

The Morganeer

JAN
FEB
2020

Vol 43
Issue 1

Autumn MOG 2019

Jiminy Peak, MA



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

NEW CLUB MEMBERS

Thomas Falcone Hempstead, NY

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

FROM THE PRESIDENT

As I pondered on this cold winter's night.... okay, I admit that finding a creative topic was a bit challenging. I looked back, re-read some older blurbs, was visited by ghosts of articles past, of crossword puzzles and chatter of the Morgan season to come, with its "Alfa (Romeo) to its Omega (Vauxhall)," it seems to me that there is one theme that runs through all the things we do at this time of year, and at all important times in our lives—the traditions that we choose to observe. I contemplated breaking into a bit of Fiddler on the Roof here, but I will restrain myself.

We hang wreaths on our doors and should hang one on every Morgan! Since ancient times, the wreath has represented victory, power, strength and celebration, awarded as a symbol of excellence—a fitting description, don't you think? I might just run out and "deck the car with sprigs of laurel—fa la la la...."

And when we gather, at holidays or noggins, we certainly partake in Wassailing! Wassailing has been a way of passing on good wishes and cheer among family and friends as far back as the 1400's. "Love and joy come to you, And to you a Wassail too" — for those who enjoy the slightly more obscure carols.

And of course, there are the presents and gifts we give each other. On the holidays these are physical tangible items, but I would argue that we give each other gifts every time we get together.

The word "Gift" comes from the Germanic root for "to give" and refers to the act of giving and the thing being given. "Present" has a similar verb/noun concurrence. It comes from the French for "to present." A present is also the thing presented or bestowed. The words "gift" and "present" may almost be synonyms, but each has its



own distinct connotation as well. Gift applies to a wide range of situations. Gifts can be talents. There is the gift of understanding or the gift of a quiet day. Presents seem to me to be more concrete. A bit more, well, present.

At this time, I would like to thank you all for the many gifts you bring to our group, and the present that your presence is at all our gatherings. The gifts you bring to the table are what make us a wonderful gifted group able to enjoy our time together, whether at the holiday or during the year. I always enjoy the gift of your presence!

Remember "There is nothing in the world so irresistibly contagious as laughter and good humor."- Dickens, A Christmas Carol.

Looking forward to sharing both with you this coming year.

Maura

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FROM THE EDITOR

I am sitting here the day after Christmas - my pal Brad King would say Boxing Day - writing this column. Hopefully you will be reading this the first few days of the next decade with enough time to consider attending the Sheehan's most excellent Holiday Party out on the Cape Saturday January 11th. It is worth taking a road trip including overnight just be able to participate in the now famous 'Yankee Swap', always the highlight of the event. A good way to start off the year - partying with Morgan friends.

As I mentioned last issue, I had deferred the Autumn MOG coverage to this, the January/February 2020 issue, since I had so much coverage and photos of the Labor Day weekend Fall Festival at Lime Rock. So I'm certain you have been waiting breathlessly for this, the Autumn MOG issue. So, here it is, and I hope it is worth the waiting.

In addition to a feature article on the event, we also find herein a lovely letter to the group written by president Maura's son **Brian's** girlfriend **Skye** on her first (of many we hope) Autumn MOG experience. Apparently we made a pretty good first impression on her. And hopefully we can be bringing in more younger members in the future - because our club doesn't really have a future without them. We should all be thinking about doing some recruiting of the younger generations. Also find the Autumn MOG Awards and minutes of the Annual Meeting herein.

One of our bigger autocross fans, **Lenny Mandel**, contributed two fine articles to this issue - one on the joy of auto crossing, and the other an Op Ed on why we should ALL be attending our big annual club event - Autumn MOG. It is sort of a follow-on to Pat Hennessy's fine 'what it means to be a club member' 'To The Editor' letter which appeared in the last issue. But Lenny makes his points in his typical no nonsense style. It's pretty hard to argue with his logic if you ask me.



Moving on from Autumn MOG, we have yet another very well researched and written article - I guess you could call it Part Three of the three part Fergus trilogy - about the history of the first Morgan dealership in the US, submitted by the new Morganeer Associate Editor **Jonathan Kinghorn**. They are certainly an interesting family of both auto dealership owners and auto racers.

Leafing through my old musty (from MANY years stashed in Jin Nichol's garage) bundle of past Morganeers going well back into the last century, I found an intriguing contribution by then 'Contributing Editor' **John "Spider" Bulyk** in the March 1987 issue. He certainly describes much better than I ever could what it's like to get a good dose of 'dead of winter' 'Cabin Fever'.

Finishing out the issue is a reprint from the MMC website of an article commemorating 100 years since the birth of the second generation owner of Morgan Motor Company, Peter Morgan. The impact of the contributions he made to his family's company continues to this day, and we should all consider ourselves so lucky as Morgan owners to share in his legacy.

I hope you have all had a Happy Holiday season and wishing you the best as this third decade of the twenty first century is about to begin. How time flies. It might even make you wonder: Does the road indeed go on forever? I think so, but it may not all be paved.

Frank

TO THE EDITOR

Pat Hennessy's letter in the Nov/Dec issue of The Morganeer, "belong to a club" reminds me of several things. Life is not best served as a "spectator sport" but as a "contact sport" Pat knows this. She also knows that any traveler who misses the journey, misses about all the good times they're going to get. Well said Pat, your Karma is indeed intact and thriving.

Steve Scheffbauer,
Editor-at-Large, The Morganeer



Sardinia to Rome this morning. The plan is to stay here for Christmas and then visit Alessandro and friends in Tuscany.

Ron & Kathi (*our fearless travelers*)



3 WHEELERS:

NEW 2019 Morgan 3 WHEELER

Fashioned after the 2010 Geneva Show "RAF Spitfire" Editione

NEW 2018 Morgan 3 WHEELER

Geneva Show car Heritage Edition Rolls Royce Woodlands Green Metallic

2013 Morgan 3 WHEELER

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ROADSTERS:

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EDITION Motorsport Green with 200HP ECU and Aero Racing Exhaust // ARRIVING SOON

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Champagne Metallic/ Sky Blue Yarwood leather, Black Wire Wheels

NEW 2019 Morgan 3.7 V6 ROADSTER

Tribute '65 America, Avril Blue Pearl Met./ Saddle Leather with tan piping and accents, mohair top, alloy wheels, A/C, In Stock

NEW 2019 Morgan PLUS 4 Glacial

Silver Body/ Black Wings/Scarlet Red Leather; Club Sport spec tuned ECU and exhaust, In Stock

2010 Morgan AERO SUPERSPORT

Black, Red, 2.7k miles

2005 Morgan AERO 8 Green Metallic, Tan, 2.7k miles

2005 Morgan 3.0 V6 ROADSTER Dark Silver Metallic, Yarwood Pale Grey

2003 Morgan PLUS 8 35TH ANNIVERSARY EDITION, Jaguar Platinum Silver/Muirhead Mulberry Leather Sport Seats

1967 Morgan PLUS 4, DropHead Coupe, Ivory/Green Wings, Ivory leather // New GREATLY REDUCED PRICING

1967 Morgan PLUS 4, Four passenger SuperSport perfect clone, ground up restoration

1964 Morgan PLUS 4 DropHead Coupe LHD, BRG/Caramel leather // HUGE PRICE REDUCTION!

1963 Morgan PLUS 4 SUPERSPORT

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1958 Morgan PLUS 4 Roadster Chassis #3867 with RHD (updated to approx 1963 specs) Blue with Black interior // READY TO RACE, MANY SPECIAL OPTIONS

1958 Morgan PLUS 4 DropHead Coupe, Regency Red/Black // 100TH ANNIVERSARY BEST IN SHOW WINNER

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AUTUMN MOG 2019

Return to Jiminy Peak Frank Wnek



photo: At the concours

Jiminy Peak Resort in northwestern Massachusetts and Autumn MOG seem to go together rather well. The rooms are comfy and reasonably priced, the facilities and food are good, they like us there (for some odd reason) and they have a great ground level ski patrol condo that works perfectly for the Hospitality Suite - the social hub of the weekend. But still, the Autumn MOG experience always seems to bring out, in me at least, what I call the two A emotions - anticipation and ANXIETY.

