

The Morganeer

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Autumn MOG 2018



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FROM THE PRESIDENT

Lately I have been the unenthusiastic recipient of several of these “All the Things I Am Thankful For” emails from friends. I freely admit that I am not really a “Chicken Soup for the Soul” kind of person. You can guess that these aren’t really my favorite emails. But I do the right thing and at least open them so I’m not lying when they ask if I read their note.

Yesterday a friend sent me ‘Car Innovations We Are Thankful For’. Clearly one of my better friends. Curiosity won, I opened it, and I had a wonderful time reading it. Not for the reasons they thought—but let me share my internal commentary to each of their salient points.

Number 1: Cup holders. *Ok, first thought— isn't that what the navigator is? My second thought, yeah ok, maybe I could use one of those, I do sometimes have trouble fitting everything in the car.*

Number 2: Key fobs. *Well, my mom's 2016 Avalon is a push button start. So is my 1953 flat rad. Your point?*

Number 3: Air conditioning. *I have that. And mine never needs to be recharged.*

Number 4: Windshield wipers. *Okay, fair point, mine don't always work. But they sure are cute.*

Number 5: Convertibles. *Got that covered. Or uncovered.*

Number 6: Cruise Control... *I have that. I totally control where I cruise. Totally.*

Number 7: Computers. *Dear lord, one thing I like best about my car is that it gets me AWAY from my computer.*

Number 8: All-wheel drive. *Yes, all my wheels drive fine, thank you.*

Number 9: Power steering. *It's way over rated! At the very least I get a good workout!*

Number 10: Automatic transmission. *Face it, manual is way cooler!*

Then I started thinking about my own list of thankfulness. Here's my top ten:

Number 1: Thankful that my car started on the 4th time.



Number 2: Thankful that I can enjoy revving the engine at the stop sign – just a little!

Number 3: Thankful that after driving the Morgan, I have no worries about a bad hair day, it is a given!

Number 4: Thankful that there are people still able to look up from their phones and notice the sleek car in front of them!

Number 5: Thankful that the windshield wipers decided to work after all. (but only on sunny days..)

Number 6: Thankful that I got home just before that big grey storm cloud

Number 7: Thankful that I didn't need to search the whole garage for that one necessary tool.

Number 8: Thankful for the sunny days in autumn

Number 9: Thankful for the sunny days in spring

Number 10: Thankful that I am way more cool because I drive my Morgan.

In my follow-up discussion with the sender of the original email, as we debated my coolness, I had the strongest argument of all— hey, James Bond drives a stick. As USA Today columnist Craig Wilson pointed out, “There are too many things wrong in this world today to add James Bond driving around in a car with an automatic transmission.” Ergo I am cool—call me “008!”

And of course, finally and most importantly, I know a great group of people who all feel just like I do. And I am thankful. Happy Thanksgiving everyone.

Maura

FROM THE EDITOR

Right from the start I had the feeling that this would be a very special Autumn MOG. As I drove in to the Jiminy Peak lodge (after six long hours on the road) early Thursday afternoon, the first thing I noticed was two unfamiliar folks hard at work cleaning up their M3W. As soon as I parked I sauntered over and introduced myself to Rich and Dee Gibson, who had come all the way from Rockford, Illinois via the British Invasion to come to their first Autumn MOG. As you will discover later in this issue, they made out amazingly well in the awards department.

After checking in and stowing my bags in my room I sauntered over to the Hospitality Suite, where Marsha Carter was already in place and setting up the Registration table. I helped stuff some goody bags before I was distracted by the sound of a Morgan arriving outside the back patio of the suite. I walked out to discover Hospitality Suite chair Alison DeKleine in her 4/4 4-seater; the rear seat area and front passenger seat and footwell from floor to tops of the doors packed full of cases of beer and wine. This girl KNOWS how to party!

And so it went. From then on and continuing over the weekend it was just one event after another with partying and socializing in the Hospitality Suite in between and just a little time for needed rest (but not much, since you didn't want to miss anything.) From the Friday autocross to the Friday night dinner to Saturday's concours, rally and awards dinner it was just one BIG party.

I suppose it is almost superfluous at this point to say this is the Autumn MOG issue. We begin with **Pat Hennessy's** lighthearted 'Laughter MOG' offering. She certainly was one with an almost not unbroken smile on her face all weekend. She is definitely one of the club's top cheerleaders.

We continue with yours truly's tongue in cheek (as always) 'To Autocross ...'



article. I had not planned to run the autocross until several weeks before the event, but a bit of cruel Shakespearian fate took over. There never really was an option of ... Or Not to Autocross.' All things considered it turned out okay.

Next is a wonderful 'thank you' article written by the aforementioned **Rich and Dee Gobson** on their first Autumn MOG experience and introduction to the club. Needless to say after you read the article, we made a rather positive first impression.

The Autumn MOG 'Rallymaster' of many years now, **Jim Nichol**, is known for coming up with some rather obscure and some would say diabolical clues (especially if you are not very familiar with '60s and early '70s rock groups and their songs/lyrics). In the past he has given a presentation at the awards banquet showing photos with the correct answers to all the rally clues. This year, in the interests of wrapping up the banquet a bit earlier, we decided to forgo this and put something in this issue instead. As you will see, he was once again true to form. At least the rally this year was, as I have been told, 'mercifully short.'

