a presence there since the group's inception, with participation ranging from four Moggies up to a high of twenty-seven in the early 1980s. Judging is "dust-off level," with volunteers always encouraged, and we are generally put in the "Other Foreign" class which has three sub classes. As long as we have six or more Morgan's, we become a third of the class as a rule. One bit of information is that the show has a 1990 limit, though the organizer appreciates the uniqueness of Morgans and encourages those who have cars built since 1990 to preregister our Moggies as 1989s or 1990s so as to not upset the volunteers the day of the show (Pre-registered cars are not subject to questioning by well-meaning volunteers).

Registration forms are available at: <http://rhinebeckcarshow.com>

For more information, see the website or contact Jim Nichol at [jhalfdime@aol.com](mailto:jhalfdime@aol.com) or 845 229-5088.

*Let's welcome spring together!*

---

## THE CT MG CLUB'S BRITISH BY THE SEA GATHERING JUNE 7TH

*On The North Shore Of Long Island Sound*

British By The Sea is not a Concours event, but rather, it is a popular vote, fun Gathering. At the 2014 event, our final count was over 430 British vehicles displayed in 35 Classes, with etched glass mugs being awarded for first, second and third place in each class. While we do have four excellent food vendors, we also encourage you to bring your own food, snacks, and refreshments. You can also walk the beach, or tour the Mansion Eolia and enjoy the gardens that were originally designed by Beatrix Ferrand. For the past 21 years, the CT MG Club has been providing a yearly monetary donation as well as "People Power" to plant the gardens, bringing them back to their original grandeur.

If you wish to attend, you may request additional information and registration materials from the show's co-chairpersons, Annie and Steve Wincze via email at: [MGTD52@comcast.net](mailto:MGTD52@comcast.net), or via phone at (860) 693-4249.

For more info, and aerial video go to [WWW.CTMGCLUB.com](http://WWW.CTMGCLUB.com)



# ENJOY A MAINE CLAMBAKE IN NEW JERSEY

With Jeri and Bob Cohn

Sunday, June 14 @ 1:00 PM

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

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

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

The grill will be ready to cook anything you bring.

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

Robert Cohn

61 N. Pleasant Ave., Ridgewood, N.J. 07450

Call 201-447-6982 for directions, if needed

## CAR SHOW IN PERTH, ONTARIO

Sunday, August 23, 2015

See a new part of the world and enjoy a day in Canada with the Jaguar and Porsche car clubs. Hosted by 3/4 Group member Leo Lee, this event is a fundraiser for the local Rotary club. There will be a large, secure area for our cars, with nearby vendors, local entertainment and a microbrewer beer tent. Perth, famous for historic preservation of its stone buildings, is located on the Tay River, 50 miles southwest of Ottawa.

For more information, contact Leo Lee at 1-613-264-1146 or leomankinglee@gmail.com



Currently in Stock  
Two 2013 Morgan 3 Wheelers  
1992 Morgan Plus 8



**MORGANCARS-USA.COM 415.433.1344**

New Morgan 3 Wheeler Sales  
Consignment Sales of Used Morgans  
Restorations & Conversions

Serving Morgan  
Owners and Enthusiasts  
Nationwide for 45 Years

**SALES · SERVICE · SPARES · SUPPORT**

**ISIS IMPORTS LTD. SAN FRANCISCO · SONOMA COUNTY**



**MORGAN HISTORY CARBADGES**

Visit THE Web Site for All Your Morgan Badge Services

Hermen Pol of Morgan History Info Introduces  
**www.morgancarbadges.com**

Offering a Full Range of Badge Services:  
Buy & Sell • Browse Our Large Selection  
of Badges • Launch a New Badge • Design  
Services Available at Great Rates • Advice

**Coming Soon - New Hawaii Morgan Badge!**

# Treasurer's Report

## 3/4 Morgan Group, LTD.

January 28, 2015

To the officers, directors and members of The 3/4 Morgan Group, Ltd.

I have compiled the accompanying balance sheet of the 3/4 Morgan Group, Ltd. as of December 31, 2014 and the accompanying statement of revenues and expenses for the year then ended.

The accompanying notes are an integral part of these statements.

Respectfully Submitted,  
David J Root, Treasurer

## NOTES TO FINANCIAL STATEMENTS

YEAR ENDED DECEMBER 31, 2014

### BASIS OF ACCOUNTING

The 3/4 Morgan Group, Ltd. (the Club) employs, with two exceptions, the cash basis of accounting; recording and reporting income when it is received (as opposed to when it is earned), and expenses when they are paid (as opposed to when they are incurred). The two exceptions are (a) deferring the cost of the contract deposit for the 2015 Autumn MOG Resort and (b) pre-paid dues revenues.

