

The Morganeer

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MISTER OCTOBER



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



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CAR CLUB NEWS

FROM THE PRESIDENT

Greetings to all!

This week, I was in the midst of a slew of college lectures, lessons, meetings and so on. And so, I lectured, I sat, and sat, and sat, and listened. My favorite lecture, which was my favorite because I got to deliver, rather than receive it, was on the concept of musical expectancy—the idea that the very structure of the music leads the listener to certain inescapable conclusions. The simplified version is along the lines of the ultimate hanging phrase: “shave and a hair cut” without the “two bits”!

Musical expectancy is rather like Morgan expectancy—not quite sure how long it will take me to get the car out and ready, but I am sure to be satisfied when I round that first bend in the road.

As we sat around after the meetings and I listened to the non-musical expectancy comments that follow most meetings—“I knew they were going to say that,” followed by “boy, I’ve heard that before,” to the occasional “sometimes it’s nice to hear certain truths repeated over and over”—I got a certain sense of continuity. Like knowing with certainty that 95 percent of your students will be unprepared for the next lesson.

Enter a couple glasses of wine and an informal discussion after one of the meetings. The comment arose “It was like listening to my mom. I can’t count the number of times I have heard her say that, and the part that stings – it’s true!”

On the long drive home, I starting thinking of those quotes, the ones that everyone’s mom, from yours to June Cleaver, said to their young. And as you know me, translating them into my own personal universe.

1. “Money doesn’t grow on trees you know....” —But I sure seem to be able to spend it on my car of Ash.



2. “Close the door! Were you raised in a barn?” —But how will I get the car out?
3. “We’ll cross that bridge when we come to it.” —Heck yeah!
4. “I’ll wash your mouth out with soap.” —Well, at least the under - carriage.
5. “When I was your age - I had to walk (10+++) miles to school.” —I’ll take the Morgan, thanks
6. “You’re not made of sugar, you won’t melt.” —Unless it rains too much. When water comes in through the floorboards, I MIGHT melt.
7. “You’ll understand when you are a parent.” —Or a Morgan owner.
8. “Come home when the street lights come on.” —Maybe. Just maybe.
9. “Don’t you make me pull this car over.” —Unless there’s a pub nearby...

As we get ready to dust off, tune up and hop into our cars, choose which events we will attend, and plan the best times to gather with our Morgan friends, please remember that LOST time is never found again, so NEVER leave until tomorrow that which you can do today. Old Ben F. knew that of which he spoke. As the anticipation builds up for noggins and rallies—and finally Autumn MOG—recall that according to La Rouchefoucauld, “Absence diminishes mediocre passions and increases great ones!”

Happy Spring cleaning!
Maura

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FROM THE EDITOR

It is with heavy heart that I begin this column with the sad news of the tragic and untimely death of one of the USA's Morgan icons - **Bill Fink** - who died several weeks ago as a result of a fire in his home in Bodega Bay, CA. Virtually everyone in the Morgan global community knew or knew of Bill. He was a friend to everyone, and among his claims to fame was the proprietor of the San Francisco Bay Area Morgan dealership, Isis Motors. He was also personally responsible for working with the US DOT and the Morgan factory in restoring the importation of Morgans to the US after it was stopped in the late 60's for various issues. More than a few pages of this Morganeer are appropriately devoted to remembrances of Bill, and I would also say it is appropriate to name this issue of the Morganeer the **Bill Fink** Memorial issue.

Our cover this issue celebrates yet another coup by long time club member and former President **Bill Alexander**, in once again getting a photo of one of his Morgans - in this instance his beautifully restored Plus 8 - chosen as 'Mister October' in the 2020 Morgan Motor Company official calendar. Congratulations Bill. Was it the Morgan, or the stunning scarlet Maple trees in the background? Well, both I suppose. And also, a photo which first graced the cover of this esteemed newsletter of **Alison DeKleine** and her Morgan 4/4 was also chosen as 'Miss October' in the 2020 Isis Imports calendar. A double coup!

One sort of off-season event is covered in this issue, although 2 hearty New England couples (and a back seat rider) arrived in their Morgans. It was a mild day for January in New England, but still, I must give kudos to the **Garners** and **Glenn Bryant** and partner **Helen Kain** for arriving at the Northern New England Holiday Party, hosted by the **Sheehans** at their new Falmouth on the Cape home in their Morgans. Gee, I suppose I should finally install the Smiths heater in my Drophead Coupe so I could drive it in winter. Nah, maybe not. But I must say I do admire those



that bundle up and get their Morgans out in the off-season.

Next I am pleased to once again present a Member Profile of a relatively new but certainly active club member (and our new Treasurer) **Jamie Goodson**. As is true for so many of our members, Jamie had an interesting and unusual childhood, was educated in Europe, and fortunately for all of us, made his way back to the good old USA to become a successful businessman. Actually, the article is sort of half Member Profile, half Interview, since I quoted many of Jamie's responses to my email query verbatim, rather than paraphrasing. And I didn't even have to make too much of it up. Jamie, his wife Paula, and most recently their son James have certainly become most welcome members of the club.

Filling out the issue are several 'short subjects' ranging from the fires in Australia to upcoming events and venues to a 'Sneak Preview' of a major Morgan rebuilt nearing completion (after 3 plus years).

And there is also a brief preview of this year's Autumn MOG, to take place in Saratoga Springs by this year's event chair Deborah Spurgas. I must say the venues of the Gideon Putnam Resort and Saratoga Auto Museum should make this a spectacular and memorable Autumn MOG. So mark your calendars for the first weekend of October, and it is not too early to reserve one of the 40 rooms reserved for the event.