Moving on from the Autumn MOG theme articles, **Steve Scheffbauer**, this year's winner of the coveted Morganeer 'Pen is Mightier Than the Wrench Award', continues his fine reporting with coverage of the Fall Festival at Lime Rock, which featured Bugatti as this year's featured marque. Bugatti might be one of the few marques that can trace its longevity back as far as our venerable Morgans.

Finally, while most of us were enjoying the summer just driving our Morgans on back country roads, a few of our compatriots were racing their machines full out at Lime Rock and other venues. Some guys just don't know how to sit back and enjoy the ride, as **Mike Virr's** 'Racing Season Wrap-up' report explains. For them it's full out, full throttle ... or nothing. And of course, they did rather well, other than dueling with one pesky Aston Martin DB4. Oh well – can't win 'em all Mike.

So, as this issue goes to print another Morgan season has come and gone and it is time to put the old girls and boys to bed for the Winter. I suppose the whole Morgan owning experience can be summed up in one famous Shakespearian quote: *What fools these Morganeers be!* Yes, yes, William old boy ... but we DO have fun!

The Road Goes On Forever,
Frank

TO THE EDITOR

Frank,

Regarding Mark McCourt's story on the new Mogs allowed in the country. A few years ago we were returning from the Brit Invasion in Stowe VT. While stopped at a gas station in lower Vermont, we got two remarks from people passing by. The first fellow asked if the Plus 8 was a "continuation" car [as in the new Cobras built by Shelby] and I replied, "It is a continuing car". Semantics, you know. The second wise guy asked, "How many trees had to die to build that car"? Only in Vermont.

John McNulty

Frank,

I was entranced by Steve Scheffbauer's reminiscence of his first USGP, that being Watkins Glen in 1964. It too was my first exposure (Other than R&T and SCG) to those fabulous 1.5 liter screamers. Since the enthusiast magazines were three months behind, we had no idea that Enzo Ferrari had had a fight with the Italian Automobile Club and

Continued on next page

TO THE EDITOR CONT.

would run the Prancing Horse team in Luigi Chinetti's NART US colours.

Having bummed a ride from Oswego (in a 2 door '57 Ford) with three other college buddies, we headed south toward our goal. Our pilgrimage was less memorable than Steve's and we arrived at the track early Saturday morning. With the ignorance and impetuosity of youth our camping supplies consisted of four sleeping bags and a fair number of cases of Genny. Period.

Our arrival in the infield was punctuated by a shrill scream foreign to my ears, but oh so delectable, turned out to be the 1.5 liter Ferrari V12...and while Richie Bucknam's Honda was shrill, nothing compared with the Ferraris...except where were they? No blood red cars were on the track (three years of R&T and SCG had at least schooled me in GP colours), just these evil looking white torpedos with USA blue racing stripes. While access to the pits was tough, visiting the team garages in the village was no problem and close looks at those near-mythical steeds was also a piece of cake! Just strolling through the Ferrari garage downtown was like entering nirvana!

We camped and watched the GP up at The Loop (this was before the track was enlarged) and were fortunate to find the results in the NY Herald Tribune on Monday.

It was a journey I'd make for the next eleven years.

Jim (Nichol)

PS: By 1968 I'd become adept enough to meet and take close-ups of both Graham Hill and '68's winner, (Sir) Jackie Stewart!



Laughter MOG

Pat Hennessy

Laughter. That's what defines Autumn MOG for me. Sure, I love Autocross (more on that below). I love a field of Moggies shining on a bright morning Concours. I rally, seriously or not. Through it all, laughter is a constant, bright thread.

Did you know that the most useless organ in the body is the appendix? "You lousy appendix!" ought to be our most emphatic insult, instead of the body part most commonly referred to. I can't print the conversation that led to that point—use your imagination. And laugh out loud.

I love Autocross. As I've said time and time again, coming in last by an unmen-



tionable number of seconds doesn't dim the thrill. This year's event was exceptionally thrilling. An animated cone jumped under my gearbox during an exceptionally tight run. It echoed hollowly through the frame during the rest of the course. I drove my fastest, but I don't think that dragging a plastic appendage added to my speed. I am told that dozens of photos were taken of said appendage. I've managed not to see any of them, so far.

Photos, this page:

Top: Shayna Loeffler's "Fascinators" drew a host of fascinated appreciators, including John Bigler.

Bottom: Alison DeKleine certainly knows how to have fun—and spread the fun to everyone.

Opposite page:

Top: Jim Carter and Maura at the awards banquet

Bottom: No Autumn MOG is complete without a bunch of guys bent over an engine.



As if a field of Moggies shining their best weren't enough, a crazy hat contest added an extra boost of color to the Concours. I saw most of the morning through a fringe of feathers, blue and white and silver. I just thought of them as fluff, but fashion expert Shayna Loeffler knew the exact name for this type of headgear: "fascinator." Shayna was fascinating indeed when she wore the concoction to the banquet. "I put it on and I felt like Za Za Gabor," she says. She looked a dozen times classier than Za Za. Alison DeKleine took home first place in that contest. I think the hat matched her personality to perfection.



