

# The Morganeer

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Issue 5

## Prudence Fawcett at leMans



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

## NEW CLUB MEMBERS

Jeffrey and Kate Altschuler	Bedford, MA '95 Plus 8
Andrew Hye and Ania Rodriguez	Miami, FL '03 Plus 8
Sid Marston	Homosassa, FL

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

## FROM THE PRESIDENT

Dear Fellow Morganeers,

At last we have had a run of dry and bright sunny days for lots of Morganeering but if your bright and sunny is like ours here in Connecticut, it is just too darn hot. But I guess we should recall the weather of six months ago when most of us would have given our eye teeth for sunshine and no shoveling. To make matters worse, I read in Sunday's paper that the pundits who produce the Old Farmer's Almanac are forecasting a much colder and snowier winter than average for most of the country the upcoming season. But they are wrong fifty per cent of the time, aren't they?

But no worries for a while; we should have at least another couple of months of good driving conditions, if not more. We all have our fingers crossed for a spectacular fall weekend in October when we all migrate northwards to Maine and the jewel of the Morgan year, Autumn MOG. I say "all" advisedly as I understand there are almost 120 people signed up and a few more are expected to creep in under the wire. It is going to be a stellar event with a number of surprises lined up which will make it an event not to be missed.

On the other hand, this year has seen the last of two long-running Morgan events. The Hunters are leaving New Jersey to take up full time residence on the west coast, and so their Spring Dust-Off, with its fun run and great chili will be no more. I believe they have organized this event for 20 years, which shows amazing support for the club. Kudos to them. We shall miss them but sincerely hope that they will make occasional forays back east so that we shall not lose touch.

Our English Afternoon Teas will also be a memory as we are downsizing to a condo not conducive to the parking of many Morgans and lots of tea tables. It has been a lot of fun and we have enjoyed hosting so many club members over the years. But we are not moving far, and you never know what might happen.

Another change is that Norm Hugo is resigning as Area Captain for southern New England at the end of the year. Norm has been very industrious in arranging great programs for us here in the Connecticut area over the past three years. He has been very active in persuading a number of members to arrange events, and always in the most diplomatic (and can I say British) way. He will be handing over the baton to Andrea Lucas, who already has her thinking cap on studying forms and making plans. We look forward to her tenure.

Sadly, we still have no one who is willing to stand as Area Captain for the Metro Area. This has concerned me throughout the time I have been president for it means not only that there are no Morgan events coordinated for the region but also there is no representation



for New York on the Board of Directors. Writing that down, that makes it seem very stiff and serious, which I hope it is not, but nevertheless it is important that we have a diverse and complete representation of the membership at our meetings to ensure the welfare of the club for us all.

Of course, one position that must be filled this fall come Autumn Mog is that of President. It has been an honor to serve and I have attempted to hold the reins steady for the past couple of years but feel that it is now time for someone else to take over. I have my ambassadors out, so if I, or someone else, approaches you because they consider you to be a suitable candidate, please give it some serious thought. Without leadership there can be no organization and we cannot leave it to the same few stalwart members to shoulder all the work, however willing and able they surely are. You know, their spouses would like to see them sometimes!

One group of dedicated people who have been working very hard all year is the gallant band who has been putting together our new directory. I have not been a working member of the team as much of the computer stuff is way over my head, but they have been copying me on most of their emails so that I could see what was happening and comment on their progress. I am amazed at the amount of time and effort and sensitivity that has gone into this production. Being trusted with everyone's personal information is not a task to be taken lightly and the team has been acutely aware of their responsibility in this regard. Ruth Bonomo, Robin Garner, Jack Flynn and Frank Wnek - you deserve our thanks and congratulations.

As this will be my last column for the Morganeer, I would like to say that it has been an interesting two years at the helm. I have seen a number of people who work very hard for the club and who have stepped up either voluntarily or when asked and I thank them sincerely. I have also been pleased to see a number of new members sign up thanks to some active recruiting. That should mean that we can continue to go forward as an active and thriving organization. Hopefully, the recruiting will continue, the calendar will be full of events and the stewardship will remain in good hands.

Thank you and happy motoring,  
David



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## FROM THE EDITOR

I am always correcting those who lament the passing of summer on or before the end of August by pointing out that the best part of summer is the first three weeks of September. SO - welcome to the 'end of summer!' Cooler days equal perfect Morgan driving weather (just ignore those pesky drops of rain).