Well, it has been a somewhat mild winter (so far). I for one am MORE than ready for spring, aside from 'mud season', which we are already experiencing to a degree here in Maine. Once the dreaded 'frost heaves' in our local roads

subside and the weather warms another 10 degrees or so I'll start thinking about going and waking up the Drophead from its winter slumber. A little hot tea poured into the radiator should do the trick I think. If nothing else we Morganeers are total optimists. And as we know, even in spring with the new ruts, bumps and potholes leftover from winter...

The road still goes on forever,
Frank

TO THE EDITOR

Steve (*Editor-At-Large - ed*),

Thanks for the tip on "Many Miles with Davis" I already ordered one for my collection. My son Seamus, who owns a recording studio in Delmar NY, was also impressed. I sent your article to Anneabelle Tiscione, Pres of the WNY MOG Owners' Group. She and her deceased husband Bob, have a collection on Miles. She was not aware of it. She also wondered about the mix of black and cream colored gages, along with the steering wheel. She has a flat rad with the same wheel and incorrect black gages. I am wondering if it could be her car. Was it a flat rad?

My wife uses the same wheel on all the covers of all our Morganotes. Annabelle thought the cover of the album would look great on the next issue. Of course you will get the credit.

John McNulty

PS, You did a great job at Limerock.

Hi Frank,

Another great issue of the Morganeer. Have an addition to Jonathan Kinghorn's fine piece on Fergus Motors. I believe their last location was the parts and service shop on Willow Street in Hoboken New Jersey. Visited there with Sandy Towt when they were closing the place down. A treasure trove of Morgan parts and accessories.

Fred (*Cohen*)

continued on page 4

TO THE EDITOR Continued

Hi Frank and Meredith,

We've been away since November exploring Hong Kong, Singapore, sailing for 6 weeks in Thailand, enjoying a stretch of urban life in Melbourne, and finally rural New Zealand. The first Morgan we've spotted in thousands of kilometers was this one outside Christchurch. That's 12,000' Mount Cook in the background. Couldn't catch up to the MOG!

We're very much hoping that you and Meredith, are well.

Best wishes,
S and K (*Sam & Kayda Selby*)



Photo: Morgan New Zealand

An Autumn MOG Preview

Welcome to Historic Saratoga Springs, home of the 2020 Autumn MOG scheduled for Friday October 2nd through Sunday October 4th. A block of 40 rooms has been reserved at \$189 / night at the Charming "Gideon Putnam Resort". The Gideon is located in breathtaking Saratoga State Park, nestled in the Avenue of the Pines. The Autocross details TBA. Join the procession through quaint downtown Saratoga enroute to the Landmark "Olde Bryan Inn", for Friday evenings' libations. This lovely tavern touts authentic pre-revolutionary architecture. Saturday's Concourse is tentatively set for the front lawn of The Saratoga Automobile Museum, formerly the Saratoga Bottling Plant. The Gideon Putnam Hotel & Spa will be our host for Saturday Evenings' Banquet, Auction and Awards. More weekend activities and detailed information will be forthcoming in future publications.

Your Saratoga Chair,
Deborah Spurgas



TAKING THE MIDDLE ROAD

(To Sheehan's Holiday Party)

Frank Wnek



Once again I found myself on the road early on a Saturday morning headed south from Maine to the Cape. There are three ways to get there from here. There is the 'low road' (shortest and potentially fastest) through Boston on Route 1 and I-93 through that long scary tunnel. There is the 'middle road', the inner 'beltway' around the city Rte 128/95. And then there is the 'high' and longest road, I - 495, the outer beltway. I usually choose the middle road going south (to get there a bit faster and avoid Boston) and the high road

on the way home, when I'm not on a timeline. Whichever way you go it's a long drive.

But, really, how could I miss this now traditional and ever popular event for us Northern New Englanders - the Holiday Party and famous (or, more correctly, infamous) Yankee Swap. Surprisingly, it was a mild day for early January, with no snowstorms predicted or anywhere on the far horizon. The only potential hazards - the heavy traffic and crazy Massachusetts drivers (famous for passing you on the right - while you're changing your tire!)

I was not quite the first to arrive at the host Sheehan's new digs - a lovely single floor home on a gated community/golf course in Falmouth. After considering numerous options from Hawaii to South Carolina to the Caribbean, Larry and Sue had somewhat surprisingly ended up just moving across town. I have a feeling that Larry will be missing his 'crow's nest' and view of Cape Cod Bay, but other than that, the move

Photos:

Above: The host and hostess, Larry and Sue
Bottom: Parts of 4 different chat groups - all talking Morgans, of course



made sense. And it did not take long for them to host yet another of the excellent 'party on Larry' parties.

It was just after noon and the party was already in full swing - several small groups scattered around the living room, kitchen and dining room engaged in animated conversation. I grabbed a beer to wash down the road dust and started to mingle. Over the next hour or so more and more partiers filtered in, several announced with the unmistakable throaty exhausts of Morgans.

Yes, both Glenn Bryant and partner Helen Kain and the Garners had driven their Morgans, a Plus 8 for Glenn and Morgan Ear Editorial Plus 4 Four Seater with full weather gear and trooper Shayna riding in the back seat.

Wait a minute! What is this? A different throaty exhaust, as Jerry Murphy showed up in a very handsome, just restored Old English White MGB GT, sporting a Ford V-6 under the bonnet. It was one of the few times I can remember a non-Morgan garnering more attention than adjacent Morgans at one of our club events.

After some car ogling and ritual car talk the guys headed back inside to continue partying. The dinner bell was rung and things quieted down as every-



one descended on the dining room sumptuous buffet laid out by hostess Sue and assistants, filled plates and then scattered around seeking a vacant chair. I didn't get through the line soon enough and had to pull up a piece of floor, which was okay because I ended up having an interesting conversation with Glenn.