When Marti Nichol and I teamed up for the Rallye, we agreed to take it easy—no serious competition here. Twice the estimated mileage and one sore set of shift fingers later (it's not easy to throw a Morgan into reverse time and time again) we

crossed the finish line with one minute to spare. I don't know if Marty was able to hold our third-place award in her aching hand; my ribs were still sore from hours of laughing.

People, friendship, laughter—that's

Autumn MOG for me. Certainly, it's the cars that bring us together. There's no such thing as an Autumn MOG without a bunch of guys' heads over an engine. Yet, in the end, the memories that last are the good times we shared together.





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To Autocross, or Not to Autocross - That is the Question

Frank Wnek (with apologies to the Bard of Avon)



Yes, dear friends, autocross has been a part of Autumn MOG tradition since Shakespeare (a BIG autocross fan and competitor) drove his vintage three wheeler in the very first Morgan owners gathering in Stratford on Avon several (well, at least one) centuries ago. When about 3 weeks from Autumn MOG I received the bad news that our perennial AM Autocross Chair, Scott Willoughby, would not be attending the event my first reaction was – *Out damn spot!* Forget it, we would not have an autocross. Then I thought of my friend Barrie. I imagined that his reaction to that news might be something like – *et tu, Brute?* I knew that, for Barrie – *all the world's an autocross, and all the men and women merely players.* So I thought I would co-opt him and get him to help me with the set up. Ah, *the play's the thing!*

I quickly emailed Barrie, and Larry Eckler also, asking if they would help. Barrie's response was almost immediate and enthusiastic. He not only said he would love to help, but also attached several diagrams of possible courses. *Some are born great, some achieve greatness, and some have greatness thrust upon them.* Even Maura, a slightly competitive autocrosser herself, said she would come early and help out if needed. *The lady dost protest too much, methinks.*

Looking over Barrie's course sketches, it was obvious that they were designed to favor horsepower and speed, and therefore his Plus 8. *A horse! A horse! My kingdom for a horse!* His designs were also a bit complicated, criss-crossing back and forth over the course several times. My idea was to make the course simple, so no one would get lost in a sea of cones. Barrie's lovely course sketches reminded me of a cross between a Picasso pen and ink drawing and a Rorschach ink blot. You know, those ink blot prints that a psychiatrist shows his patient and asks "What is the first thing that comes to mind when you look at this?" The patient replies, "My mother-in-law."

"And this one?" the psych continues. "My mother-in-law."

"And this one?" (You guessed it) "My mother-in-law."

Then the shrink writes in his little notebook 'Obviously a Morgan owner. Further treatment hopeless.'

The morning of the autocross dawned with typical English weather – overcast and 'dull with mist.' I arrived at the Berkshires Mall former (now closed) Sears parking lot at the appointed hour, 9 AM, to find it deserted. *Romeo, Romeo. Wherefore art thou Romeo?* Just as I started to get a bit nervous, Larry and his entourage appeared, Larry at the wheel of a M3W, a shopmate Keith in an Aero 8 and young Katie driving the utility pickup truck.

Barrie arrived soon after and we started setting up the course based

on a slightly soggy simplified drawing I had jotted down on a notepad and pulled out of my pocket. The space was so large that I thought a few big S turns followed by slaloms would be needed to keep things at safe speed. Larry and I started setting up one side of the course and Barrie the other. As we met in the middle, I noticed that Barrie's idea of an S turn was just one sweeping gentle turn (obviously favoring the plus 8). While Larry distracted him, I changed Barrie's sweeping turn into a much sharper S turn and then diabolically added a hairpin turn (Barrie HATES those) at the end of the second slalom. *Discretion is the better part of valor.*

Then we decided we would all drive the course and evaluate. My impression was it was tight, but very drivable and hard to get lost. Larry opined that it was tight, but he liked it (it favored his M3W, of course). Barrie's response – "It's TOO tight!" I pretended to go out and move a few of the S turn gates a few feet and declared the course ready to run. *Cry "havoc", and let slip the dogs of war!* Barrie reluctantly conceded the course was okay with him. *The course of true love never did run smooth.*

By the time we were ready to begin, the mist had stopped, the players had arrived, stowed their hoods, put

on their determined, competitive game faces and donned racing helmets in excited anticipation. Thirteen enthusiastic autocross aficionados then ran the course for three official runs in two heats of seven and six cars. Everyone had a great time, no one got hurt (except for one poor cone that had to be put out of its misery) and the competition was fierce, with some new top contenders coming to the fore. *Frailty, thy name is woman.* Not so at the Autumn MOG autocross! *Rather - what fools these Morganeers be.*

I won't tell you here who the class winners were and who took the coveted 'Fastest Time of the Day.' You'll have to check the Autumn MOG Awards page to find out. I will say that there were three drivers – one in a M3W, one in a Plus 8, and a third that came out of nowhere in a Plus 4 Drophead Coupe (no, not me) that all were within 4 tenths of a second for the FTOD honors. And a new fastest lady driver. *Uneasy lies the head that wears a crown.*

When will our club autocross again? Will it be *this* is



very midsummer madness? Or will it be the winter of our discontent?