Getting ready and packed up to go. Did I remember to pack everything? Do I have enough motor oil (not that I couldn't purchase some along the way), can't wait to get there, will the car get me there once again? You see - anticipation and anxiety.

Driving along, my ear is tuned by now to the proper hum of the engine - revving along at 33-3400 RPM at highway speed. Wait - did I hear something unusual, different from the occasional bump, groan or clunk? Did I just detect a slight vibration in the steering

wheel? Is there REALLY any fuel left in the tank when the gauge is reading 1/4? Did I remember to top off the gear oil in the transmission and diff before I left? Always on the road, there is that mild anxiety.

I arrive, having had a not exactly pleasant, but uneventful drive - and a bit earlier on Thursday afternoon than I anticipated. I search the parking lots and see not ONE other Morgan. *Am I here on the wrong weekend?* the anxiety part of my brain asks me. Before even checking in I proceed to the

Hospitality Suite - LOCKED! WHAT IS GOING ON HERE?

I go and check in at the desk and am assured that, yes it is indeed Autumn MOG weekend - I am just the first to arrive. After convincing the desk clerk that I am indeed a Morgan person they somewhat reluctantly give me a key to the Hospitality Suite. I go down to the Country Store and buy a six pack and a bottle of wine for the other anticipated early arrivals, and as I head back up the hill to the suite I hear the unmistakable sound of Morgan exhausts. Lenny and the Abrams pull up with smiles of greeting. Ah, I am with my people again. Anxiety gone (for a while at least).

The hospitality suite gets opened, the beer and wine broken out and people start filtering in. The party is ON, as Larry Sheehan would say. Soon after Event Chair Tom Austin

and Elaine show up with registration packet materials and the party girl herself, Alison, arrives with her 4/4 4-seater once again packed to the gills with snacks and drink. Lenny and I take a few minutes out from our reveling to help her unpack.

A small group of the Thursday arrivals eventually head for Mill On The Floss, Lenny's fav restaurant for a lively dinner. Fortunately there were only two other couples scattered in the far corners of the restaurant other than our just SLIGHTLY boisterous group, which included the Carters, Dressells (first timers no doubt wondering what they were doing there), Abrams, Lenny and me. All enjoyed a wonderful dinner and solved MOST of the world's problems by the end of the night (if only someone would listen to us). But the weekend had just begun.

Friday was autocross day, and after a hearty breakfast most wandered over to the Berkshires Mall parking lot site, as did some first arrivals. Ecklers had brought a covered trailer and also set up a mini shop, complete with an air compressor for inflating tires. John Bigler arrived with his beautiful flat rad 4/4 on a trailer - and, yes, his racing kayak still mounted on the roof of his pickup. Scott and crew were busy setting up the course.

After a walk-through and a slow drive-through things got started in the first heat. I drove in the first heat and once again, as much as I enjoy autocross, my anxiety returned and stayed with me through the first run (as I promptly went off course). Unfortunately, everything came to a grinding halt halfway through the second heat after an unfortunate accident. Fortunately, EMTs and an ambulance were on hand and the one participant with a minor injury was whisked off to the ER as a precaution, and the course was wrapped up and packed up. All quickly decamped back to the Hospitality Suite.

After much socializing and meeting and greeting of new arrivals, the group set off for the Friday evening dinner arranged once again at the '76 House in Williamstown. A pleasant evening ensued with good food and drink, renewing old and making new acquaintances. A long drive back to Jiminy in the now chilly dark was a bit challenging, but hey, we are fearless Morganeers, right?

Saturday, Concours and Rally day, dawned bright and sunny and blue skies prevailed for our major events of the weekend. I had volunteered to help set up and run the concours with the Follweilers, so I headed over early, donned my official Mad Hatter's top- per and became a glorified parking attendant as the Morgans began to ar-

rive. How could we have ended up with a lineup of ALL (okay, except for one Bumblebee) RED Plus 8s? What were the chances of that?

All cars in place, we handed out the People's Choice ballots and folks starting making their votes. Someone asked my why my Drophead was parked along with the 4 seaters, since it was obviously a 2 seater. I just responded that there's a rumble seat behind the rear spare tire and they seemed satisfied - but I don't think I got their vote. After the PC ballots were tabulated (by official accounting firm Mattson and Shapiro) and the class winners announced, the judging teams began their scrutineering to determine the coveted Best in Show winner (results tabulated elsewhere in this issue).

Rallymaster supreme Jim Nichol was up next, and after giving a short instructional briefing ("If you cross more than two state borders you are off course") the competitors launched at appropriate intervals on the rally. As expected, and once again eliciting moans and groans from the contestants at the banquet, the course, although short and sweet, DID include a visit to a cemetery and at least one clue involved both recognizing and counting 'farm implements'.

The Hospitality Suite once again became a buzzing hub of Morganeers for the latter half of the afternoon leading





up to the evening's Awards Banquet. With ladies dressed to the nines, a silent auction filled with interesting Morgan and auto related (mostly) items, and a sumptuous buffet dinner interspersed with a few lively (so to speak) 'live' auction led by auctioneers Lenny and Scott and culminating in the presentation of awards, it was a memorable evening. With the conclusion of the formalities, most participants drifted back only as far as the reopened Hospitality Suite for nightcaps and further conversation and congratulations to the award winners. I'm not sure when it was that Tom and Alison finally coaxed the last of the revelers from the suite and locked up, but I did hear that, although the next day not yet officially dawned, it was officially Sunday early morning.

The final event of the weekend was the club's Annual Meeting. Several

items of club business were discussed and volunteers stepped up as a new club Vice President and Atlantic/New Jersey Area Captain. (See complete Minutes this issue).

On completion of the meeting, participants reluctantly packed their Morgans, said their farewells, and departed for home after yet another great Autumn MOG.

Thanks to all who stepped up to take

on the organization and execution of the event. My last anxiety - when would the rains come? - turned out to be foundationless. The weather all weekend could not have been nicer.

There remained my anxiety about whether my trusty Drophead would get me safely home without incident. But that worked out as well. Still, I wonder - would my anxiety eventually turn to (gulp) PARANOIA? Janie - I need help.