One of the interesting 'decorations' Sheehans had put out (see photo) was the old, slightly tattered vintage Massachusetts 3/4 Morgan Group Banner, which had apparently been unearthed





in someone's garage, dusted off and put on display once again. It reminded me of the old, old days when the Crandalls used to host this event, which one year was scheduled SO late after the Holidays that it was re-dubbed 'Groundhog MOG'. I'm sure David is pleased to know that this vintage club banner has indeed survived, only a bit worse for wear.

I was also pleased to see several couples at the party that I had not seen for at least this past driving season or longer. It was great to see long time club members Steve and Jo Manwell and Ty and Kathy Phillips again, and we spent some interesting chat time getting caught up with our lives. More importantly the update on Steve's Four Seater, still 'under restoration' and Ty's unending search for the 'perfect' sports car. (Here's a hint TY - it's NOT a Porsche, or a Ferrari, or an exotic supercar - it's your Plus 4 Drophead Coupe!)

So, on to the highlight of the event - the no holds barred, full contact, winner takes all (well, sort of) Yankee Swap. If you have never participated in this lively sport you are really missing something. As always, there was some dispute on the ground rules starting out (this time initiated by yours truly), and although I thought about it I decided NOT to issue a formal protest. And as always there were several coveted

Photos:

Above: "You're going to ride home in THIS?"
Kathi - 'Yes, of course!'

Bottom right: Sue and helpers prepare the buffet in her new kitchen

Opposite page:

Top: Morgan - "You don't REALLY expect me to believe that one, do you Jonathan?"

Middle: The unearthed Mass. club banner

Bottom: Tom - 'Yeah, I thought about driving my Morgan today. For a second!'



items - one a bottle of Morgan vineyards wine - that changed hands several times despite the person holding it's best attempts to squirrel it away. But all in all good fun. The photo of Steve Manwell 'sporting' his gift sort of says it all (see centerfold).

After a bit of post swap socializing (and an attempted group grope photo) folks started filtering out the door, out to the drive and on their way homeward. I went out just to observe Shayna attempting to climb in the back seat of

Garner's Four Seater with the hood up and side curtains in place - and she performed the 'trick' amazingly well. Not many of us have that kind of flexibility anymore I would say.

Ah yes, before closing I must give the obligatory recitation of those present. They included: Larry and Sue (host & hostess with the mostests) and son Chris, Glenn Bryant and Helen Kain, Steve and Jo Manwell, Ty and Kathy Phillips, Tom and Elaine Austin, Ron and Kathy Garner, Bill and Mara Gart-

land, Jonathan Kinghorn and Susanna Whitman, Steve and Angela Lipton, Jamie and Paula Goodson and son James, Morgan Malone, Mike Field and your humble chronicler.

Once again, a superb event put together by the Sheehans. Some people just know how to party.

Photo: Partiers assembled on the front porch





THIS JUST IN... Received special Morgan papal dispensation...
ONE MORE NEW V6, 3.7 + ONE MORE NEW PLUS 4!!
 Order in your colors and options. One of each! That's it folks...Don't get left behind!!



3 WHEELERS:

NEW 2020 Morgan 3 Wheeler
 Fashioned after the 2010 Geneva Show "RAF Spitfire" Edition

2013 Morgan 3 Wheeler
 Polished Alloy Body, #5/50
 Brooklands, 115 original miles!

ROADSTERS:

NEW 2020 Morgan 3.7 V6 Roadster
 Ferrari Grigio Ingrid Metallico with Honey Tan Leather // COMING SOON

NEW 2019 Morgan 3.7 V6 Roadster
 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 V6 Roadster
 Special Order Grigio Ingrid
 Metallico/ Honey Tan Leather

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

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

1989 Morgan Plus 8, Silver/
 Black leather, gasoline
 conversion, 5-speed, 49.6k
 original miles, California car

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

1963 Morgan 4/4 New Cream and
 Red paint. Red leather, 1600cc Dual
 Webbers, headers // 85% DONE

1963 Morgan Plus 4 SuperSport
 1 of 101 Factory SuperSports,
 Rolls Royce Green Velvet (dark
 British Racing Green), Black
 leather, Black mohair weather
 equipment, Black wire wheels
 // EVERY NUT AND BOLT CORRECT
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1962 Morgan Plus 4 Four Seater
 Roadster, White with black leather

1958 Morgan Plus 4 DropHead
 Coupe, Regency Red/Black // 100TH
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Remembering Bill Fink



The world of Morgan Motorcars has lost a dear friend, that being Bill Fink.

He was always there when anything was needed by a Morgan owner, or for advice or anything Morgan needed to be done. He was always solving anything that came his way to keep the cars coming into the USA and helping the Morgan Motor Company.

He was a quiet gentleman, talked soft and got things done. Ask him anything about a Morgan and you would get an answer and explanation.

Morgan never built their own engines - rather they used engines from other car builders. Bill helped, working to create a Plus 8 Morgan by finding a 215 alloy American V-8 that would fit the Plus 4 as Peter Morgan wanted to do.

In later years, when the USA would not let new Morgans be sold due to safety items like bumpers and other required things like engine exhaust emissions, Bill simply converted the UK engines to Propane Fuel and Morgan cars were again allowed to be sold in the USA.

Another thing he produced was MORGVETTES, by installing Corvette engines into Morgan motor cars - creating a rocket machine.

Bill was always there any place any time. He always came through when needed.

Everywhere a Morgan event was being held he would show up over the years.

He and I were friends, seeing eye to eye and dancing with our Morgan race cars on track and door to door at Mid-Ohio. It was great fun, mutual respect and smiles.

Bill Fink will always be missed by many.

God bless him and his family.

Goodbye my friend.