Our cover of this issue of The Morganeer features one of the items which will be offered for bids at the Autumn MOG auction. It is club member/artist Rick Swain's depiction of Prudence Fawcett driving her famous 4-4 flat rad Tourist Trophy (TT) Morgan at Le Mans. His original colored pencil drawing of this print will be one of our premier auction items, which the lucky highest bidder will be taking home with him/her.

But this issue should really be called the 'summer events' issue, since it features primarily the various club events hosted by some of our club members throughout our various areas. First in the lineup is **Dan Kobal's** article on the **Wunderman's** Pool Party. Well, I guess the weather didn't exactly cooperate so that the participants did not have to actually go in the pool to get wet. So Dan's article evolved into an interesting and detailed architectural description of Marc's barn renovations and improvements worthy of space in Architectural Digest. Never should it be said that The Morganeer offerings are limited to just car stuff.

Next we have **Larry Sheehan's** description of the latest gathering of the Cape Cod Contingent. This little local cadre seems to have found a unique and time honored combination of a pleasant drive to a gathering of Morganeers followed by a shorter drive to a gourmet eating establishment with a fabulous view for a lingering lunch, serious socializing and perhaps a little imbibing. What else would be expect from 'Party On Larry'?

Next, we have **Jack Flynn's** narrative an photographic documentation of, sadly, the 'Last Tea at Jacobsen's', or at least the last Tea at Jacobsen's current home, now up for sale as they plan to downsize. Not only did Jack duly report on this perennial fixture of the Southern New England club social scene, he ACTUALLY drove his Plus 8 down there AND BACK from Maine the same day to attend. I can only be humbled by such dedication on the part of one of our stalwart Morganeer reporters.

There is an interesting story that goes along with this issue's centerfold, not sur-



prisingly involving our busy Plus 4 Technical Advisor, Editor- At-Large and all around Morgan gadabout Spider. It seems **Spider** ran into **Erwin Dressel** at the British Wheels on the Green event in Madison, CT last year. They got into a conversation concerning some 'issues' Erwin was noticing on his Plus 4 4-seater, Spider of course offered some sage advise, and the next thing you know Erwin was 'all in' on his major restoration. The resulting rebuild in progress, well documented on Flickr by Erwin, makes for an interesting centerfold (reader discretion advised).

As somewhat of a follow on to our recent interview with Bill Fink, I was pleased to talk Bill's step-daughter and now Isis Motors co-worker Tcherek Kamstra into doing her own interview. As you will discover, she is an enthusiastic and delightful if not overly modest Morgan personality in her own right, and destined to be one of the future movers and shakers in the elite and unique cadre of Morgan purveyors.

Finally, we are now counting down with less than a month to go before our colossal, stupendous, world famous, not to be missed (cue drum roll and "Chariots of Fire" sound track) Downeast Autumn MOG. With almost 60 couples registered, a fabulous resort and auto museum venue, and perfect New England fall weather promised ('PLEASE, PLEASE!'), if you are not yet registered, you should seriously consider joining us. It's not too late and there is room for more. The Autumn MOG team has been working hard to ensure a traditional, good olde Autumn MOG experience with a few added surprises (would you expect any LESS from the Maine club contingent?). See you there.

Does the road end at Downeast Autumn MOG, you may be asking yourself? No, silly, you must know by now;

The road goes on forever;

Frank

## TO THE EDITORS

Hi Frank,

Just a note to say this issue is spectacular!!! They just keep getting better.

Thanks for all you do for the club.

Jim (Nolan)

I've been deeply involved with Jaguars for many years. I got pulled into the Morgan orbit recently when I moved down the road from the Hunters, and Burt asked if I would share my Jaguar club tours with the 3/4 Morgan club. Now that they are moving west that connection will be severed. For a while I entertained the idea of getting a Morgan, but the reality is that I don't fit very well into them, so it's not a practical idea.

But it has been enjoyable to be on the fringes for a couple of years, and I have thoroughly enjoyed the Morganeer. It has to be one of the very best car club magazines, the more amazing considering the size of its niche readership! You should be very proud.

Best regards,  
Warren (Hansen)



Cassie, our cat, read with indignation the recent Morganeer cover alleging Morgan to be the King of Beasts. Being a cat, she wishes to re-establish what she regards as the proper cat-to-car hierarchy, so she now sleeps with great disdain on TOP of the Morgan's tonneau whenever she can.