The cost of the contract deposit for the 2015 Autumn MOG Resort is deferred and reported as an asset until the 2015 event takes place.

Member dues revenues are recognized as income in the year to which the dues relate. During 2014, dues relating to the year 2015, totalling \$5,240 was collected. These dues will be recognized as membership dues revenues in 2015.

### STATEMENT OF REVENUES AND EXPENSES

The year went much better than budgeted. Membership Dues were up; Morganeer expenses down; and Autumn MOG made a profit.

Regalia fell short, but this was due to the change to "expense when purchased" and we do not carry inventory on the books. Next year should not see the same problem.

The 2015 budget has a further increase in Membership Dues. However, it continues with a loss for Autumn MOG and adds the costs of the directory, resulting in a projected loss for the year.

## STATEMENT OF FINANCIAL POSITION

### ASSETS:

Cash	19,621
Autumn MOG Deposit	1,000

**Total:** **20,621**

### Liabilities and Equity:

Deferred Dues Revenue	5,240
NE North Events Reserve	290
Member's Equity	15,091

**Total:** **20,621**

## STATEMENT OF ACTIVITIES

### CHANGES IN ASSETS

REVENUES:	BUDGET
Membership Dues	9,730
Advertising Revenue	1,281
Regalia Sales	348
Autumn MOG	15,419

### OTHER CHANGES IN ASSETS:

Deffered Membership Dues	640
--------------------------	-----

**Total:** **27,418**

### EXPENSES:

Regalia	367
Bank Service Charges	42
Website	1,485
Autumn MOG Exp	15,058
Area Events	146
Morganeer	7,338
Insurance	2,264

**Total:** **26,700**

**INCREASE OF ASSETS** **717**

**ASSETS, BEGINNING OF YEAR** **19,904**

**ASSETS, END OF YEAR** **20,621**

## 2014 BUDGET

REVENUES:	BUDGET	ACTUAL	DIFF
Membership Dues	8,800	9,730	930
Advertising Revenue	1,200	1,281	81
Regalia, net of expenditures	500	(20)	(520)
	\$10,500	\$10,991	491

### EXPENSES:

Morganeer	8,000	7,338	(662)
Insurance	2,300	2,264	(36)
Website	1,500	1,485	(15)
Bank Service Charges	100	42	(58)
Area Events	500	146	(354)
Autumn MOG	1,000	(361)	(1,361)
Miscellaneous	100	0	(100)

**Total** **\$13,500** **10,914** **(2,586)**

**NET** **(3,000)** **77** **3,077**



# COMING SOON!

IN THE NEXT (OR POSSIBLY A LATER) ISSUE:  
'THE AUSSIE CONNECTION – ASUNDER DOWN UNDER'



## NEWSFLASH! Queensland, Australia

*(and you read it here first fellow Morganeers) It seems that a brave soul in Australia, having seen some photos of Spider's ongoing rebuild, has reached out in desperation to him from Terra Australis Incognita. ed*

I am restoring chassis #3329 in Queensland, Australia and attach this pic of my challenge. Can someone please advise Spyder Bulyk's e-mail address so that I may communicate with him on some minor technical aspects of the rebuild.

Chris Shaw

Chris,

Based on the photographs, I'd advise you to take up an alias. And I must say that I admire your pluck. The first recommendation I'd make is that you get a case or two of your favorite single malt and/or beer. You will find that - over time - you will be needing it more than any other tool.

I'm happy to see your 3329, as narrow body four-seaters are my all-time favorite Morgan body style. Our 3585 - The Great White Hope - is very, very similar to yours. I'm happy to help you out giving moral support and answering questions (remember to

buy those cases) and will dig when I don't have an answer.

As to the 'minor technical aspects of the rebuild' - it should be a piece of cake - as long as you can handle loss of sleep, anxiety, frustration, despair, skinned knuckles and sore muscles, and don't mind sniffing noxious vapors.

So keep us posted, mate. And oh yes, this puts you on record with our club membership, especially those who have done a rebuild, that you are now committed (that is, unless you want to consider saving yourself a lot of pain and anguish and commit yourself first)! Now get started old boy! I'm there for you.