Photos:

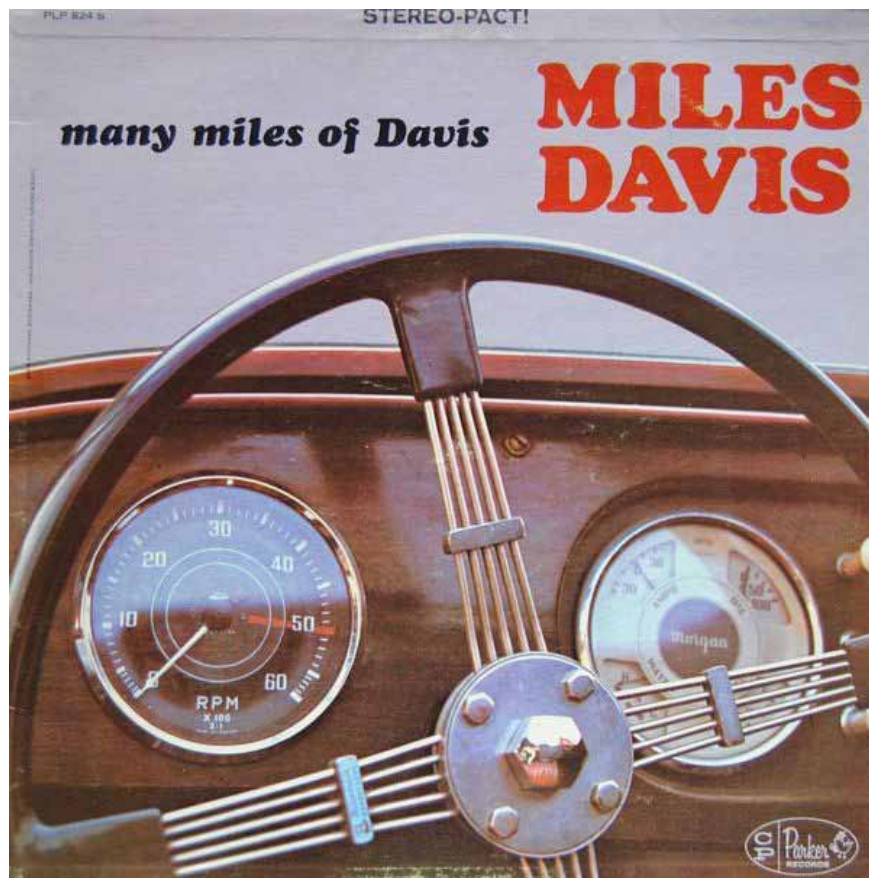
Above: Lookout autocross! Here comes Maura!
Bottom right: Remembering Herb

Opposite page: Concours with convenient shade
Maple tree in full foliage



MANY MILES OF MORGAN

Steve Schefbauer



This one was new to me. While attending Spider's, aka Shiftright's Spanner and Mallet Works Ltd. tour last month, I came across this in the "Basement Museum", before entering the shrine of the rebirth of "The Great White Hope", and it blew me away. I have been a fan of Miles Davis for years and have several of his albums on CD but have never seen this album or known about its existence--"Many Miles of Davis", with it's unique album cover. Charlie Parker Records, first recorded in 1962, which means it's a pre 1962 Morgan but the different colored faces on the gauges are confusing. Anybody out there have any info on this? Anyway I had to have it. Took some digging but found one for sale on line for \$29.95, had it simply framed in black with a hint of chrome highlight and museum glass. It now resides in the loft office along with my "Pen is Mightier Than The Wrench Award" and is a great conversation piece. The record itself has gone to a friend of mine who favors vinyl over CDs and has the equipment to get the best out of it.

What a treat!

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1982 Morgan Plus 8 for sale. Royal ivory w/dark brown leather interior w/dark brown mohair top. Wings off restoration in '07 by Allon White in UK. RHD w/over 116K miles. 3.5L Rover V8 w/ Edelbrock intake manifold & Weber made 500 CFM carb. Call Joe Schell (302)697-3629 for details. More photos and list of work done during restoration and since available on request.



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First club event of 2020!



NORTHERN NEW ENGLAND HOLIDAY PARTY

Seasons Greetings from Cape Cod!

Once again it's THAT time of year. Time for our WINTER HOLIDAY PARTY. And once again, Sue and I will be hosting the party and we are very much looking forward to seeing all of our Morgan friends.

We moved house at the end of May and our new address is 17 Equestrian Lane, Falmouth 02536. The really good news is that we are much closer to the Bourne Bridge (approximately 10 minutes ... if you adhere to the speed limits, which BTW is strongly advised as both Bourne and Falmouth are always on the hunt for revenue).

We will gather here from noon onwards on Saturday, January 11th. Sue and I will provide the entrée as well as libation however we would ask that everyone bring along one of the following: hors d'oeuvres, salad, casserole, dessert. And of course we need to know who is coming and what you will be bringing so kindly let us know (our e-mails are larry_sheehan@post.harvard.edu and susansheehan@comcast.net). And our phone numbers are 508 388 7849 (home) and 617 429 9220 (cell). If you call and there's no answer, by all means, leave a message with your number and we will be sure to get back to you quickly.

And by the way, the now world famous Yankee Swap activity will also be "on" so if you wish to participate please bring

along a Morgan oriented gift (wrapped) of approximately \$25 value. And if you received any of the club "rotating" awards last year, kindly bring it along so we may offer it once again to another member.

In years past a number of our members have made a weekend of it and taken a hotel room the night of the party (or before). (Call us at 508 388 7849 and we can make suggestions for hotels or B & B's.) For those who are staying, I'll be doing a home-made pancake breakfast on Sunday morning.

Although the weather can change precipitously, thus far it has been marginally warm if not dry (albeit we have a dusting of snow on the ground today but 55 degrees forecast for this coming Saturday). So this may well be the year for you to make the trip offshore to Cape Cod.

As mentioned above, our address is 17 Equestrian Lane, in Falmouth. We are in the Ballymead Community which, as a golf community, has a gate. When you email or call us to let us know you are coming we will arrange for a special guest code to get you past the gate.

Hoping to see you January 11th and spending some time partying. Looking forward to the good food, quenching libation, camaraderie, laughs as well as the accompanying general mayhem.

Party On!
Larry Sheehan

AUTUMN MOG AUTOCROSS

An Unfortunate Incident and Insurance Matters

Frank Wnek

If you were not there and in case you have not heard by now, we had an unfortunate incident at the Autumn MOG Autocross this year. It resulted in a minor personal injury and some damage to two cars. Although we are still investigating to get a final determination on our club's current insurance policy and the specific rider that we obtain each year for the autocross, it appears that we may have not had the insurance coverage for the autocross event that we had previously assumed. There are no claims against the club. However, this is a well needed prompt to update all our coverages. We are currently investigating our current policy and coverage.

First - the incident. One of our more competitive autocross competitors approached the finish at a higher than prudent speed and spun out. Most of our Morgans - with front disc brakes and rear drums - favor front braking. When the brakes are applied vigorously, such that the front brakes lock the front tires, and the car is in any sort of turn the momentum makes the rear and front ends swap places. And any car in a sideways skid is under marginal control at best.