Final scene: Lest I forget, John Bigler asked if he could run the autocross course in his Toyota Tacoma pickup. After lecturing everyone on emptying all loose objects out of glove boxes, tool trays, etc I looked on in some embarrassment as John launched from the starting gate with his racing kayak still strapped to the roof rack of the pickup. Fortunately the lovely racing kayak remained in place, and John's run earned him the Slowest Time of Day honors. *What fools these Morganeers be!*

Photos:

Top: Pat and the DOA cone

Bottom: Pat Hennessy on the course

Here our intrepid Autumn MOG rallymaster attempts to explain his unnatural penchant for interpretive road signs, bridge abutments and cemeteries. ed

Autumn MOG Rally Retrospective

Jim Nichol



In an attempt to keep the Autumn MOG banquet/awards/auction to a reasonable duration, your rallymaster chose to pass on a recap of the event. For those two Morganeers who might be wondering about the rally answers, here's a somewhat quick run-through.

A thank you for all the competitors for keeping their smart phones put away. On exiting the Shaker site, most everyone caught the "No Overnight Parking" sign on the left though a number of us did not know that Richmond was a NYC borough (AKA Staten Island). In a similar vein, most knew that Massachusetts is a Commonwealth as noted on the Mass. Highway Maintenance building. Your rally staff has received some criticism over the Parnelli Jones car number query. As lovers of

things vehicular (as well as competitors), the mailbox with "98" on it should have jumped out at us all!

We may not all be aficionados of things cinematic, but here is where some knowledge of "Blazing Saddles" comes in handy with "Rock Ridge," the town's name, found as the name of a farm. This was followed by a nod to our



sometime rally assistant, Peter Perry, with "Perry's Peak."

Next we passed Dublin Rd. for a second time after which came upon a topiary (AKA "a shrubbery" for we who are Monte Python devotees) chopped into the form of either a white tailed deer or a llama (this entailed a text to brother Bob whose question it was), and mere feet before reaching Swamp Rd. our eyes were drawn to the Northeast School building, a one room schoolhouse that was in use for 146 years!

On Swamp Rd. we noted "Boys Club Rd." across from Bartlett's Farm Market (think pears) and the White Horse Farm, the home of a Heated Indoor Ring shortly after which we left the town of Richmond for the city of Pittsfield and the now named Barker Rd. (possibly Pittsfield has something against swamps?) where one must watch for aircraft from the municipal airport.

Crossing a stream twice we found that their bridges were built 14 years apart and a short while later passed under a railroad overpass that dates from 1915, two years before the USA entered WW I. Our next stop sign saw us facing signs for both Berkshire Community College and Pittsfield State Forest. While here we could have added a question regarding Valentine Rd. for those pairs who were at loggerheads, but decided to let them heal on their own as they passed the new Taconic

Photos:

Top: Rallymaster Jim Nichol presenting awards

Middle: Marti Nichol and Pat Hennessy start out on the rally

Bottom: Perry's Peak Road

High School after which the opportunity to count scarecrows was lost as once the garden's bounty was harvested, the scarecrows headed to another site.

Heading down Pecks Rd. we passed by Thomas Island before we continued on Hancock Rd. where 3 ceramic ducks rested just before Newton Rd. (Isaac or Wayne? Who knows!). As we reached the light to enter Route 7 we spotted the successful runs of the Pittsfield S. Little Leaguers (1976, '77, 2000, '01) followed by the Rusty Anchor (2012), Greylock FCU, the Lakeside Bar & Grill, and possibly home of the Baker St. Irregulars. While not a farm implement, our next puzzle was to figure out how the Lanesborough FD's chemical wagon was drawn... turns out by the firemen of the time!

Yet another query that required outside knowledge was the burial site of Josh Billings, a humorist who was overshadowed by the works of Mark Twain. Now we found that St. Luke's Church was home of a crooked spire that seemingly hung suspended at an

angle that should have seen it topple to the ground. In honor of our 3/4 Group president, we at last located a hay rake knowing full well that if we'd completed the rally with no agricultural implement, we'd never hear the end of it! As long as our eyes were drawn to the rake, we couldn't leave out inquiring about the purple Martin house next to it.

Nearing the end of our run we passed a "Private Way" of Saltbox Farm followed by 8, not 7, but 8 wind turbine windmills (yes, one had only its tips visible) but there were 8, Sarah.

Our tiebreakers pointed to a site that once was a drive-in theater and now is the home of the Bill Laston Memorial Fields and the 19 thoroughfares named for cities.

All in all a rally we hope all enjoyed, and we were a bit put out that Scott was not able to harass us after the rally's close!

Photos:

Top: Infamous 'agricultural implement'

Bottom: obligatory bridge abutment date



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IT'S A BUG'S LIFE

Bugattis, Bugattis, Bugattis

Lime Rock Park, Gathering of the Marques
September 2, 2018

Steve Schefbauer

When Ettore Bugatti first began his automobile company in 1909 I am sure he had no idea that 70 of his creations would be honored, displayed and raced some 109 years later at Lime Rock Park. A concerned customer complained about the brakes on his Bugatti and Ettore was quoted as saying, "I build my cars to go, not to stop".