Affectionately and (of course)  
Run Cool,

Spider  
Editor-at-Large, The Morganeer  
Tech Advisor, Plus 4 Morgans



MADISON BEACH GRILLE

1320 Boston Post Road • Madison • CT • 203-318-8362  
[www.donahuesmadisonbeachgrille.com](http://www.donahuesmadisonbeachgrille.com)



Olde World  
Restorations

Call Penny Bates for Parts,  
Service, Restoration  
PO Box 111  
Huntingdon Valley, PA 19006  
215-947-8720  
[OldeWorld@iglide.net](mailto:OldeWorld@iglide.net)

## Editorial Opinion

# WHAT'S A CLUB....? Spider J.C. Bulyk

*Madison, Connecticut In the Deepest Dark of February 2015*

**H**aving belonged to many different clubs – different cars, boats, literary, musical, etc. – I've often let my thoughts wander to what it is that makes "a club." I know that in most of them you can pay dues, see your name on the roster, get their newsletters, and list them in your Linked-In or Facebook profile. What else....???

During the four decades of our The 3/4 Morgan Group, Ltd. membership, our club has changed. We've seen it in its stellar moments and also in its cups. It's gone from a few nice cars and a few almost-ran-rats with a bunch in the middle, on to mostly newer and nicer cars with bigger budgets, some nice-runners, and almost no rats (that actually show up). Meets have gone from family events or solos to mostly couples. The membership has greyed – average age probably went from ~35 to more like ~55 – and with it the price of dream fulfillment has increased 5 to 10 fold. Our one page monthly flier, evolved first into the zerox'd *Morganeer*, and finally to the grand rotogravure variant you receive today. These aren't the only changes, but they are the most noticeable. So with all the changes, why join? What's the point?

Back in the dark old days, a young 20-something would buy a Moggie for \$2,000 plus. His maintenance budget was "whatever was left on Sunday morning after Saturday night". There were a few reputable repair shops together with a lot of rip-off joints that didn't know anything about Morgans. If you didn't join THE CLUB, your fledgling career as a Morganeer was over before it started. The car wouldn't run. You spent time and money but still managed to miss meets. Your newest belle de saison didn't like the ol' rust bucket. Time went by and you sold it. UNLESS...you joined the club.

The club was a font of technical information, parts sourcing (then impossible), friends with wrenches, and a social circle that was fun to cultivate. For a \$20 membership fee (two cases of Pabst, a bottle of Four Roses, and a carton of Marlboros), you got a ride to NeverNeverLand. Unless you had deep pockets, you could not own a Morgan and NOT be a club member. Deep Pocket guys back then usually set their sights at slightly higher prices than Morgans, but there were exceptions. At some meets (total cost = \$37.50 including banquet) sitting at a round table, on your right was a guy with 3 racing Morgans and a machine shop in his 18-wheeler; on your left was a guy who scrounged the coin from under the sofa cushions to pay for the gas to get there. Back then the words "Morgan" and "Restoration" never appeared in the same sentence. Fix, repair, race, yes. Restore, no.

Okay - so fast forward to recent. The Club doesn't have any 20-something members. Newer cars need less maintenance and most cars live in gentle surroundings. Small repair work is handled by owners or by small local shops. With some notable exceptions, in-depth repair work is either handled by dealers like Morgan Spares, or by those same local shops. During this era, the club became coffee-and-cake, some tours, a meet or two, and some booze.

This began to change as the club started to hit retirement age, and members began to take on "projects." Projects were largely to keep them from daily loitering around the house and being shot or stabbed by their spouses. Project work actually brought the club back together again; all throughout the ~250 memberships, small socio-technical circles formed to work on each other's projects. Cars were painted, engines rebuilt, gearboxes pulled, lies were told, hands got hurt, tools were broken, people laughed, alcohol was consumed. If you've never been involved in this, you are missing a big part of what your club has to offer, not to mention an extraordinary learning experience. I'm not just talking to my fellow adult males: women, children, and grand children can have a ball, learn a bit about yesterday, and pick up more than a few handy life lessons this way – not to mention some interesting colorful metaphors.

The club is more than mechanics. We've watched families and children grow up alongside ours. We have friendships built throughout all of those four decades, some whom we only saw once a year plus Christmas card. As an example, Martin and Steve Beer run their father's shop – CMC, Canada's Morgan Dealer; we autocrossed against them before they were old enough to have driver's licenses (they won). To quote Lenny quoting Scott, these are people who'd never talk to one another if it weren't for these funny little cars. These friendships have blossomed into other interests beyond the car: music, art, schooling, careers, and travel to name just a few. The relationships and networks have also mushroomed, introducing us to new friends around the corner and around the world.

But wait! There's more! When The Hope was rear-ended in Harpswell, ME, last July, we were at Lobster MOG. I cannot describe how overwhelmed we were by the care and consideration of fellow Morganeers. I'll mention no names for fear of omitting someone, but everyone was worried about us, expressed concern, made suggestions, told their own stories for commiseration. We were offered houses to stay in, rides back to Madison, trailers for the car, garages, and help with repairs. Folks went over The Hope inch by inch and reported what they saw to help with what they knew

was coming. Later, at Autumn MOG, we received a matched set of commemorative shirts – embroidered with a likeness of The Hope – and reminding us that it would indeed ride again. Support this strong helped us evade the clutches of some really dark emotions.