Cheers!  
Jamie Morris



## ABOUT THE COVER

This colored pencil drawing was sent to me by club member Rick Swain. Along with the similar one which graced the cover of the May/Jun Morganeer. Rick then graciously offered the original drawing to be placed in the Autumn MOG auction. Those of you coming to Autumn MOG will have a chance to bid on this excellent bit of historic Morgan original artwork. Here is Rick's description:

**"Morgan 4-4 at LeMans Coloured Pencil** - The first Morgan to race at LeMans, co-driven by Miss Prudence Fawcett and Geoff White, finished 13th in 1938. Miss Fawcett planned to return in 1939 but reached an agreement with her fiancé, who didn't approve of her racing. She would give up racing cars if he gave up flying. The car was back the next year however, and finished fifteenth. Both very credible performances."

# SWIMMING IN THE RAIN – *At The Wunderpool Party*

An Architectural Review by Dan Kobal



On June 20th Marc and Lynn Wunderman hosted a wonderful 'rain or shine'--and hopefully annual---event at their stunning home in Redding, Connecticut. Actually, to be precise, the intimate Morgan gathering was held on a rainy Saturday in Marc and Lynn's beehemoth 7,000 square foot barn which housed their white Plus 4 and black three wheeler. But more about that outlier building below. Swimming was offered, but all opted to forego a dip in the outside pool due to the rain and to take advantage of the opportunity to catch up on each other's activities.

Those in attendance included President David and Margaret Jacobsen, Jane Mattson and Steve Shapiro (with their yellow Plus 8), Norm Hugo (red Plus 8), Joanne and Eric Singer (Plus 4), Jim Perman, Dan and Lois Kobal, Erwin and Ellen Dressel (who drove in a stunning red Corvette due to their Morgan undergoing restoration). Bob

Cohn took the honors of driving the farthest, coming from Ridgewood, New Jersey, in his white Plus 4 four-seater. Bob also gathered a mini-circle of three others, one of whom bought his white more than 'serviceable' steed. In addition to Morganeer attendees, Lynn and Marc invited their engaging neighbors, Catherine Del Spina and Jerry Shere-

shewsky. The delicious catered lunch was overwhelming, with enough food to feed a village. On parting in the late afternoon, all were encouraged to abscond with some 'left over' provisions.

Mark and Lynn's 'barn', which incorporates a garage and machine shop, is truly a 'must see' building. Originally a 7,000 square foot barn without insulation, no heat or running water except outside in summer months, it is now an inspired, intriguing building. Marc found he was limited in his ability to use the shop because for four months of the year it was too cold to do any work, and for two summer months it was too hot. For Marc and Lynn the first priority was a functional one - to make the building useable and comfortable year-round. They accomplished this by insulating the space that had already been partitioned off as the garage, installing heat, air conditioning and running water, with water lines safely well below frost level.

Marc also said he always wanted an office outside of the house. He reasoned his perpetually messy desk was in a public area of the house and whenever they had company everything on the desk would get stuffed in a closet, and then bills would go missing, and he was frequently frustrated trying to find lost pieces of paper. Their next planning issue was an aesthetic one. Marc and Lynn loved the open feeling and cathedral-high ceiling of their post-and-beam building, part of which is possibly

older than the main house, which itself was built in 1800. They determined the building was big enough so that almost anything was possible, but also that too many choices could be even more challenging than having too few.

Consequently, fellow Morgan owner, friend and accomplished architect Tom Smith, along with Marc, spent many hours over the course of three years just walking through the building and considering possible approaches. What Marc wanted appeared simple enough on the surface: a climate controlled shop with an office upstairs that included a bathroom and kitchenette. Also, Lynn had been wanting to replace their old washer and dryer ever since they bought their house four years ago. It occurred to Marc that if they made provision to install the old appliances in the new space he would not have to carry shop rags and towels across their long driveway to wash them, and could stop washing greasy shop clothes in the washer used for household laundry.

Marc was determined not to chop their lovely old barn into a bunch of small, boxy spaces. So they installed windows in the office area that look out into the main part of the barn, preserving an open feeling, similar to the way an office in an old-time factory looks out on the shop floor. (One can almost picture Marc looking out his office window, surveying his new realm, and thinking – all this space; I think I need another Morgan.) In the new office area Marc and Lynn also left much of the post-and-beam structure visible, so the new space retains the rustic appealing character of the old building.

The climate controlled areas of the building were insulated with sprayed foam, which proved super efficient with the result that heating costs were surprisingly low, especially considering there were workmen busy going ‘in and out’ there for most of the winter and spring. Now in July, Marc and Lynn find they only need the AC occasionally. They only wish they had that level of insulation in their old farmhouse.