His most famous creations included the Type 35 Grand Prix, the type 41 Royale and the beautiful Type 57 Atlantic. All, and many more, were gathered together for The Vintage Fall Festival on Labor Day weekend.

Photos:

Top: Bugattis galore on the track

Middle: Bugattis prepping to race

Bottom: Bugattis all lined up at the Concours



The Concours on Sunday was a judge's nightmare with so many well preserved examples of the marque on display. Still the best of show for Road and Touring went to Ralph Lauren's 1937 Type 57 convertible. Best in Show Sports and Competition went to Bill Binnie's 1932 Type 44.

Racing on the other 3 days had a special group for Bugattis only. Everything from a 1913 Bugatti T22 to a 1937 Bugatti T57 raced in priceless cars. Such bravery in light of the age of the cars and the difficulty in repair in the event of a shunt.

Moving to The Gathering of The Marques - we had a pretty good club turnout with 9 participants. Jamie Goodson, John Haines, Joel Spiro, Marc Wunderman, Ken and Nancy Mull, Peter Ledved and Mike Virr all showed up, Mike displaying his '34 Riley Ulster at the Concours.

What a difference a year makes. 2017's heavy rains put a damper on turnout with just a smattering of British cars and an overall lack of participants throughout Lime Rock. This year was a madhouse for track workers trying to find space for all the marques, so if you showed up after 9AM you had no chance of being with your group, hence some of



Photos:

Top: Goodson Plus 8 and Mull Plus 4 at Gathering of the Marques

Middle: John Haines' lovely '65 Plus 4 Drophead Coupe

Bottom: A nicely restored Bugatti Grand Prix

our club members were on different parts of the track.

Here is the good news—Marc Wunderman and his 1934 SS three wheeler garnered the award for Best British Marque. That's two years in a row that a club member has won this award. Jonathan Kinghorn took home the award at last year's Gathering of the Marques.

How great was this day? I will leave you with a quote from Marc Wunderman—“It was the rarest kind of show where you don't run out of things worth looking at after the first 45 minutes. I felt like I walked for hours and still not sure I saw it all. Had a really good time”. Amen Marc!

Photos:

Top: Joel Spiro's Aero 8

Middle: Signed by Ettore Bugatti

Bottom: Marc and his Best British Marque Award





Photo: Jamie Goodson, Ken and Nancy Mull and Marc Wunderman taking a break



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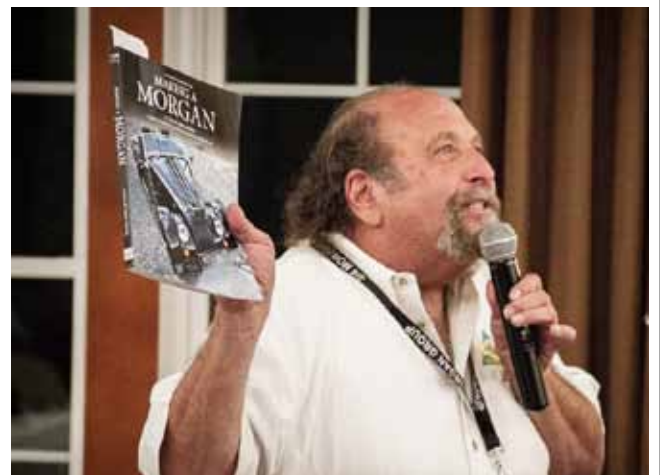
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Autumn MOG *The Faces*



Autumn MOG *The Concours*

Photos by Tom Austin, Mara Abrams,
Jane Mattson, Maura Hall, and Susan Rho





Autumn MOG

Bonnets, Grills and Sparkling Engine Bay



HOSPITALITY GALORE!



Rich and Dee Gibson of Wisconsin (and Illinois) want to reach out and thank every 3/4 Morgan Group member who welcomed us so warmly to the Autumn MOG in Hancock! We had arranged to travel to Stowe for the British Invasion and in August stumbled upon the 3/4 Morgan Group notice of the Autumn MOG in Hancock. Registration form and check were sent in with a checkmark made that “yes”, we were interested in joining the club. And why not? From the very start we were welcomed right in to the hospitality room with wide open arms. What a great group of people in this club!

The Autocross was amazing in many ways. We had never seen anything like this in the Midwest and were blown away to see these beautiful Morgan's racing the course. The effort made to plan, set up, and run the Autocross is applauded. Where did you get that timing equipment?

We had always wanted to participate in a Road Rallye but had never had the opportunity to do so. We have to say that we had a ball! The clever clues had

us stumped on several occasions – but we are not quitters! We were bound and determined to get each and every answer! It tickled the funny bone to see the Morgans here and there going opposite directions, often more than once, to try and recover a clue on various legs of the course. There were lots and lots of laughs all around! Kudos to the organizers of this fine event!