Fortunately, the injured bystander was also competing in that heat and had a helmet on - having approached the finish gate to take a photo. The member suffered only minor contusions, but there were some anxious moments as you might imagine.

Lessons learned were discussed at the club's annual meeting during the last morning of Autumn MOG. It was suggested that the club appoint or hire someone to inspect the course after it is set up and certify that it encompasses adequate safety margins. This is a good idea, but it is hard to imagine one of our club members agreeing to take on that responsibility. Alternatively, places like Lime Rock Park have permanent autocross courses that can be contracted, along with personnel to run the event. Other similar organizations might be contracted to set up and run the event at our chosen sight. These might prove not to be financially viable options however.

On the insurance front we should clarify that neither our regular club insurance policy NOR the \$1M rider that we purchase for the Autumn MOG autocross covers collision damage to any vehicles owned by club members. It is basically a liability coverage in the event the club issued for anything that might occur at

the event. We recommend that owners check their insurance, as most policies do NOT cover any sort of 'racing', which, although we describe our autocross as a 'low speed maneuvering event', will generally not be covered should a claim be submitted for collision damage (as our members involved discovered). Members may be able to purchase an individual rider.

This is also one of the reasons that we have required that those competing in our autocross events sign a 'Release From Liability' agreement before the event. This form (available in the Documents section of our club website) in very specific language releases the club from any liability for any mishap or incident that might occur during the event. Those that participate in the event understand and accept that they do so at their own personal risk..

Once the final determination has been made regarding our club insurance, we will inform the membership of the result. We are also looking into the possibility of increasing the coverage of our specific rider for the autocross event to cover injury or collision damages, but it looks on initial inquiry that it would be not financially viable considering the few members that compete in this event.

Your club Board of Directors is reviewing our insurance coverage, comparing to other similar events, and exploring all options, including an outside group to run autocross. Our findings will be shared once we have information to make an official recommendation and can make a determination on these issues in the near future. We will inform the membership once a decision has been made.

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THE GIANT SLALOM

Lenny Mandel



You can hear the crunch, and you can even see powder from the tracks in the air at every turn. The names of the winners are world famous; Jean-Claude Killy, Lindsey Vonn, Alberto Tomba and Bode Miller to name a few. We stand in awe on the sides of the slopes wearing ski parkas, wool hats and gloves, and there's a chill in the air....

WAIT—there's no chill in the air. We're in shorts and T-shirts; we hear the squeal of tires and the smell of burning rubber as we stand in awe watching our slalomers run the course.

Okay, maybe John Sheally, Rich Fohl, Scott Willoughby, Larry Eckler and (of course) Barrie Abrams aren't world famous names, but they are household names in our households.

It's AUTOCROSS, and it's one of the highlights of every annual Morgan rally.

We love hanging out and schmoozing (to talk intimately and cozily) with people we may see only once a year, admiring each other's cars, running the rally, eating and drinking, but many of you don't participate in autocross.

So I've got a few suggestions for the designers of OUR autocross courses that I hope will make y'all want to don a helmet and enter the foray.

Don't make the course so convoluted

that people fail: that's ridiculous even for experienced autocrossers. Make it easier to follow, make the turns more difficult to navigate so that the course is slower and those who don't want to jam their pedals to the metal, can experience turns and really feel how their cars handle off highways and regular roads (who knows, maybe the next year they'll want to try and drive faster).

A slower course doesn't make it less fun, it makes it more interesting and getting confused about where to go next doesn't help the rookies. Hey, even Barrie Abrams and Frank Wnek had a couple of DNFs (did not finish) because they went off course, and they're both pretty experienced drivers. (*Thanks Lenny. ed*)

From a safety standpoint there should be NO spectators on or near the course. If there are barriers, well, that's what barriers are for, so spectators should stand behind them.

The DC club has an advantage because the autocross venues they've used in the past are small racetracks in stadiums. We all watch from above, so no matter how fast the course is, no matter how fast the car goes, there's a very long run off, and there's nobody near the cars.

One of the GREAT autocross lines of all times was made to Maura Hall by Shayna Loeffler. Shayna ran the autocross (okay, she crawled through the course, but at least she tried it) and Maura took her on a run as a passenger. We all know that Maura can rock and roll behind the wheel, and she ran the course at a pretty good clip. When the run was over Shayna turned to Maura and said (and I'm paraphrasing here): "Oh, that's what autocross is supposed to feel like?"

C'mon—at the next MOG participate in autocross. If you don't want to be timed, we won't time your run or runs. Get the feel of your car, see what it's capable of doing.

You know the line: "this ain't your father's Oldsmobile"? Well, you're not driving a Chevy Spark, so enjoy the Morgan. Go for it! You'll be glad you did.

AUTUMN MOG AWARDS



CONCOURS WINNERS

VINTAGE CLASS:

4/4 CLASS:

PLUS 4 (2 SEATERS):

PLUS 4 4 SEATER/DHC CLASS:

OLDER PLUS 8 CLASS:

NEWER PLUS 8:

First Place

Jim Vollmuth

Maura Hall

David Webb

Erwin Dressel

Brent Follweiler

Jim Carter

Second Place

Brian Hall

Morgan Malone

Marc Wunderman

Dean Meyer

(Tie) Doug Calwell and Richard Fohl

Hugh Heller

Special Award: Joel Spiro

BEST IN SHOW: 1963 Plus 4 Super Sport - David Webb

RALLY WINNERS

FIRST PLACE: Scott Willoughby & Clayton Hartley

SECOND PLACE: Marti Nichol and Pat Hennessy

THIRD PLACE: Maura Hall and Tonya Ries

SPECIAL AWARD WINNERS

BARBARA ROSS AWARD:

Alison DeKleine

PERRY AWARD:

Mike & Linda Baker

ROOKIE OF THE YEAR AWARD:

Brian Hall

WHO CAME THE FARTHEST IN A MORGAN:

Barrie & Mara Abrams

PEN IS MIGHTIER THAN THE WRENCH AWARD:

Pat Hennessy

HARRY CARTER ESPRIT DU VENT AWARD:

Dick & Elizabeth Williams

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PETER MORGAN

A Celebration



November 3, 2019

Today marks 100 years since the birth of Peter Morgan. Son of the company's founder, HFS, Peter worked for Morgan for more than half a century, leading the company as chairman for most of that time, before his passing in 2003. A natural engineer and modest man, he was adored by all who were fortunate enough to know him. We look back on some of his most defining moments...