So you can easily understand Marc and Lynn’s fellow club members saying, as they departed this Wonderful venue – ‘same time next year?’

photos:

**OPPOSITE PAGE:** Wunderbarn behind the parking lawn

#### **THIS PAGE**

**TOP:** The lower level mezzanine

**MIDDLE:** Marc’s new office

**BOTTOM:** Who has a work bench so neat?







# CAPE CODDERS CRUISE CHEERFULLY TO CHATHAM

Larry Sheehan

**S**o, I was talking with Bill Gartland a few weeks ago and we decided that the Cape Cod and South Shore crew had not gotten together in far too long. Now you know that trying to get many, many people together on any given day is always task. We decided to poll 'the usual suspects' and determine when they might be available. Being a mid-week day, those with actual J-O-B-S begged forgiveness and had to pass. Okay, so we had fewer participants than originally planned, but still ... what started as a casual plan for lunch ended up being a spectacular drive along the north Cape Cod Bay shore from Sandwich to Chatham. AND a great and lengthy lunch.

Sue and I left Falmouth at 9:30 in the morning fully expecting that this would give us plenty of time to meet up with everyone else at Bill Gartland's home in Dennis well before the planned departure time from their home at 11:30 (traveling Route 28A from Falmouth to the Canal and then Route 6A out to the east ... the sort of roads that Morgans were made for.) Shame on me for not figuring out that the tourist traffic would add to the excitement. Arriving at 11:35 was not cool and put us a bit behind schedule. (Not to mention that we missed out on the coffee and whatever other confec-

tionary treats graciously served up by Maura and Bill.) But it gave us an excuse to drive a tiny bit faster for the next leg of the trip. (Please forgive me for this particular version of logic.) If stopped by the police we were prepared to present our case; "But Officer, all the way from Sandwich to Dennisport we were well under the speed limit. Doesn't that give us some

MPH credits for this section of the road? Doesn't it?"

From the Gartland's home the happy band of Glenn Bryant (recently back from a three day racing stint in Atlanta), Maura and Bill Gartland (car shined to the nines and purring like a kitten [the car not the Gartlands]) as well as Anne and Lee Higdon, who had done still more tweaking and improvements under the bonnet (again ... the car, not the Higdon's) traveled east to meet up with Angela and Steve Lipton at their beautiful lakeside home in Chatham. (And as a point of trivia, they live on the same lake where the beloved Tip O'Neil summered and lived in retirement.) With temperatures running from the high 80's to the low 90's, the wonderful cool drinks that Angela served were very much welcomed. The Morgans had to be satisfied with some shade.

Steve had taken the initiative and been quite gracious to make reservations for our group at one of the few locations in that general section of the Cape that could guarantee us secure parking. After a short drive, we were delighted to be welcomed warmly to the Ocean Edge Resort and Golf Club in Brewster, just to the west of Chatham on the North Shore of the Cape. (If ever the opportunity presents itself to visit this resort ... don't hesitate.)

The venue and food were spectacular but the company was even better, with humorous and sometimes non-repeatable ribald conversation. It was, as we like to occasionally remind ourselves, time to (you guessed it) - Party On.





photos:

**OPPOSITE PAGE:**

**TOP LEFT:** Morgans cooling in the shade (sort of)  
**BOTTOM RIGHT:** Larry "Okay it's NOT a Plus 8. But it still goes like stink!"

**THIS PAGE**

**LEFT:** Where's lunch?

**RIGHT:** The Capers gathered

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**SUPERSPORT**, Pozzi Blue

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

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# THE FINAL AFTERNOON TEA

Jack Flynn

**F**our years ago, the Morganeer cover photo featured a porcelain tea set arranged on a Morgan bonnet. “Morgans and English tea do seem to go together,” wrote editor Frank Wnek, and that is as true today as it was in 2011.

Little did we know on that tenth outing (the Jacobsens’ first Morgan tea was in August 2001) that this classic, much loved event would end its run at age fifteen on August 2, 2015. This would be the Final Afternoon Tea, because Margaret and Dave will move to smaller quarters later this year. Their new digs will not accommodate our number.

I’d never attended a Jacobsen tea, so I thought, well, it’s only a ten-hour round trip. Let’s be there when the curtain falls.