And hats off also to the bagpiper, welcoming the Morgan's to the Concours as well! We never expected to see so many, many fine Morgans in one place! The most we had ever seen was eight!

The well-organized and stocked hospitality room as well as the dinners at the various locations were fabulous. We know these arrangements take time and effort to plan and conduct, and they were well done. Another feather in the cap for the club!

Many club members reached out personally to welcome us to the club. We came to Hancock knowing no one and left with several new friends. The warm welcome we received throughout the gathering is a credit to the club and to its individual members, and we thank everyone for their part to make our first Autumn MOG a great experience.

Rich and Dee Gibson

Photos: **Top:** Rich and Dee with their M3W and BIS trophy

Bottom: At the awards dinner with their swag





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Autumn MOG 2018 Awards



Best in Show - The Gibsons and their M3W

CONCOURS

VINTAGE CLASS

First Place	'53 Plus 4 Flat Rad	Brian Hall
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4/4 CLASS

First Place	'83	Peer Just
Second Place	'67	Maura Hall

Plus 4 (2 SEATERS) CLASS

First Place	'62	David Webb
Second Place	'62	Tom Austin

Plus 4 (4 SEATERS) & DHC CLASS

First Place	'92	Lenny Mandel
Second Place	'63	Dean Meyer

Early (Pre-1995) Plus 8 Class

First Place	'72	Ted Lucas
Second Place	'69	Brent Follweiler

Late (1995 and Newer) Plus 8 Class:

First Place	'98	Jim Carter
Second Place	'03	Hugh Heller

New (Aeros, Roadsters, Trikes) Class:

First Place	'14 Trike	Rich Gibson
Second Place	'05 Roadster	Mac McCampbell

BEST IN SHOW

'14 TRIKE

RICH & DEE GIBSON

PARKS & RECREATION RALLY

First Place	Rich and Dee Gibson
Second Place	Maura Hall and Tanya Ries
Third Place	Marti Nichol and Pat Hennessy

AUTOCROSS

4/4

First. Place	Alison DeKliene	47.358
Second Place	Maura Hall	48.428

PLUS 4 DHC

First. Place	Morgan Malone	42.435
Second Place	Frank Wnek	51.323

PLUS 4 4 SEATER

First Place	Lenny Mandel	45.047
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PLUS 8

First Place	Barrie Abrams	41.735
Second Place	Bob Cohn	47.127

M3W

First Place	Larry Eckler	42.098
Second Place	Keith Neer	43.436

WOMEN

First Place	Katie Eckler	46.804
Second Place	Alison DeKleine	47.358

FASTEST TIME OF DAY **Barrie Abrams** **41.735**

Rookies of the Year **Rich Gibson & Katie Eckler**

Conehead Award **Pat Hennessy**

(one cone launched on ballistic trajectory, one cone destroyed – had to be euthanized)

SPECIAL AWARDS

Harry Carter Esprit du Vent Award

Marc Wunderman

Barbara Ross Award

Maura Hall

Perry Award

Dick & Elizabeth Williams

Rookie of the Year

(See autocross results above)

Morganeer Pen is Mightier Than The Wrench

Steve Schefbauer

Who Came the Furthest in a Morgan

Kelly and BJ Overman (Searsport, ME)



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Autocross KING - Barrie Abrams



Conehead Award - Pat Hennessy with DOA cone



Harry Carter Award winner - Marc Wunderman



Who Came the Furthest in a Morgan - Kelly & BJ Overman



Perry Award winners - Dick & Elizabeth Williams



Barbara Ross Award - Maura Hall

The Morganeer Pen Is Mightier than the Wrench Award 2018

NOMINEES

- Jan/Feb Issue** Morgan Tales and Fables
from Another Century
Fred Cohen
- Profile of Martin Webb
Steve Schefbauer
- Mar/Apr Issue** Hearts of Ash
Spider Bulyk
- Breaking the Mould Part II
Douglas Hallawell
- May/June Issue** MadMOG At The Madison
Beach Hotel
Andrea Lucas
- Morgan's Mercurial Motor Maker
Jonathan Kinghorn
- Jul/Aug Issue** Hobnobbing With The Grey Poupon Set
Steve Schefbauer
- Bristol British Motorcar Festival
Alison DeKleine
- Sept/Oct Issue** Watkins Glen or Bust
Steve Schefbauer



And The Winner Is . . .
STEVE SCHEFBAUER

Who Came the Farthest in a Morgan (To Autumn MOG)

This year one couple, new club members, came by far the farthest to Autumn MOG in their recently acquired Plus 4 roadster. It was from Searsport, Maine via the British invasion the weekend before as part of a two week road trip. Such troopers. Here they are passing through a more remote part of the wild Northern Kingdom of Vermont. Moose crossing? Really? (The sign reads: Brake for Moose It Could Save Your Life Hundreds of Collisions)



Holy Hats Hattie!

This year we decided to revive the Hat Contest in association with the Concours. Although there were fewer entries this time, the quality, innovation and artistry were very impressive. Three of our fashion conscious ladies took the Blue, Red and Yellow ribbons. Another fashion conscious lady, Mara Abrams agreed to judge with me. I will let her description speak for both of us, since I could not have said it better.