Single-minded focus

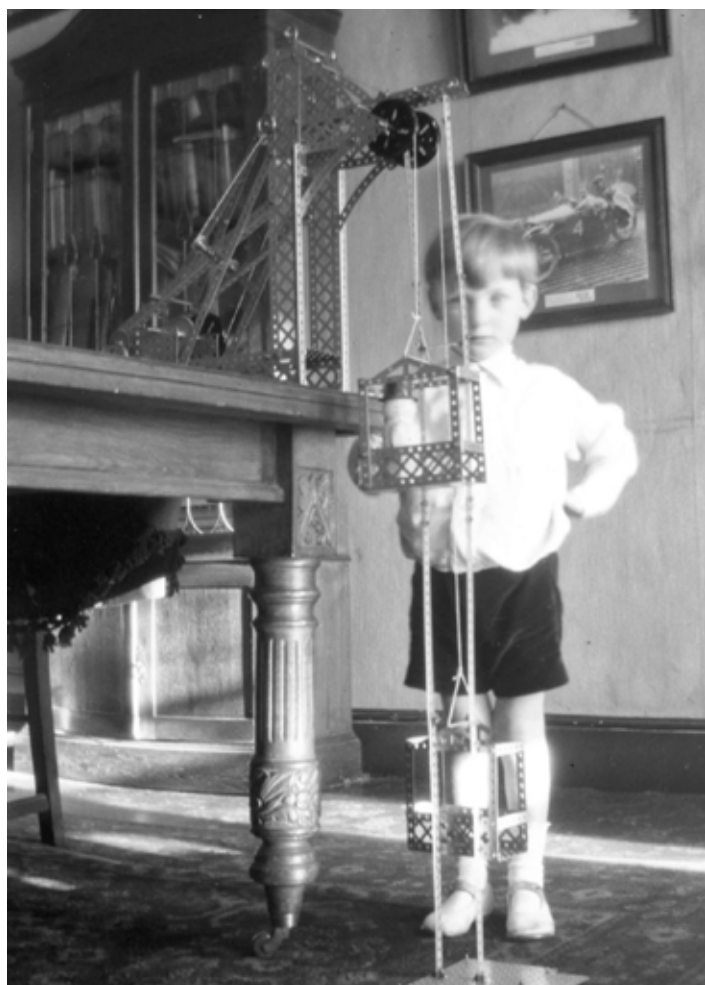
Peter became famous for his appearance on the BBC TV programme Troubleshooter in 1989. In the series, boss of chemical firm ICI, Sir John Harvey Jones, would visit companies and suggest improvements. Peter, along with his son Charles, rejected Jones' advice to modernise and increase production. Morgan continued to thrive, while ICI ultimately failed. It was an insight into Peter's determined

nature, and it's in a large part his respect for tradition that has made the company what it is today.

Earlier in his career, he had been approached by Rover, which had tried to buy Morgan. He rejected the offer, but managed to turn the situation around to his advantage. He agreed a deal to purchase Rover's new aluminum V8 engine, which was fitted to the Morgan Plus 8.

Behind the wheel

Not only was Peter a successful businessman, but a talented racing driver, too. In 1938 he raced a 1122cc Coventry Climax 4/4 at Brooklands, averaging an incredible 81 mph. The same year, he won the 10 hp closed class in the RAC International Rally and, following WWII, won the team prize and came second overall in the 1951 event.



A man of the people

Despite shying away from attention, Peter treated all his customers and employees in a way that earned him great respect.

In 2000, a customer enquired about the Aero 8, three months before it was due to be unveiled at the Geneva Motor Show. Chris Lawrence, the project lead, decided to lend it to him for the weekend. When Peter discovered this on the Monday morning, he immediately went to visit the customer and find out his thoughts.

Peter would give up his time to come to Morgan owners' club events on a Sunday afternoon and present the prizes. In fact, on one occasion even took part in the driving event himself in his own personal Morgan Plus 8.



It's thanks to Peter's steady hand on the tiller through turbulent times, as well as his push for sales in export markets, that Morgan has continued to this day, 110 years since it was founded. But, more than the admiration he earned in the industry, it'll be his warm personality for which he'll never be forgotten.



Autumn MOG 2019





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FINAL FERGUS

Jonathan Kinghorn

I've written twice about Fergus Motors, the New York dealership that imported many of our Morgans, but I realized there was more to this fascinating story. In particular, I didn't know what Joseph Bell Ferguson (JB) was doing before the 1950s. After more research, here's a precis of what I found.

A Recap

JB sold and serviced vehicles in Belfast in the north of Ireland. He tried to manufacture an advanced car in 1914 but the war scotched his plans and he moved to the United States. In 1916 he exhibited a chassis to attract investors, incorporated Fergus Motors of America, and (after checking out several locations) opened a factory in Newark, New Jersey. But when the United States declared war in 1917 the car was postponed again. When it was finally launched in 1921 it was extremely expensive and didn't sell; JB's company went into receivership. Meanwhile, JB had married and the couple's son Joe was born in 1922; a second son, Bruce, followed in 1927.

The New Stuff

After Fergus Motors of America failed JB became a manager with the Radio-cieve Manufacturing Company, which made accessories like headphones and loudspeakers close to the former Fergus works. (Newark was a center for the burgeoning radio industry.) JB is listed in directories at the same address as a manufacturer of fiber products, the Mozart-Grand Company, and the United Radio Corporation—all radio-related. He had not abandoned auto work entirely for he was also listed as the Fergus Co., auto parts. Clearly, with a family to support, JB was going after any work he could find.

In 1928 the Scottish inventor John Logie Baird used his mechanical televi-

sion system for the first trans-Atlantic broadcast. Weeks later JB led a syndicate of radio tycoons negotiating in London with the Managing Director of the Baird Company, Oliver Hutchinson—an auto engineer and a partner with his brother Samuel in the company that had bought JB's Belfast garage business in 1921.

Figure 1. A Baird Televisor c.1930. The tiny image would be seen through the window to the right. (Museo nazionale della scienza e della tecnologia Leonardo da Vinci, Milano)

The syndicate purchased all American, Canadian, and Mexican rights to Baird's system to set up TV stations in America and a studio linked to Baird's London studio so people communicating across the Atlantic could see each other as they talked. Sadly, mechanical systems were soon made obsolete by electronic television; the syndicate's investment proved a poor one, and JB's radio business activity ended in 1929.

The Devil You Know

JB next borrowed money and returned to servicing cars (selling them was always a secondary activity for



FIGURE 1



FIGURE 2

he was able to start importing and selling British cars—which he believed to be better than American vehicles.

Figure 2. JB's business occupied all six floors of 444 West 55th Street from 1931 except for six years or so during and after World War Two when it was sub-let. (Source: Kinghorn)

After a damaging series of strikes the Fergus Auto Club closed in 1937 at a considerable loss. Late the following year JB went to the UK to deal with his father's estate and find more cars to import. He probably visited several car makers, including Morgan Motors, and likely went to the London Motor Show. This was undoubtedly when he met H.F.S. Morgan at the show and discussed Morgan imports. JB got his first three or four Morgans in late 1938 or early 1939 (but didn't become East Coast distributor until about 1953).

By the late 1930s JB was importing Daimlers and Hillmans, but most of his business was with Austin—three marques with excellent reputations. JB may have been importing Crossleys too, and in 1937 he sold a Lagonda “razor edge” saloon shown by coachbuilders Freestone & Webb at the 1936 London Motor show.