Sincerely, John H. Sheally II

This is tragic news which I heard about at the beginning of the week.

I first met Bill when he came to my mum's house and bought 40 new Lucas torpedo sidelights from me. He really was a great chap and I remember, due to his height he had to duck when he came through the dining room door (my office).

Subsequently met at the Morgan annual dealer meetings when he came over.

Melvyn Rutter

Bill,
Barbara
& Gerry
Willburn
and
Maurice
& Jean
Owen



My first meeting with Bill Fink was at MOG 2, my first event though I'd had my Morgan 4 seater for over a year. Do you remember those dark days of corded phones and snail mail?

I had responded to a classified in R & T of this "National Meet" and the visitation of Peter and Jane Morgan. As a lad of twenty-five it was yet another adventure. Along with my high school best pal Eric, I booked (By phone) a room at the nearby Swiftwater Inn.

As the July 4 weekend neared the Northeast was struck by Hurricane Agnes and there were concerns over the event taking place what with all the flooding in Pennsylvania. Reaching Chipper Chet Faleski (Father of the MCC DC MOGs) I was assured the meet was still a go and so off we went, hood up in the driving rain, to meet with other insane Morganeers. The rains ended less than fifteen minutes before we reached the meet headquarters, The Sheridan Manor Inn, in Mt. Pocono and our arrival was heralded by blue skies. Greeted by MCC DC president Dave Bennett and his VP, Mort Kuff, we felt we had found home.

Peter and Jane (who had a unique way of pronouncing "Pocono") were marvelous guests of honour the entire weekend and on final departure from the meet who but Bill Fink was looking for a ride to New Haven. As I had the back seat mostly free (In that era 25 year old guys were not known to pack for fashion) I offered to deliver him. Should anyone here have seen the factory's video (I've never seen it anywhere else but in the visitors' center in the Link), there is a clip of about five seconds of our departure from the Sheridan Manor and you might well imagine the scene with the well over 6 foot Bill in the back seat. Stopping in Rhinebeck, I dropped Eric off and proceeded with Bill to New Haven. Marga ran like a top and after leaving Bill where he asked, I drove home to Rhinebeck.

Saved for another time, a result of meeting Peter and Jane was that on visiting the UK later that summer, I was invited to spend three days with them, a marvelous holiday!

Jim Nichol



At the track Peter Morgan, Adrian Vander Kroft and Bill



A young Bill - Morgan man

I'm in London and just heard that Bill Fink died in a house fire. How very sad. He was such an institution in the US Morgan world, especially beginning in the 1970's when the US regs kept factory certified cars out of the country. I would see and talk with him from time to time back in the '70's and early 80's and then again a few years ago when I got back into Morgans and first had one of his propane 4/4s (since converted to gasoline). He was always the gentleman and had quite a memory — probably from those days rowing on the Isis* River!

Wes (Fredricks)

*Contributed by frequent London visitor Jack Flynn (via Wikipedia):

The Isis" is an alternative name for the River Thames, used from its source in the Cotswolds until it is joined by the Thame at Dorchester in Oxfordshire. It derives from the ancient name for the Thames, Tamesis, which in the Middle Ages was falsely assumed to be a combination of "Thame" and "Isis".

BILL FINK

Morgan's Eveready Bunny

A Friend Indeed

Spider J. C. Bulyk

In 1973 I answered a *New York Times* ad for Morgans at Isis Imports Ltd., which then resulted in months regularly drooling over Bill Fink's sales fliers, listing his inventory of cars and long parts lists, in withdrawal waiting for the next to arrive in the mail. I still have all those fliers!

One such flier announced a "Sale": Bill was cleaning out his house of Plus 4 parts. Having just purchased a basket case Plus 4, we needed everything. The Xerox copy in my files shows my multi-page, hand-written order letter on legal sized yellow lined pad paper—no cell phones, no email, no credit cards, only checks and snail mail—in which I believe I ordered at least one of everything he had: bumpers, hubcaps, brakes, suspension, ignition, hoses, upholstery kit, brackets, lights, chrome bits, etc. After a lot of back and forth, in which I found myself correcting some of Bill's math, he confirmed the order.

In the age of AMAZON, it's difficult to imagine what it took to order goods California to New York via snail mail, long distance phone being too expensive and complicated (you had to be

home to receive it, after all!). It took months, with weeks in between communiques. In addition, Stephanie and I then lived in the tiny hamlet of Purdys Station, a remote NY wooded home of some 500 registered voters. Our address was "Bulyk 10578".

Working in the Wall St. biz one morning, I answered my (analog) phone, "Hello Mr. Bulyk (immediate panic!), this is Walter, your Purdys Station postmaster. I just took delivery of a refrigerator-sized box for you from something called Isis Imports in California. It weighs 217 pounds. It was sent COD so I've paid your \$1,200 bill. When kin you get it outta here and when kin I git ma money back?" Welcome to rural life, circa 1975. Walter's and my work schedules conflicted; the box wouldn't fit in any car we owned; and I was scram-

bling to find \$1,200 in cash. This was Bill Fink: Morgan's answer to the Eveready Bunny, without the annoying drum.

We met Bill the next year at the MCC-DC 4th of July MOG in Luray, VA, having driven down with everything he sent us now bolted onto our Plus 4. Clear as though it were yesterday (maybe clearer!) I can see Bill striding across the veranda of the Mimslyn Inn, hand outstretched, wearing a big smile. "Spider Bulyk?" he asked, then added, "...I like what you did with my parts!" This was how it all began.