At Autumn MOG, Annamae and Philip lost a clutch cable several miles from the Jiminy Peak resort. No fewer than six Morgans responded, got them bump started and safely back to the inn, then on to Morgan Motors of New England, where clubmember/owner Larry opened his shop on a weekend to bring them in and solve the problem.

These are two recent stories but there's more than a few more. Sure, you could call AAA and have it towed – but don't expect this kind of love from the local AAA driver. You may solve your immediate physical problem, but without the club, the emotional ones would continue to haunt you. Been there, done that, got t-shirts.

So, the next time *The Morganeer* comes in, sit down and read it in detail. When you finish with all the interviews, humorous side-bars, member profiles, photos of obscure stuff, and put it down, you will swear that you've known these folks all your life. Members share intimate – sometimes humorous, sometimes tragic, and sometimes mundane – details of their lives and struggles for all to see. We are a lot closer group than you might be inclined to think at first: more like each other than unlike each other (difficult for me to admit!)

I'll also admit that, as a long term dues payer, I'm probably more drawn to the others of my ilk - the Nichols, McKinleys, Fredericks, Meyers, and Willoughby's, etc. – who remember the club and good clubmanship the way it used to be, back when we were 20-some-things. But that doesn't mean that the club's not strong. For all the rents and tears in its techno-socio-economic fabric, many new(er) members embody the original spirit and put their own brand on it. It's an organization in which all of us are given the opportunity be more like ourselves than we've ever been before. The Club retains a vital life force that can continuously reinvent itself.

You're now almost finished reading an incomplete answer to my opening question of "Why join?" Our club can be compelling and at times endearing. Not all clubs are so; some I've joined and couldn't exit fast enough. The above is also a précis of what the club does for you, depending on how strongly you engage. You now need to ask yourself, what have you recently and continuously done for the club, for your friends, the members, and for the future preservation and potential of this ideal?

And oh yeah – run cool!



## 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  
jvfflynn@jvfflynn.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 Bulyk  
(203) 640-5700  
shiftright@icloud.com

**Graphic Designer**  
Nicole Kachmar  
nlkachmar@gmail.com

### 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  
billclark424@gmail.com

**Regalia, Doug and Karin Constant**  
P.O. 225  
Orient, NY 11957  
(631) 323-2646  
info@douglasconstant.com

## SUBMISSIONS

THE MORGANEER is the official news magazine of the Morgan 3/4 Group, Ltd., a nonprofit corporation dedicated to furthering the use and appreciation of Morgan sports cars. It is published bimonthly, all issues printed and mailed to current members and also electronically via email attachment, and may also be accessed on the club website.

Deadline - 5th of the first month of issue.

Address all copy and photographs to the editor. Please observe the following guidelines:

**Copy:** Send text as e-mail attachments in Microsoft Word format to the editor. If you do not use Word, then send copy as a text (.txt) file or rich text format (.rtf) file. If you do not use e-mail, send to the editor's address.

**Photos:** Send no more than four photos for an article, preferably digital photos sent as e-mail attachments in .jpg format. In the e-mail message, include the filename and a caption for each photo, identifying people, vehicles, site, etc. Also note whether a photo should be put in a particular place in your article. Printed photographs will be returned if you write your name and address on the back of the picture.

To place ads, please contact the Advertising Director. Submitted material which has appeared in a copyrighted publication must include written permission from the copyright holder for reprinting.

For changes of address allow 4 weeks for change.

If Undeliverable Please Return to:  
Jack Flynn • Registrar  
388 High Head Rd  
Harpswell, Me 04079

PRESORTED STD  
U.S. POSTAGE PAID  
BOSTON, MA  
PERMIT NO. 54302

bring on the curves

### for everything Morgan

- Largest inventory of Morgan parts and accessories outside the UK
- Service, repairs and upgrades
- Award winning restorations
- Complete mechanical rebuilding
- Specialists in cars 1950 to current
- Buy, sell or trade a Morgan
- The best technical service anywhere
- Visit our comprehensive website
- Family owned and operated since 1977

**Morgan Motors**  
OF NEW ENGLAND



**Morgan Three Wheeler**  
Now Accepting Deposits for 2015 Production  
Factory Authorized New Morgan Dealer

*Our illustrated parts  
catalog available free  
online or call for a  
printed copy*



www.morgan-spares.com • morganspares@taconic.net • Parts (888) 345-6647 • Tech (518) 329-3877