Figure 3. A Lagonda LG45 saloon sold by Fergus Motors in 1937. Freestone & Webb had shown this car at the 1936 London Motor Show. (Source: David Ayre Vintage Car Restoration)

him). He acquired a six-story garage at 444 West 55th Street in Manhattan early in 1931 and established the Fergus Auto Club at 247 West 54th Street in 1933. By

1934 he had a third garage at 235 West 54th Street and a contiguous showroom on the same corner at 1717 Broadway, from which, trading as Fergus Motors,



FIGURE 3

British cars became unobtainable when war broke out in Europe late in 1939 and JB focused on selling used cars—he had more than 20 pre-1936 vehicles in stock in 1940. He also secured a Plymouth and DeSoto dealership and operated it from a five-story building at 140 West 54th Street during the war. (444 West 55th Street having been sublet for the duration.) JB's financial position—which had been extremely dire in the 1930s—improved significantly. By the mid-1940s he was able to buy (with the help of hefty mortgages) three buildings he had been leasing—444 West 55th Street, the Broadway showroom, and 140 West 54th Street. The second floor of the showroom was remodeled in 1944 and when he was able to move back into 444 West 55th Street in about 1948 JB vacated the smaller West 54th Street property and rented it out. The Fergus Motors we are familiar with was emerging.

British cars started to become available again late in 1946. As before, most of JB's trade was with Austin and he continued to import Hillmans and Daimlers. Other marques were added, and his best performing agency came to be Jaguar—but that was withdrawn in 1949 because the showroom had become so dilapidated. JB was promised “good” agencies if he could spruce it up and it was duly refurbished and given an expensive new façade. Good agencies followed, and the wide range of European cars sold in the 1950s is well-known.

The years 1945-7 were profitable and Fergus Motors broke even in 1948, but it lost money each subsequent year until JB's retirement in 1955. By 1960 most of the agencies had gone and Fergus Imported Cars was dependent on Borgward sales—1,200 to 1,500 cars each month. To put things in perspective, they were getting about 20 Morgans per month. The Morgans were great eye candy though. Ralph Lauren, whose first car was a Morgan, recalls looking longingly through the windows of the Fergus showroom at them as a young man, entranced by the leather straps on their hoods.

What about Joe?

I also learned a little more about Joe. After the war he joined his father at Fergus Motors as company secretary and a director. He was learning the business of sales, but it didn't come naturally. In 1949, at Joe's suggestion, branch showrooms were opened in Bridgehampton on Long Island and at 290 Park Avenue, both of which were run by Joe. Unfortunately, neither made money. Bridgehampton was closed quickly, but the Park Avenue “Salon” had been taken on a 10-year lease that JB was unable to escape; it lost significant amounts for a decade. Perhaps not coincidentally, Joe left after a year

or so to live with his parents-in-law in Atlanta, Georgia, but he was soon back, selling and racing cars.

Figure 4. An advertisement placed in The County Review, Riverhead, N.Y. September 29, 1949.

Fergus Motors morphed into Fergus Imported Cars when JB retired in 1955, and Fergus Imported Cars morphed into Fergus-Fine Cars in 1963. Led by Joe, this was a merger with nearby Fine Cars Inc., and it occurred only after lengthy negotiations. Fergus-Fine Cars sold Morgans, of course, and also Jensens and Turners, but their most important marque was DAF. Joe hoped the Daffodil would be an effective competi-

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tor to the VW Beetle and he invested heavily to become a major distributor in the hope of replacing the Borgward cash cow. Unfortunately, the DAF didn't catch on, and imports were suspended in 1966 and banned in 1967.

Figure 5.
1965 DAF 31 Daffodil (AlfranBeem)



FIGURE 5

Figure 6.
A Fergus Fine Cars advertisement for the "Golden Tornado" Jensen C-V8

Meanwhile, the Jensen didn't sell, and Turners went out of production in 1966. Fergus-Fine Cars appears to have imported a total of 45 Turners, six of which were shipped directly to another

dealer in Los Angeles. Fergus-Fine Cars seems to have fallen apart in 1966 because Joe then started trading from the Broadway showroom as Deluxe Auto Sales Ltd. of Long Island City in partnership with his brother Bruce. Deluxe continued to import Morgans and, until they became unavailable, DAFs. The Fergus business seems to have finally crumbled soon after JB's death at the end of 1967. Joe had to deal with his complex estate and problems with the IRS—JB still owed \$310,000. The Broadway showroom was sold in 1968 and the two other Fergus properties may well have been disposed of at the same time.

An Endnote

Joe liked car clubs, and to foster a Morgan community in the New York area he founded a Morgan Owner's Club, which for its first couple of years met at the Fergus showroom before moving to another venue nearby. Could this have been the direct ancestor of our very own Morgan 3/4 Club?

ALL GOOD THINGS DO NOT COME FROM ABOVE . . .

(necessarily)

(some come from England)



A GRAND NEW CAR FROM A GREAT OLD COMPANY

Steeped in fine British workmanship and quiet tradition, America has heard little of the Jensen company, but sees a great deal of its workings daily in some of England's top production sports cars.

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hi-performance converter with over-riding Controls, or their new 4-speed sports stick shift, this Anglo-American mating leaves little to be desired in a truly first rate sports saloon. . . .

Embodying a standard wide-track front and rear suspension but with driver controlled Armstrong adjustable shocks, the Jensen Golden Tornado is capable of over 150 miles per hour. Cruising at 130 the silence is broken only by the melodious strains from its twin speaker radio.

FERGUS-FINE CARS, INC.

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FIGURE 6



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2005 Roadster for Sale

This Roadster is done in two Aston Martin colors with maroon leather interior. The car has 50k on the clock, all but 3k of that done by the Buckleys. The first owner had the car less than a year before selling it to them. The cloth top has quarter windows and zippered rear window; leather rimmed Moto-Lita steering wheel, 5k on Michelin Pilot Sport tires, stainless door stops, leather bound factory build book. This Roadster has no mechanical anomalies or problems (e.g., the revs do not drop when AC is turned on) as experienced by some Roadster owners. Call Judy (919-606-2054) or Pat (919-606 1944) for additional info or pics. Asking 80,000.

The Morganeer

2019 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.

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All advertising is billed on an annual basis with full pre-payment due by March 15, 2019.

New ad materials must be sent to:

Morganeer Editor

Email: wnek_fm@comcast.net

Payments should be made to:

Jamie Goodson

Treasurer, 3/4 Morgan Group
37 Carolina Trail
Marshfield, MA 02050

3/4 Morgan Group Annual General Meeting

Jiminy Peak Resort. September 22, 2019

Call To Order

The meeting was called to order by Club President, Maura Hall.

2018 AGM Minutes:

Minutes for the 2018 Annual General Meeting were distributed.

A motion was made and approved to accept the 2018 minutes.

Officers' Reports, Treasurer:

The Club continues to file a report with the I.R.S. every year; no taxes owed.

The Club is running at an annual loss that would see us run out of money in about two years.

The BOD voted to raise dues to \$65.00 per year. While aware there could be some pushback, there appears to be no other responsible choice.

Regalia:

Need a replacement for the current Regalia Officer, no volunteers.

Pointed out that we no longer carry regalia items in inventory, everything now sourced on demand.

Area Captains:

Discussion of the Area Captains' roles. They do not need to manage every event, but they do need to find event opportunities and identify members to make events happen.

Bob and Jeri Cohn agreed to serve as Atlantic Region Area Captains. Motion to elect was made, seconded and approved.

Vice President:

The role of the V.P. was discussed. While the bylaws give the President broad authority to delegate to the V.P., it is also believed that the V.P. should be the officer who ties together the various region activities and the Autumn MOG Chair, in effect becoming the Club's officer in charge of events.