Fortunately, August 2 dawned clear and warm. “Summer people” in Maine linger on sunny Sundays, and south-bound traffic was light. On arrival at Chez Jacobsen, I pulled my Plus 8 into the line of shiny Morgans parked along the long driveway. Minutes later, familiar faces appeared as old friends climbed into their cars and lined up for a ramble on Connecticut country roads.

Dave led the way in his and Margaret’s sparkling 1953 Plus 4 flat rad. Nicknamed Maggie, she is a sweet machine.

Following close was Dean Meyer in his ’64 Plus 4, then Ruth Bonomo and Susan Rho in Ruth’s ’67 Plus 4. Bob Perry and daughter Debbie followed in their 2003 Plus 8, then Tony Williams in a familiar, white 1966 Plus 4 4-seater. Tony is a new member of the 3/4 Morgan Group, and he pilots the four-seater owned for many years by Jeri and Bob Cohn – a car that I followed from Maine to Prince Edward Island and back on a memorable summer journey. Quick behind Tony was Ted Lucas in his ’72 Plus 8, then Lois and Dan Kobal in their ’61 Plus 4. Toward the end of the line, Ellen and Erwin Dressel brought color to the caravan with their Arrest Me Red Corvette. Susan Paris was last to exit, piloting Dave Jacobsen Jr.’s 1970 Plus 8, which proudly wears its original factory orange paint.

Not driving in the road tour were Norm Hugo, outgoing Area Captain, Gail and Jerry Jacobson (three-wheeler owners), Murray Smith (top honcho for Lime Rock antique car weekend), and yours truly. Frankly, my butt was sore from bouncing for five hours at Interstate speed in my Plus 8, so I chilled out with Margaret and enjoyed a tour of their home, garages and grounds.

Margaret served tea when the road warriors returned, a little after 4:00. Her annual feast is legend, and now I understand why. I have not seen an English afternoon tea to rival Margaret’s anywhere outside of Brown’s Hotel in Mayfair. The table fairly groaned under platters of tea sandwiches, crusts removed and filled with uniquely British flavors – Cheddar with Branston Pickle was my favorite – plus pastries like English gingerbread and Norwegian krumkagge (a nod to the Jacobsen lineage), and plenty of cold beverages to supplement tea served in proper china. We ate and drank, talked and laughed around tables set beside the Jacobsens’ broad lawn and swimming pool.

Around 5:00, Dave declared that he’d had his proper English tea and would anyone be interested in a proper Eng-

photo **ABOVE:** Morganeer cover

lish gin and tonic? I was interested in getting home before 10:30, so I headed out while the party was still going strong. As I turned east on I-84, I thought about time and change, and how glad I am to have been in a picture that won't change: Margaret and David Jacobsen's Final Afternoon Tea.

*That makes two (along with the Hunter's Dustoff at Toad Hall)) of our perennial favorite club events which will sadly go by the wayside after this season. Who will pick up the gauntlet and start a few other club traditions? Ed*



photos

**FROM TOP TO BOTTOM:**

The whole tea party assembled,  
the host and hostess,  
Susan and Ruth,  
Bob and Debbie



# IN MEMORIAM

## *Chester A. Faleski Jr.*

*Reprinted from The Rough Rider, newsletter of the Morgan Car Club of Washington, DC, Inc. with permission. Although not a 3/4 Morgan Group member, Chet was well known among many of our long time members. ed*

'Chet sold cars.' What a bummer sentence in the obit of Chester A. Faleski, Jr. Chet passed May 15<sup>th</sup> in East Stroudsburg, PA.

'Chet', a long time ago member of MCCDC, became involved with the club about 1968 when he was with the University of Maryland at College Park, MD. UM had a sports car club at the time, and some of the MCC members were active in both. Chet used Pittston, PA as his home base and had many contacts in the

Pocono Mountain area. Using these and along with the newly opened Pocono International Raceway, he secured a Pre-race Parade Lap and infield parking for the First Annual Concours, Easter Morgan Owners, July 3, 1971. This was his idea, organizational skill and solo effort. As we know, this event just completed its 45<sup>th</sup> edition.

Along the way, Chet started BRG (British Racing Green) a used Morgan car and new parts seller, repair

and restoration service located in the Pittston area. Relocated to the Poconos, still on the hustle, I would get a call every now and then . . 'Hey Eddie, it's Chet . . . any good Morgans your way? I've got a buyer . .

Ride Easy Rough Rider.