We saw each other several times, mostly when I'd visit Frisco on biz. Bill would take me out for a heart-stopping spin in his latest Morgan hot rod, buy me Chinese food, and ply me with wine. We regularly corresponded or phoned. I bought more parts. He sent me posters and calendars. Finally, in the late 90s, we bought an almost new (~3K miles) one of Bill's turbo-propane Plus 8s, which had been converted to Holley/Edelbrock/Mallory. Email and the internet had begun and that made things much easier for our bicoastal friendship. Last August, Bill, Judy, and Tcherek bought us lunch at Caffè Sport in North Beach, Frisco. Bill then took me on a wild ride down to Isis' Fisherman's Wharf shop in his Corvette LS2 powered Plus 8: zero to well over 100 mph back to zero in less than one city block. I almost swallowed my teeth. The Eveready Bunny.....

During the decades we knew Bill, he became the single most iconic Morgan figure in the USA, responsible for saving Morgan's market from the ruin of federal regulations. His thoughtful study and experimentation gave him insights about the cars few others could imagine. Bill was never daunted by conventional wisdom about what was impossible. Each new challenge was seductive to him, and he'd throw his keen intelligence and bottomless energy at it, until it relented. Throughout it all he remained a demure and polite person: always open to listen, always willing to help. I think it fair to say I liked and respected him very much. I am so very sorry he's gone. I'll miss Bill the person, and Bill the icon. We all—even those who may never have met him—will find ourselves wishing he were still here.

Run cool, Bill.



Bill in his Corvette powered Plus 8



Calendar Girl / Calendar Boy

Miss and Mister October

Happy New Year everyone.

I had ordered, as I do every year, the Morgan 2020 Calendar from Morgan Cars USA, AKA Isis Imports, a la Bill Fink out California way.

Just got it today and was breezing through the months when I got to October. Wait, that looks very familiar. It's the May/June issue cover of *The Morganeer* with Alison, photo by Jason Wessel. My gosh Alison, you sure get around.

Does anyone know the story on this and how it became October in the Isis Imports 2020 Calendar? Now I'm very curious.

All the best in 2020
Steve (Scheffbauer)

From Alison DeKleine

It was a surprise to me too when I received it as a Christmas gift this year. Tcherek had seen the photo somewhere (probably the *Morganeer*), and reached out to Morgan to get a copy. He passed it along and BAM! There I am.

I ran into the photographer, Jason Wessel, the other day and shared the story with him and he is thrilled to be included. He seemed like he might reach out to them and get a copy or two for himself. I'm just going to continue to bask in the glow of this new found popularity while it lasts...LOL

Steve's response

I say, play it before it goes away, or as they said in the movie "Wall Street" "You're on a roll kid, enjoy it while it lasts, cause it never does."

As Tcherek said:

"Thank you for your calendar order, I am so glad that you like it! I met Alison and Morgan at MOG 46, and liked them both immediately. When I saw the photo I knew I had to have it included in my calendar."

You're a rock star, congrats! Hope to see you and Morgan at MAD MOG March 21.

Steve

Just remember WHO made you a star Alison! They saw it first on the cover of The Morganeer. ed

AND, not to be undone, Mister Morgan of Maine (and former club President) Bill Alexander once again broke into the highly coveted MMC calendar. The only 'Yank' to do so. Maybe it was those glorious Maples in full fall scarlet color (which it took Bill a bit of time to track down) that was the tie breaker. Well done, old boy. ed

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YOU GO GIRL!

Yes, that is our very own club President, Maura, standing on the winner's platform of the Taekwondo US Open, having taken second place in the national competition. How does she have time for all this? A busy girl indeed. And my suggestion - don't mess with this girl!



FOR SALE

Parts For Series IV Morgan 4/4

Gas tank in excellent condition,
no fuel gauge sender. \$360

Brand new bumper still in factory
wrap. I believe it also fits +4. \$375

Leather seat squab, red leather.
good condition. Small tear driver's
side back edge (left shoulder) \$500

Seat cushions, pair red leather
with bladders. \$500

Prices do not reflect shipping.

Contact: Perry Weiner. 215-778-6987
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Steve - "Do I look COOL, or what?" Jo - "I'd say he looks silly."



Morgan - 'Ah, this will come in handy.'



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TY - "These will come in handy for my detailer guy."

Morgan - "NOW we're talking!"



Jamie - "What? NO babes in bikinis?"



Steve - "I'm SO cool!" Jo - "Still look silly."



Jo - "What could it be?"



Mike - "Not so fast. I'll take that Maura." Bill - "You (expletive deleted)!!!!!!"

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MEMBER PROFILE *(and Semi-Interview)*

James A. 'Jamie' Goodson

Businessman, Motorcycle Enthusiast, Morgan Man

Frank Wnek

I first met Jamie and his wife Paula at a British Invasion in Stowe, Vermont several years ago. He had just arrived at the Saturday concours field in his newly purchased Plus 8 and boldly parked it between my Drophead and Bill Alexander's Plus 8. I immediately went over and admired his Morgan and we had a pleasant conversation, in the midst of which we also exchanged backgrounds. And it became immediately obvious that here was another of the interesting and unusual people drawn to the Morgan marque. I found I was immediately starting to like this guy.

Mike and Linda Baker invited them to their traditional Saturday evening gathering, and as they arrived Jamie just casually mentioned to me that he had left a book for me in my car. I thanked him but really didn't think too much about it that evening. The next morning, as I was shuffling through the stuff I had tossed on my passenger seat before departing for home I uncovered the book - titled *Tumult In The Clouds*. Okay, an aviation book, I thought. I'll check it out when I get home.

I opened the book that evening as I was getting into bed (my usual reading hour), and as tired as I was I just could NOT put this book down. It captured me right from the start. Chapter One - a young man coming home from a summer touring Europe in 1939 is on a passenger ship that gets torpedoed by a German submarine off the coast of Ireland. The young man saves several passengers as the ship sinks and is rescued and brought back to Ireland. He boards another ship to get home and

vows that he will leave college, become a pilot and take his revenge on the Germans that were responsible for such tragic loss of innocent lives.