Morgan Malone volunteered to become the Club V.P. A motion was made, seconded and passed to elect him as Vice President.

Advertising Sales:

The position of Advertising Sales Officer is vacant. This should be a potential source of revenue for the Club. No volunteers.

A suggestion was made that we place a "Help Wanted" in the Morganeer and on the website for an Advertising Sales Officer.

Editor's Report:

Editor explained that the paper Morganeer costs the Club approximately \$800 per issue. Cutting costs by reducing the number of issues is an option. There seems to be little support for cutting issues, at least among the members present.

Frank explained constraints on reducing the number of pages in the Morganeer. He raised the possibility of two-tier membership, while explaining the likely downside of losing our Registrar as a result.

Frank also explained that he prefers to let articles run as long as the material warrants as opposed to setting arbitrary limits on article length.

The members present, and the broader membership anecdotally, seem to want to maintain the status quo for the Morganeer. There is a broad feeling that it is an important part of what defines our Club and sets it apart from others.

Autocross

The incident at the autocross event was discussed and several suggestions made on changes to the set up and administration of the event.

A member suggested appointing a 'Safety Officer' that would approve the course set up and oversee the autocross operation.

President Maura stated that we would be contacting our club insurance company to determine if a claim might be approved and possible club liability

Meeting Adjourned:

With no other old or new business a motion was made, seconded and passed to adjourn the meeting.

Submitted by,
Marc Wunderman, Club Secretary

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The 3/4 Morgan Group Ltd SCHEDULE OF EVENTS 2020

<u>DATE</u>	<u>EVENT</u>	<u>HOST/CONTACT</u>
Sat Jan 11	Northern New England Holiday Gathering 17 Equestrian Lane. Falmouth, MA	Larry & Sue Sheehan <i>larry_sheehan@post.harvard.edu</i> 508-388-7849 h 617 429 9220 c
Sat Mar 21	Mad MOG Madison Beach Hotel, CT	Spider J. C. Bulyk <i>shiftright@icloud.com</i> 203-640-5700
Sun Apr 19	Caffeine & Carburetors Pine & Elm St. New Canaan, CT	Tom Smith <i>tsmith@thomassmitharchitect.com</i>
Sun May 17	Caffeine & Carburetors Pine & Elm St. New Canaan, CT	Tom Smith (as above)
Sat May 30	Greenwich Concours RS Baldwin Park Greenwich, CT	Steve Schefbauer <i>sschefbauer@aol.com</i>
Sun Jun 7	British By The Sea Harkness Park Waterford, CT	Spider J. C. Bulyk (as above)
Sun Jun 21	New England Auto Museum Car Show Norwalk, CT	Steve Schefbauer (as above)
Fri-Sun Jul 3-5	MOG 50. Morgan Club of DC Mimslyn Inn Luray, VA	Spider J. C. Bulyk (as above)
Thurs-Mon Sep 3-7	Lime Rock Historic Festival Lime Rock Park, CT	Steve Schefbauer (as above)
Fri-Sun Sep 11-13	British Invasion Stowe, VT	Mike & Linda Baker <i>lindabaker8847@gmail.com</i> 802-578-0382
Sun Sep 20	Caffeine & Carburetors Pine & Elm St. New Canaan, CT	Tom Smith (as above)
Fri-Sun Oct 2-4	Autumn MOG Saratoga, NY venue TBA	event chair TBA

FROM THE ARCHIVES

This article first appeared in the March 1987 issue of The Morganeer. It is a theme I have mentioned frequently in my winter issue musings, and just goes to show that I have never actually had an original thought - just surreptitiously exploited those of others. ed

Cabin Fever

*"Whose woods these are I think I know
His house is in the village tho . . . "*

Robert Frost



There's two foot of snow on my lawn and through my window the distant fence is barely visible.

Wind skims clouds of white dust and swirls them all around. They mix with the steam from a coffee cup in the fluid of my sight. Frozen chrystals flutter past in kaleidoscope patterns, and my Kozak heart is stirred at the primal beauty so reminiscent of the Steppes. Still, it is desolate . . . the wind's insistent howl causing me button another button on my tunic . . . feeling cold in the 65 degree heat of my room.

I'm bored! Like the scenes from Zhivago, I move through the house restlessly, a prisoner of the ice: the steady "chink-chink-chink-chink" of plows' tire chains on the road an insistent reminder of my captivity. Others in this prison with me know well the symptoms of my anguish and leave well enough alone. Kids shrink at my approach. I change the radio station for the third time. A quick phone call to someone who's not there . . . tomorrow maybe. Another coffee.

There's much to do . . . chores, guitar, kid's projects, homework, gainful employment, taxes, correspondence . . . but I can cotton too none of it. My heart twists to and fro, like a face in so many fun-house mirrors. Nothing to eat, nothing to drink, I look in the 'fridge for the fourth time and return to my window to gaze out on the wasteland. Propped up on a chair with my legs stretched to the windowsill, I stare out over my feet like the v-sight on Teddy Roosevelt's Winchester seeking a target.

Then, closing my eyes to the poison of the environment, I can feel strength of my will pivoting the universe back over the time-dimension to sweeter dreamscapes . . . June, the month of my birthday . . . rich smells of new-mown lawn, wet honeysuckle, and midday sun on creosote. T-shirt weather and Nikes sans socks. Raybans.

In the coolness of the garage, I bend over and place my hands on slide-catches of the bonnet and feel their familiar resistance against my palms. "Pop-creak" says the bonnet half opening

and "squish-squish-squish" says the old AC's hand primer. Golden red gasoline fills the sediment bowl and the tang of its vapor assaults my nostrils. Bonnet buckled in, I slide behind the wheel to the smell of leather, old Armor-all and carnauba. Keys jingle as I turn the switch, choke out, battery cut-in, depress the little button marked "S".

Like an old dog being booted out of its favorite chair, the ancient tractor motor whoor-whoor-whoors until finally it lights off, filling the place with the aura of overly rich exhaust and the rumbles of throaty glass-packs. Out on my favorite heading across the Titicus & Muscott reservoirs, the rumble is now a roar tempered by the insistent whoosh of the wind over the folded screen. impounds the goggles against my face and rifles the hair on my arms. Coaxed by the now hot motor, every scent I've ever remembered from this car carefully bleeds out of the bonnet louvers

and rushes back to embrace me: warm grease and hot oil, vaporized glycol, hot Iron and soft rubber.

One never really steers a Morgan, but rather argues with the wheel. Black Bakelite in my hands, the Moss endures each gear change like the blow from a broadsword. Oil and Amp steady, temperature warm, fuel gauge reading secret transmissions from another galaxy, steady hiss from the SU's, the cowl shakes and the wing mirrors dance in the tree-spotted sunlight. Strollers wave and other cars flash their lights. Big tall Michelins flop-flopping on the road and the car lopes along with the feeling of riding in a sedan-chair on a long-legged elephant.

Trees open up and show us the beauty of the sky reflected on the water. A girder bridge rushes past, then another. I can never help but feel wonder and near surprise when riding in this car ...

like being 9 years old and watching Mr. Wizard perform some impossible feat on TV. Looking over at Stephanie wearing her preposterous hat, she is grinning broadly. Kids squeal and giggle in the back seat. I feel at once exhilarated and comfortable; young and wise. I am in heaven.