EZ Ed (Zielinski) Editor,  
*The Rough Rider*

*And from the Morganeer  
Editor-At-Large*

*Back in the old days - prior to Bob Couch and his dream of Morgan Spares - there were five sources for Morgan parts in the region besides MMC: Fink (Isis Imports), Bates (Olde World), Melvyn (Rutter), Mrs. Ott (the mysterious), and Chet Faleski. Chet was a regular, mailed (with postage stamp) his parts catalogs*

*out, carried factory parts as well as aftermarket, kept a good stock, restored some cars, serviced and repaired cars, and was almost always broke. After Bob Couch created his online wonder-market, the real contacts in our Group would have been the NJ/PA crowd.*

*Chet was the father and founder of (what became) MOG-1 in 1971 and the Rough Rider shows him with*

*Peter Morgan during MOG-2 at the Pocono Manor. Stephanie and I first attended a Morgan meet at MOG-4 in the Pocono Manor. That makes him the grandfather or granduncle of Autumn MOG 1979, the first of our annual big club events.*

*Spider*



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## INTERVIEW

# TCHEREK KAMSTRA

*Sales, Marketing and Creative Force Behind Isis Motors Ltd*

*If one were to call or email Isis Motors in Bodega Bay, Ca chances are the person who answered the phone or responded to the email would be Tcherek Kamstra. Once a semi-mysterious, exotic sounding presence, Tcherek, step daughter of Isis founder and Morgan world giant Bill Fink, has stepped into the business in a much bigger way, now in charge of Sales and Marketing. She is also both the future of Isis and, in no small way, a representative of the millennial generation which will have to be recruited in ever increasing numbers to insure the continuation of the Morgan marque. (Could any of us even imagine a day when Morgans were only seen at car shows and in museums, and not on the open road?)*

*For anyone who has had the pleasure of meeting, chatting with or otherwise corresponding with her, she is a wonderful combination of charming, helpful, unassuming and professional. Typically, her initial reaction when I asked her to do this interview was "What? Me?"*

*On this and the next few pages you will get an insight into the next Morgan superstar in the making. Or is she already there? ed*



**Morganeer: Let's start with a question which I'm sure almost everyone is curious about. Where did your unusual name come from?**

My name is pronounced Cher-ik or Sher-ik (I hear both) and rhymes with Erik. It is derived from the Dutch version of my biological father's name, Jerry. His father came to the States from Holland to start life here. Technically it should be spelled Tjerk, a boy's name. However, my parents changed the spelling to make it "eas-

ier to pronounce." HA! Thank you, Mom and Dad! It was late 1968, I guess the name sounded "groovy" to them back then.

**How and when did you become interested in Morgans?**

I was introduced to Morgans as a new baby. My dad had one on loan when I was born. Later when Bill Fink (my stepdad) came into the picture, the sight of a Morgan in the driveway became increasingly frequent.

**Do you own a Morgan? Do you ever get under the bonnet and work on it?**

I do not own a Morgan. I have had the luxury of always having a few around so it's like having a different Morgan every month! Besides, have you seen the prices lately? Yikes! I have my eye on one, the Plus 8 Prototype. Since Bill sold the SLR, she has become my favorite. Work on Morgans? I regularly assist Bill do something called bleeding the brakes. Tedious chore, even once mastered.



### Do you have an arts or graphic design background?

I hold certification in the arts in the form of glowing comments from my middle school art teachers. I did study Art History at UC Berkeley, however switched my major to English Literature. An Early Netherlandish Painting course proved my undoing. As far as graphic art I am self-taught. Bill gave me my first computer to assist with the selling of the yellow Morgan once owned by Mick Jagger. He actually sold it before I could assist, much to my chagrin. However, that is how I came to work for Isis Imports Ltd. (and no we are not changing the name, this too shall pass one hopes!) I drew all the time as a kid - creativity was really encouraged in our household.

### Tell us about how your 'SmogThis' website came about. Is it purely your creation?

My web site at smogthis.net is hopelessly out of date, since the advent of Facebook and Twitter and all of the social media sites that frankly are too exhausting to keep up with! But yes it was completely my own creation. That is how I taught myself to create websites. It eventually took on a life of its own. People would send me their Morgan photos to include, and this led me to create the Isis Imports Morgan Calendar - which by the way I am resurrecting for 2016! I gave the first edition away (in 2002) for free to 100 people, having paid my photographer friend to take some shots here at home, and racing photographer Bob Dunsmore kindly allowed me to publish his work as well. After that, Morgan owners sent me photos in the hundreds, in fact one year on eMOG we had a competition to be included in the calendar. All past editions are posted on the Isis Imports Gallery page, by the way. I am digressing.... sMOG This began as a way for me to archive the Morgan photos Bill Fink has collected over the decades. I still



have not gotten through all of them!