Crazy Hat Contest Winners

Tonight's winners reflect a color palette of black, white and neutral against the colorful Autumn line-up of Morgans and Shaker herbs.

Third Place: Lois Kobal An Italian/Tyrolean fedora from Aunt and Uncle's Alpine attic

Second Place: Pat Hennessy a feathery head-piece of no-so-conjoined twin maidens in their bookend fancies

First Place: Alison DeKleine Fit for royalty or the Canne Film Festival, a floral and Matchbox creation of awning stripes from the Isle of Capri

And a fun time was had by all!

See Pat's 'Laughter MOG' article on p 4 ed



Photos:

Top: An obvious windscreen bird strike provides inspiration for a feathery creation

Middle: At the Concours

Bottom: The three winners model their inspirations

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RACING SEASON WRAPUP

Mike Virr / photos by Ed Hyman

The season started off with the Spring Sprints at Lime Rock with Chip Brown and Larry Eckler's Plus 4's and my 4/4 competing. This proved to be good practice for the Jag/HRG meeting a month later where Chris Towner in his Plus 4 and my 4/4 dominated our race, my 4/4 prevailing by less than a second. In the second race Chris and I started on the first row but unfortunately Chris's Plus 4 bent a push rod within a few laps leaving my 4/4 to win fairly easily in a 21 car field that included Chip Brown's Plus 4.

The Thompson Vintage Motorsport Festival took place near the end of June and Chip's Plus 4 and my 4/4 ran although neither did anything stirring, the track suiting small cars like Stu Forer's Turner, which literally took off never to be seen again. I was fortunate to be awarded the Vintage Spirit Award which was mostly for running the VSC-CA entry for the last five years.

I missed the Fall Festival meeting due to vacation in Ireland and the UK but I believe Chris ran his 3-Wheeler F Type.



Photos:

Top: In the paddock ready to go. Mike, Chip and Chris

Middle: Mike in the lead, Chip hot on his heels

Bottom: Chris Towner and his Plus 4 flat rad

At the Fall Finale this September I had my work cut out for me with not only Morgan challenges from Larry Eckler, Joe Fuller and Chip Brown's Plus 4s but also Andy Green's Aston Martin DB4GT and MHP's Lotus Cortina. In the first race I shared the front row with the Lotus Cortina, with the Aston right behind us. I managed to hold 2nd to the Lotus Cortina into Big Bend but the Aston was right on my tail. Sure enough the Aston caught up enough on the straight to do a "dive bomb" pass in the braking area only to slide wide in the bend, which allowed me to get back past on the inside. The Aston then receded astern but gradually Joe's Plus 4 caught up to me as I was trying to hang onto the Lotus. After a few laps Joe came past on the straight where the Plus 4's greater power paid off. So the 4/4 finished third.

In the Second race my Morgan shared the front row with the Aston that simply out accelerated the 4/4 off the line. Eventually the Lotus Cortina and Joe and Larry caught me as well as Stu Forer's Jaguar XK 120.

So that's how a great season ended.



Mike with his Vintage Spirit Award

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*Yes, once again a long-winded response from Spider.
But if you want to learn more about overheating, especially at speed, read on. ed*

SPIDER'S TECH TIPS

The Overheating Bugaboo Continues - Thermodynamics or Verbal Gymnastics?

Hello Spider,

Some thoughts on the overheating at highway speeds with the Morgan. One problem that occurred during the sixties, when the horsepower wars began, was overheating of the engines at higher RPM's. What we observed was that when RPM's increased with added horsepower, the cars would overheat. The engineers found that at high RPM's the four bladed fans of the time were spinning so rapidly that they would block the air flow through the radiator causing reduced heat transfer and overheating. One of the fixes was the clutch fan which limited fan RPM to about 3000 RPM. At low vehicle speed a fan shroud is used so that the fan can draw air through the entire surface area of the radiator for maximum cooling. Above approximately 40 MPH, the forward motion of the car forces the air through the radiator and the fan does not do much. If you look at modern cars, the high-performance vehicles will have flaps in the shrouds, that will open at high speeds, to allow air flow because the fan can still block it.

I find my TR-4A powered Plus 4 will run normal temp's below 3000 RPM but run hot at RPM's over 3000. Radiator has been flow tested, jetting and timing are correct. I have been contemplating adapting a fan clutch or fan disconnect device for higher RPM's, to test my theory, but have not had the time, yet. There is not much room to play with between fan, radiator and radiator support. Just wondering your thoughts on this.

Bob Costanzo, The Car Bob Show

Bob,

Having thought about it some, it's an interesting concept you present. Thank you for suggesting the idea. You asked for my thoughts (be careful what you ask for) so here we go.

There are two issues with high speed or high load temperature increases: the ability of the system to remove heat and the engine's increased production of heat.

At high loads and high rpm, the reciprocating internal combustion engine becomes less efficient in converting the energy of exploding gasoline/air into work. Some of the excess energy goes out the tail pipe, some blows by all the various seals and openings in the piston rings and valves, some is absorbed by increases in frictional losses in the whole drivetrain - engine included, and some is converted to heat. As the mechanical parts of the engine increase in temperature, they also produce their own increases in frictional loss. Whether high load is created by climbing a hill at lower rpm or produced by running down the highway in top gear at high rpm (air resistance + friction), the engine is less efficient and will produce more heat.