I open my eyes and the scene fades from Technicolor to black-and-white ... mostly white. Propped up in my chair, staring out at the bleakness, holding the now cold coffee cup.

"Chink-chink-chink" says the plow.

Spider J. C. Bulyk
Purdys Station, NY
St. Valentine's Day. 1987

But you KNEW it was all a dream . . . didn't you? ed

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OPINION EDITORIAL

To Autumn MOG or Not to Autumn MOG: It Shouldn't be a Question!

Lenny Mandel

In 2006 Shelly and I drove down to the DC club's MOG, July 4th weekend in Shepherdstown, West Virginia. She was our first Morgan and this was our first MOG. Being the newest Morgan owners there, Scott Willoughby (who MC'd the event) asked me to get up and speak about why, of all the sports cars in the world, we bought a Morgan. He told me that I would be followed by Jim Nichol who was the funniest guy in the club and because I love to laugh, I would love Jim.

I spoke, told a few "humorous stories," and sat down to great laughter and applause. Jim Nichol stood up from his seat and said: "There's no way I'm following that act" (now that I know him, Jim is a really funny guy),

and John Sheally walked up to me and in his southern drawl said: "Lenny, I just love your act." I looked at him and smiled and replied: "I love yours too, John."

But the line that has stayed with me from that night, and all through our 14 years of Morgan ownership, was spoken by Scott Willoughby. I'm going to paraphrase a bit here, but what he basically said was: "This is a club that, if not for the Morgans, 95 percent of the people here wouldn't even talk to each other." Let's re-read that line-- if not for ... Morgans, 95 percent of the people here wouldn't even talk to each other.

What a diverse crowd we are. What is it about this car that unites us? We come from different backgrounds,

have different religious beliefs, live in incredibly different socio-economic worlds, and we have achieved various levels of education and success. Some of us just want to get into our cars, turn the key, hear the engine turn over and drive through the countryside.

Many of us are 'gear-heads,' and use terms like lower pair and higher pair (which I can only think of as poker hands or body parts- tch, tch, tch), linkage and gear-train. Linkage, let's hit the linkage? I don't think that's the term for going out for a round of golf.

I wrenched motorcycles on and off for almost 40 years. I would pull my motorcycles off onto the shoulder, assuming there was one, grab 3 tools, fix whatever needed fixing and ride off. I didn't want to be a few hundred miles from home in a Morgan thinking WTF do I do now.

There are three things that prompted me to write this article.

When I chaired Autumn MOG 2013, the only weekend available was the same weekend as The British Invasion. Suppressing the 'reticent' being that I am, I wrote an article chastising those who forsook Autumn MOG (THEIR club's biggest event of the year) to attend TBI. I took a bunch of grief (putting it politely) for that article. Not that I cared, but at this year's Autumn Mog I was chastised by one of the people involved again. I told him to get over it (C'mon, it was 6 years ago), but he assured me that he was still pissed off at my article (if you're gonna keep a grudge it should be over something infinitely more significant).

The letter to the editor in last month's Morganeer by Pat Hennessy—I'll copy and paste the 1st couple of sentences but I urge you to read her letter a couple of times—"What does it mean to belong to a club? Well, you fill out some form and you pay your dues. now you're a member. But you don't "belong." To belong, you have to"

Frank Wnek said—write an article. (*thanks Lenny! ed*)

continued on page 30

I re-read older Morganeers and relived many wonderful events. There were pictures that made me laugh and some that brought tears to my eyes seeing members' faces who are no longer with us.

The Morgan itself is a "ROCK STAR" wherever it goes. Bikers give us the thumbs up all the time, and if you remember the article about our Morgan in P-Town, where Carol Channing (in drag) rode down Commercial Avenue with me driving our Morgan or the picture of Batman guarding our Morgan at a show, you've got to know how many pictures were taken (you've all been there yourselves in your Morgans). Cars zoom by on a highway, brake lights come on, the passenger window rolls down and cameras (ok, cell phones) come out.

Each and every one of you could probably tell many similar stories, and every memory, even the sad ones (thinking about the good times with those who are gone), put smiles on our faces.

Let me tell you why attending Autumn MOG, DC MOG, MOPS MOG or any Morgan event should be a no-brainer.

Morgan events are great, but what makes them really special is getting to know club members that, in the past, I would just wave to and say "hi." Now I really look forward to seeing them and spending time with them again.

Y'all are part of a very exclusive club. It's certainly about rippin' down winding back roads, and about being behind the wheel of a car that you won't see coming back at you in the other direction, but Pat Hennessy's letter to the editor is spot on.

You've gotta take part, be involved, wave a starter's flag at the autocross, get the cars in their proper places at the concours, or just help out at the hospitality suite. You'll find that

you have much more in common with many members, and faces will become names, and names may actually become friends.

Lyrics from the [Rodgers & Hammerstein](#) song: "Getting to Know You" come to mind here:

Getting to know you,
getting to know all about you.

Getting to like you,
getting to hope you like me.

Getting to know you,
Putting it my way, But nicely,

You are precisely,
My cup of tea.

Haven't you noticed,
Suddenly I'm bright and breezy?

Because of all the beautiful and new -

Things I'm learning about you --
Day by day.

Get to know us, let us get to know you, I promise it will only enhance your experiences at the events. Come join us, Take a more active part in YOUR club. Be one of the people who, when the chips are down, stand up to be counted.

May you have a year filled with all good things, HEALTH, and Peace.

From a First Time Autumn Mogger

Dear Morgan Community,

Thank you for welcoming me with open arms to Autumn MOG 2019. It was my first time experiencing this event in its entirety. I loved getting to see all the cars at the concours. Of course, I had to vote for both of the Halls' cars or I would never be welcomed in their home again. But I do love their cars, to be fair. I mean it's hard to beat Brian's beautiful blue baby. Plus, Maura taught me to drive them, so the cars do hold a close place in my heart.

Brian and I started the rally trying to actually complete it to the best of our ability, but that hope quickly disappeared. We got lost pretty quick and sort of gave up trying to find the real answers. We did have a lot of fun driving around and planning a hypothetical rally in Saratoga, one only locals could truly get a perfect score on. We did come up with some great joke answers that weren't going to be shared. But Maura had to rummage through the car and find our sheet. And of course, she had to submit it for Brian and me. I did win an award our answers, in particular a slightly risqué one, even though Brian was the one to suggest it.

At the banquet, I did try to bid on some auction items. However, being a recent college graduate, my purse strings are pretty tight, so I could not bid as much as others and lost every item I bid on. Hopefully, in the years to come, I will be able to splurge more and actually win something.

I had a wonderful time at Autumn MOG this past year. It means so much that I was welcomed in the community and festivities with open arms and drinks in hand. Nothing lets people know you like getting an award for being slightly inappropriate. Thanks a lot Maura! I do look forward to next year's event and will do my best to not embarrass myself any further, but that seems unlikely. Thank you for once again for your generosity and for a perfect weekend getaway! See you next year!

Best regards,
Skye Malik

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

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