The US was still in its 'isolationist' mode and US citizens were actually prohibited from going to join other nations armed forces. Not to be deterred from his mission, the young man finds out that he can go to Canada and then be trained by either the Canadians or the British RAF. He then goes on to become one of the leading fighter pilot aces of the European theater in World War II.

As I became completely enthralled in this book I started to wonder why Jamie gave it to me. So I flipped back to look at the cover to discover the name of

Photo: Jamie and Paula at a recent luncheon





the author. It was JAMES GOODSON! None other than Jamie's Dad. Amazing. Now I was REALLY liking this guy.

(To find out the rest of his Dad's war stories you'll just have to read the book. Trust me, it is fascinating.)

Well, after meeting some of our club members at The British Invasion, Jamie did not have to be coaxed too much to join the 3/4 Morgan Group. He has since become a VERY active member, and most recently volunteered to become our current Treasurer.

So, who is this intriguing international Morgan man of mystery? As Jamie explains his Dad's immediate post war years:

In 1945 Dad was on a "hero" tour selling war bonds speaking to factory workers and groups. He was at the Goodyear factory in Akron, Ohio when Japan surrendered. Dad had no plans to stay in the Air Force, so Goodyear offered him a job which he took. He was sent back to Europe to organize the rebuilding of Goodyear factories in Europe that we had bombed. Dad stayed in Europe working for Goodyear, then Hoover and finally ITT. For many years we lived in France, Germany, Britain, Switzerland and finally Brussels,

Belgium. Consequently, my childhood and teenage years were in Europe.

Some time during those years, his Dad met his 'Mum', an English lady, and along came Jamie.

Most of his growing up years were spent in Europe. He went to high school at the International School of Brussels and college at the American University in Paris. Pretty impressive educational creds. From his VERY early years Jamie developed a lasting interest in motorcycles. As he explains:

I started riding "motorcycles" at age 5 on an old Peugeot moped on a farm in France. Much better than a bicycle! My mother said it was okay and that I'd grow out of it. Here I am at 68 still with grease under my fingernails and still enjoying the Norton 850 I bought new in 1974, 46 years ago.

I still ride as much as possible, and raced Ducati and Norton motorcycles at the amateur level when I was younger. I still compete in Moto Giros and completed the Moto Giro D'Italia in 2018 on a 1957 Moto Morini, and the occasional vintage car hill climb with the VSCCA. Vintage events are fun!

Interestingly, long time club member and past President Bill Alexander is also a motorcycle enthusiast, and continues to ride to this day. Are competitive 'racing' genes a part of the Morgan owner's DNA? Apparently - for Plus 8 guys anyway. So, when did the Morgan interest come along, one might ask? Here Jamie reveals:

My first car was an old Morris Minor which I drove at 14 without a license. (Ah, yes. Suspicions confirmed! Juvenile delinquency a common attribute of future Morgan owners. Right, Jim Nichol? ed) When the fuel pump quit I mounted a motorcycle tank on the roof with a gravity feed - so it was easy to find in a parking lot! That Morris was an amazingly tough little car. Even when my buddy Greg rolled it, it still kept chugging cheerfully along, dents and all.

My first "legal car" was a Renault Caravelle. Then an MGB GT in my MG phase with, TC's, TD's, TF's, and A's, sprinkled with the occasional Fiat, Alfa, Triumph or Sunbeam. Old British cars in those days were cheap and I'd scour junk yards to pick up cars without too much rot. I was always buying and selling. If only I'd have kept a couple!

I remember sending away to the MMC at about age 17 for a brochure. I always liked that classic '30's look with the long hood and short back, snug cockpit with the wide center console topped by a short gear lever. The view looking out over that long hood (bonnet, for English speakers) gives the best view east of the Grand Tetons. Makes you forget the antiquated suspension, and bruised fingers from putting up the 9 stud hood in the rain.

Morgans in the garage: A 1989 Plus 8 and my son, also in the club, has a 1965 4/4 Competition.

Well, this explains a lot. The only question is what took you SO long to finally become a Morgan owner Jamie? It's okay - you're forgiven. As long as you keep our club finances in good order. And one of the reasons this works is that Jamie has also become a successful business owner along the way - as a complement to his long-standing interest in motorcycles. Now he actually has TWO businesses, as he states:

Mike Van der Sleen and I started Vanson in 1976. We got the name by taking the Van from his name and the Son from mine to make Vanson. We made motorcycle apparel and racing suits. Mike runs Vanson now in Fall River and is still making jackets and racing suits...a rarity to see made in USA these days.

Today, I run two companies, one making parts for old vintage British motorcycles, Norton, BSA, Triumph etc. and Brooks which makes motorcycle riding gear. As my wife Paula says, "something to keep you busy and out of the house!"

Well, I think we have gained a real winner having Jamie, wife Paula and now son James III as members of our club. They, of course, enjoy the 'social' aspects of the club as well as the 'car stuff' and make as many of the NNE club events as possible. And Jamie is now working on an event sponsored by the British Sports car Club of Cape Cod this fall at which Morgan will be the featured marque. AND the event will take place near Jamie's home town in Plymouth, MA. Look for details coming soon.

Jamie's outlook on the future of the club is also very insightful:

I like the club and direction we're following. The club is in good hands thanks to our officers, event chairs and co-chairs, area captains, technical advisors, and countless volunteers. There is also a good infrastructure in the Northeast to keep our old cars running. I do encourage more members to fill open positions. We currently need Club Regalia, and Morganer Advertising positions filled.