### When did you become involved in Isis Imports Ltd? What is your official capacity there now?

It was coming up on 2000, if memory serves. My official title on my business card is Director of Sales and Marketing. So I spend a lot of time carefully matching up pre-owned Morgans to the right buyer. But I am also the web designer. And PR person. Social Media Liaison. Support staff, answerer of e-mails, designer of print ads, oh and I determine the market value for all pre-owned Morgans that we sell. Anything and everything that helps Bill to remain in the garage and working on our customers' Morgans as much as possible.

### Wow! I did not realize how involved you are in the business. How did it come about that Isis Imports moved from Pier 33 in San Francisco up to

### Bodega Bay? Has that proven to be a good relocation?

The owner of our flat on Telegraph Hill had a buyer for the building. So my parents had two options if they themselves were to escape the now exorbitant rental costs in S.F. They could buy in the city, which would amount to a one bedroom condo with no parking provided, or look further north where they found 8 acres with two homes plus a 100 year old barn house, for the same amount of money. Bill and Keith Baldwin built the garage attached to the barn themselves - as the local peacocks watched.

Bill commuted almost daily at first, now he meets customers by appointment in both Bodega and San Francisco. The pier is pretty much a museum of Morgan parts and by now vintage memorabilia, and is not for the faint of heart Morgan-curious newcomer who is expecting a showroom. Our showroom is the beautiful scenery here

in Sonoma County. Customers can see the cars while the peacocks fan their feathers, and watch the fawns scamper around. Plus we are near the heart of Wine Country, so some make a trip out of it.

**Do you have any personal liaisons with any of the Morgan factory reps?**

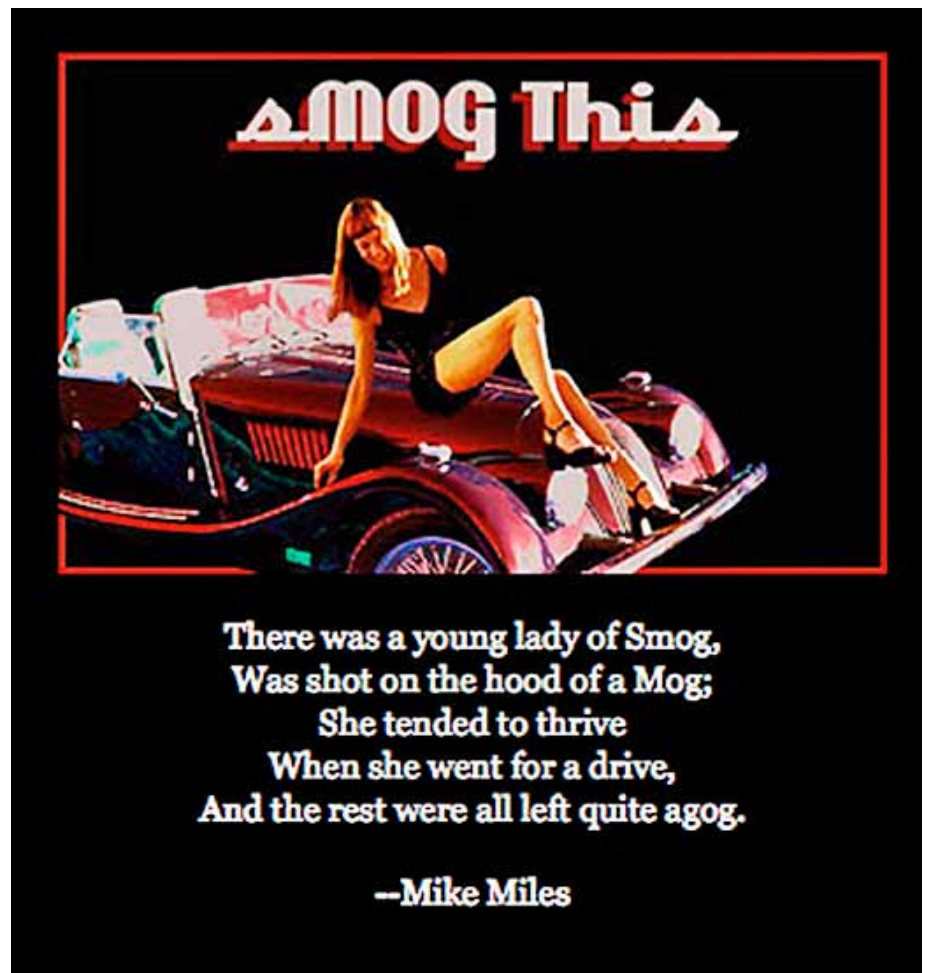
A lady never tells! But seriously, I went over and visited the factory when presenting Steve Morris with his Hawaii badge. He was very gracious as was everyone I encountered. It had been ten years since my last visit, when Charles Morgan took the time to give me my own personal tour of the factory. Personal liaisons? Martyn Webb was a darling for assisting me find the shops when the airline lost my luggage. And of course Mark and Sarah Baldwin are close family friends and have been for years. But many of the staff made it a point to come up and introduce themselves to me and to send their regards along to Bill. They really made me feel welcome.