Looking at the system designed to remove heat from the engine, there are several heat transfer interfaces.

A rudimentary list would include:

1. from the block/head to the coolant liquid through the metal walls/sleeves
2. from the coolant liquid to the radiator
3. from the radiator to the air

The driver for #1 above is the water pump. The best transfer is with laminar flow of the coolant. Laminar flow is where the interface between the metal and the liquid is with consistent contact and even flow speeds. Speed that pump up at high rpm, and the impeller might begin to cavitate, replacing the laminar flow with turbulence. The turbulence would include air or vapor pockets which would reduce the heat transfer from metal to liquid significantly. Cavitation would also slow the speed of the fluid thereby decreasing the frequency of its passage through the radiator and further increasing temperature.

The driver for #2 above (in the Plus 4, at least) is gravity. The liquid driven by the pump to the top tank drains through the tube/fin array to the bottom tank, allowing for an even transfer of heat from the coolant to the metal of the radiator. However, if the coolant is vaporizing, either due to increased temperature or cavitation of the pump, the transfer will be less efficient and the coolant will reach the bottom tank not having shed as much of its heat as needed.

The driver to #3 above is the volume (and temperature) of the air through the radiator. It is very difficult (but not impossible) to produce a laminar flow effect with air through a heat exchanger (radiator) so the contact is naturally turbulent, therefore sub-optimal. The solution has been to increase the sheer volume of air by increasing speed. In stop and go, the engine fan is almost useless and thus the move to electric fans driven by thermostats. At highway speeds, the design (size, shape, material) of the radiator and together with flow control through design of the bodywork governs the amount of air. The engine fan can help, but only marginally. If anything, the engine fan adds to the frictional losses of the engine as rpm increases.

This piece on #3 above brings me to the very interesting concept you suggest. Your idea includes two approaches to improving heat removal: shrouding the radiator to optimize air volume at speed and the other was clutching the engine fan to reduce blockage.

The traditional Morgan design is not terribly amenable to effective shrouding, but I have seen some interesting approaches AND there are some guys out there who swear by it. There is (as you are probably well aware) an "S-scoop" available that fits (roughly) under the bumper location to redirect air from under the car to a path through the radiator. I have seen shrouds that extend from the radiator forward to the grill opening, blocking

all exits, except through the radiator: effectively scavenging "lost air" opportunity. The louvers and undercarriage openings presumably allow for heat-soaked-air removal as the car moves forward. I remember watching overheating Morgans climbing over the mountains into Luray, VA with rags and sweatshirts propped under the rear of open bonnet halves to allow for greater air volume removal: OK at low speeds only.

As an aside, it is possible to increase the efficiency of the radiator by using a louvered-core; this puts tiny louvers in the blades of the radiator increasing the cooling surface of a standard size radiator a factor of 1.3+. In general, copper is more thermally active than aluminum, but aluminum radiators are popular because aluminum's properties allow for superior design and fabrication. Also, there are oil cooler add-on kits sold for racing which would serve to remove more heat from the engine through an independent system of transfer (second small radiator for oil only). Oil coolers have other beneficial effects but the simple one is that it creates another door for heat removal.

Your engine fan clutch idea has two possible effects, both good. The first one is that it would reduce the increased frictional losses of a high revving engine fan. The second is that it would reduce the effect of the rapidly rotating blades blocking the heat-soaked-air from exiting the radiator. An additional, although minor, good effect would be the reduction in turbulence of the air passing through the radiator.

I might add an additional facet to your idea. If you were able to clutch the water pump shaft as well as the fan itself, you might

improve the laminar flow in the engine at high rpm, thereby increasing the efficiency of heat transfer inside the engine. You might be able to prevent the pump impeller from cavitating. I agree that you don't have much room between the radiator and the engine in which to play. It would take some (tricky) experimentation....but...nothing succeeds like success.


I have one last thought (probably not the last!) on this subject of fans. Our Plus 4 has an electric fan on the front of the radiator as well as the engine driven fan on the water pump shaft. The electric fan is thermostat driven with the sensor in the upper tank of the radiator and no override switch: comes on and shuts off on its own. The car runs just under "N" on a normal-warm day and just over "N" on a hot day. On a long highway run (70+ mph) with a loaded car and two passengers, say Virginia or Maine, it might approach "H". However a laser thermometer gun tells me that I'm chronically running with the radiator top tank in the 160F - 190F range, even at "almost H". The car seems happy and has never boiled over so I don't think about it much. That being the case, what might happen if I remove the engine driven fan entirely? Using your hypothesis, the car might actually run cooler at speed and about the same at lower speeds, but with the electric fan coming on more often. Although tempted, I confess I've never tried it.

Thanks for the cool ideas. Let me know if you find a way to try a clutch. I'll let you know if I ever get up the gumption to remove the engine fan and what happens thereafter.

Run cool, Spider

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