It is possible that our membership may dwindle over the years as we age out, but a smaller club is good too. And there is good news on the horizon as the MMC will be able to bring in 375 new cars a year under the Low Volume Motor Vehicle Act sooner rather than later. Up until now, it has only been possible to buy a new Morgan in the USA in kit form with motor and rolling chassis separate. Hopefully those new Morgans will translate into new members.

So, there you have it. How lucky we are that we continue somehow to at-

tract new members like Jamie, his son and others that seem to gravitate towards us month after month. You don't think the cars have anything to do with it, do you? Morgan magnetism perhaps?

Photos:

This page:

Steve, Jamie and Jamie's son James

Opposite page:

Steve Scheffbauer, Some Guy and Jamie



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UNDER NEW MANAGEMENT

The Brits Are Back In Bristol

Alison DeKleine

British Motorcars are storming the shores of Rhode Island's Colt State Park in Bristol this year under new leadership. The non-profit club, British Motorcars of New England (BMCNE), is collaborating with Explore Bristol to reimagine the event while keeping the tradition alive. Previous event years have seen diminishing numbers, but by opening the event to new sponsorships and reducing the cost to participants BMCNE is confident they will bring attendance numbers back up.

BMCNE Club President, Alan Roseman says, "We are so excited to be hosting the British Motorcars in Bristol. This year we are focusing on creating a more inclusive and inviting event for all British Motorcar enthusiasts to enjoy."

This year's event will begin on Friday, June 12th with a road tour, parade, and evening street party. Saturday, June 13th kicks off the car show with the field events where 40 different classes of British Motorcars will be represented. The biggest changes you'll notice are the severely reduced fees: \$25 for pre-registered vehicles, \$35 to enter on the day of the event. Vendors pay just \$50 and spectators are FREE! Registered vehicles are invited to join all Friday events for no additional fee.

More information and registration forms are available online at www.BritishMotorcarsinBristol.com, or email your questions to registration@BritishMotorcarsinBristol.com.



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RSVP Spider Bulyk shiftright@icloud.com

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SNEAK PREVIEW

Return of 'The Great White Hope'

A recent visitor to Spider's 'Spanner and Mallet Works' (while Spider was otherwise distracted) risked life and limb and possible Federal indictment to take these clandestine photos of the now almost completed rebuild of Spider & Stephanie's beloved Plus 4 Four Seater.

Stephanie's impressive interior work would be the envy of any Rolls, Bentley, Ferrari (or other lesser marques) owner. A bit of electrical work to go here Spider. Wiring the instrument panel always a challenge. But I must say, the engraved chrome door thresholds provide a final touch of class. Well done old boy.

CONFIDENTIAL NEWS FLASH! Look for the possible premier of 'The Hope' at an upcoming New England South event - weather permitting, of course. God forbid even one errant rain drop ever despoiling this beautifully restored Morgan. (and good luck with that one Spider!) ed



Photo above: Stephanie - "Seat, you and I need to come to an understanding"



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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.

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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 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	*Clambake in New Jersey The Cohn's, Ridgefield, NJ	Bob & Jeri Cohn 201-447-6982
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 6	Cars and Motorcycles of England Hope Lodge, Port Washington, PA	Del Valley Triumph Club <i>www.dvtr.org</i>
Sun Jun 7	British By The Sea Harkness Park Waterford, CT	Spider J. C. Bulyk (as above)
Sun Jun 28	Roundhill Highland Games Limerock Park, 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 Gideon Putnam Resort Saratoga, NY Rhinebeck	Deborah Spurgas <i>zumbadeb@nycap.rr.com</i>
Oct 9-11	2020 British Legends Weekend Plymouth, MA Morgan featured marque	Cape Cod British Car Club Jamie Goodson

*** see p.23 for details**

I am sure we have ALL heard about the devastating fires raging throughout much of Australia, and sympathized with our brothers and sisters 'Down Under' dealing with this environmental catastrophe. Upon receiving the latest copy of the Morgan Ear, newsletter of the Morgan Owners Club of Australia, I was taken by, first of all, the cover photo (below) and even more so by this Editorial by Morgan Ear editor. Reprinted here with Brian's kind permission. ed

From an Editorial by Morgan Ear Editor Brian Tomalin

It certainly has been a tough end to 2019 and a tough start to 2020.

For all those affected by the catastrophic fire season we are experiencing I recognise the feelings of loss and devastation that comes with an event such as this cannot be fully appreciated by those who have not experienced it.

The impact on people, property, the native animals, livestock and the environment and ecosystems is something that will be with us forever. This is not to mention the economic impact of something that many of us have seen coming for a long time. The failure of our political leaders to take notice of the overwhelming evidence of what was coming is particularly depressing and frustrating.

It is also frustrating that the media, political and public focus seems to assume that the catastrophe started around Christmas. Australia is and has been on fire since the end of winter from Cape York to Western Australia, including Tasmania. This focus on the southeast is having a particularly negative impact on those who were affected during August, September, October and November and are not now receiving the attention they need.

From my perspective, having been involved in natural resource management for a very long time and a member

of the RFS for 40 years the root cause of the extent and intensity of the unprecedented nature of what we are experiencing is: 200 years of "white fella" management of the bush overlaid by a hotter planet.

Reflecting on all this makes one wonder what will be the future for our cars, particularly the older ones. As the inevitable rundown of fossil fuels takes effect and the loss of people who can maintain them, will they simply become museum pieces?



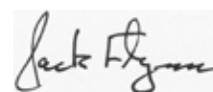
3/4 Morgan Group, Ltd. Registrar's Report

March 1, 2020

As of today, the 3/4 Morgan Group has 146 active primary members. Changes in club membership in the last twelve months are as follows:

- Eleven new members joined the club.
- Thirty-nine members have not yet renewed their memberships. They are not counted in the 146 active primary members (above). However, history indicates that most of the members who have not yet renewed will do so in time.
- Two members resigned, and three members died.

On behalf of the Board of Directors, I thank our Area Captains and club members who have recruited new members and encouraged membership renewals.



Jack Flynn, Registrar



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GREAT GUY GONE - Bill Button

David Crandall inter-club, international liaison officer



Bill, right, at Autumn MOG 2012 with the Willburns and Dennis Glavis (standing)

The Morgan community lost a unique member this month when Bill Button of Seattle Washington perished as a result of injuries sustained in a single car accident on the Oregon coast.

Button, as he was known to many [also known as Billy by his oldest friends], would have celebrated his ninetieth birthday on February 20 [or 02/20/2020 for fans of such things]. A birthday party we'd planned for him at our February noggin had to be converted to a moment of fond remembrances while hoisting a pint, though not of his favorite, Pabst Blue Ribbon.

Among the things that made Button unique was his willingness to experiment with almost anything that promised to improve his Morgan[s] and his love of driving, especially long trips. Several years back, he learned that the Southern club had planned a post event

run to Key West Florida. "Hmm, mused Button, I've never been to Key West". That was enough to put him on the phone with his long time friend, driving companion and fellow Morgan owner, Loretta Nelson, who quickly acceded to his invitation to join that adventure.

That ten thousand mile roundtrip in his trusty Plus 4 four seater only whetted his appetite. Shortly after returning home hampered only by one minor breakdown, I called him to see if he'd like to join a group I'd organized to ship cars to Europe for the LeMans Classic in France followed by the fortieth anniversary of the Dutch Morgan Club. His response [surprise!] was, "Hey, I've never driven my Morgan in Europe, sign me up"! Mornings would find him either under his car or its bonnet to make sure all was set for the day, Loretta lending skeptical support from the sidelines.

Recently, he'd taken to favoring his personally built from scratch red Plus 8,

its bonnet emblazoned with an appropriate legend, "It's a Bitsa". His companion on many of the FlogMOG runs organized by his pal, John Burks and Northern California Morganeers was Tcherek Kamstra, Bill Fink's step-daughter, who'd replaced Loretta as his regular driving companion.

It was his love of driving that put him on coastal 101 in a new to him Mazda Miata that he wanted to take on a southern Oregon drive with John Burks. Sadly, he never made it to Brookings Oregon, running off the road in early morning fog. Tellingly, he called me from the small hospital he'd been taken to that fateful day. He said, "I don't know what happened, maybe I fell asleep. But I'm not going to be comfortable having Loretta or Tcherek with me anymore." His concern for his special Morgan friends instead of himself and a positive look toward the future tells it all for me. One special guy.



SPIDER'S TECH TALK

(International)

Dear Spider,

Good evening, a Merry Christmas and a Happy New Year.

I thought I would drop you a quick line, a little quandary for me, one which I hope you might be able to assist or point me in the correct direction.

My quandary is regarding my 1967 Morgan Plus 4 and my desire to make it as original as possible, difficult as it was built for the American market and I'm trying to adapt it to be of an original English spec or look, with a LH drive.

1. Rear Number plate mounting

2. Installation of bench seating assembly

With the former, i have scanned the magnificent "Miscellany" but generally lacking on rear photos so difficult to cross reference mine to the normal.

I wonder if you could possibly direct me in the right direction as to how to mount a number plate. The rear of my car looks like the later photo but with the number plate mounted above the bumper, initially on a spare us plate.

Thank you for any assistance.

Warmest regards,
Stephen WALLACE



Stephen,

I'd never thought much about it, but you're right. There aren't many photos of interiors for late 60's Plus 4 cars. Attached is a green '65-'66 Plus 4 which is highly representative of how the number plate was carried on those cars when sold here. If you were to attend a concours event and walked down the rear of the Late Plus 4 ('61 - '68 all TR3/4a engined) line, the setup and number plate of 8/10 cars would be like this photo. This green car was carefully done as a restoration, keeping a careful eye to capture the feel of the cars from the late 60's.

Attached also is a white '66 with (what we believe to be) original green upholstery from when it left The Works. I was hoping to find you a diagram of the framing of the bench seat but haven't come on one as yet. I'm still looking. These shots are the best I've got for the interior.

As an aside, most of the restorations have converted from the bench seat to the racing bucket seats (similar to Super Sports model Plus 4) just because ownership has aged and the buckets are much more comfortable than the bench. A number of Plus 4 cars did leave The Works in the late 60s with bucket seats.

I'll keep looking to help you get a picture of where to go with this. What kind of seats are in the car currently? Send me a photo, please? Thanks.

Run cool, Spider



Spider,

Firstly a very and Happy New Year to you and your family, best wishes for 2020.

I wrote to you a rather long time ago regarding a number plate for my 1967 Moggie and its mounting. Since then I have fixed it, followed your advise and put it underneath the bumper. Looks great and so far no issues with the lower part vs. the road!.

You also sent me some photos regarding the insides of a Plus 4, with my car now "service checked" until 2023, will start on the insides, strip her & clean her out.

Once again, thank you for all your help last year.

Warmest regards, Stephen

PS: My wife and I driving through a french village,
I even have the French Foreign Legion look!



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AUTUMN MOG 2020

Chair

Deborah Spurgas

Event chairs volunteers needed

The Morganeer

CROSSHEAD

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

SUBMISSIONS

- Submit copy & photos to the Editor either electronically or by mail.
- Mailed submissions must be typed.
- Electronic copy format - WORD, .txt, or .rft.
- Electronic photo format - .jpg.
- Mailed photos will be returned if requested.
- Caption photos to identify cars, people, locations, dates, events, etc.

EDITORIAL

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