**What is it that you find most appealing about Morgans from an artistic perspective?  
Is there any other sports car that comes close?**

Well it is obvious! Look at them! What is not to love? And no other car comes remotely close. If I was forced to endure another marque, I suppose I could tolerate the Jag XK that I included on the badge I created for the NOBBC (North Bay British Car Club.)

**What is your favorite Morgan model and why?**

That is a tough question. But while I rarely meet a Morgan I don't like, a few have stood out to me over the years - not models, but particular cars. I loved the SLR and miss seeing her here. A two tone yellow and black Plus 4 I sold one year I particularly



loved, and I was strangely charmed by the "Trashwagon" that Frank Homet and Toby Tuttle showed up in at MOG 33. Complete with Peter Morgan's signature scrawled across it. Keith Ahlers' silver Aero 8 which he left in our care for a generously long time. A green propane powered 4/4 which was the fulfillment of a lifelong dream for the woman who bought it. And of course the Prototype.

**When and how did you begin designing Morgan badge bar badges? Where do you draw inspiration from?**

Ah, that was pure chance. I posted some older SLR photos on one of Hermen Pol's Morgan History Info pages on Facebook. Previously I only knew of Hermen through eMog, and we had never met. He subsequently asked me if I would become a co-editor of the

page, due to the cache of Morgan photos at my disposal. After that, having seen some of my Morgan artwork on line, he asked me for assistance in designing the 100 Years at Pickersleigh Road badge, our first project together. Then I designed a Lew Spencer Cup badge for the German Morgan club. Then I designed Hermen's new website, which is just turning one year old at [www.morgancarbadges.com](http://www.morgancarbadges.com). Here you can see my design page where I show many of the badges I have designed, including many rejected designs, which are some of my favorites!

When the new Morgans of Hawaii badge was completed, Hermen suggested we should meet in person, and we finally did in Malvern, to present the badge to Steve Morris. We hung out in Peter Morgan's old office at the Morgan factory, and went to meet Morgan badge legend Jim Baker at



his place of work in Birmingham. Jim gave us a full tour of the badge making process, and I am in awe of him. He is extremely helpful to me, I frequently e-mail him when I am having a creative block and need advice. Hermen's friendship too has been a huge source of support to me, I am now just completing the artwork for our 12th badge together. He is the business side, I am the creative half. It has worked out really well considering he is in Holland and I am in California.

As for inspiration; usually just the event or Morgan group for whom the badge is being made will spark some ideas. Sometimes I am provided with a sketch of what the customer wants on the badge. So I do exactly as they ask, then also I show them what I would do given free reign. Sometimes I have several ideas instantly, other times I have to revisit a badge many times before an idea clicks. But eventually it always does.

**How do you think we can get the Next Gens and Millenials more interest in the Morgan marque?**

Well, without new 4 wheeled Morgans coming into the US for a few years now, that is tough one. The best way I know how? Drive your Morgans! Drive your kids or grandkids to school in your Morgans! Those potential Morgan fans of the future have only to see one to catch the Morgan bug. And when they reach driving age....hide that Morgan away! Just kidding.

**When you mention Morgan to someone and get a quizzical look in return, how do you describe the car to someone who has never heard of them?**

More and more I find that people I encounter have heard of Morgans, and if not, out comes my phone with the photos. If they have the misfortune to be at my home, well, by the time they escape, they are practically Morgan experts!

**Have you driven the new 3 Wheeler, and what was your impression? What would be your sales pitch to a prospective buyer?**

This vehicle appeals to a select audience, but those who want one are pretty much ready to commit by the time they come to us. Look at nearly any photograph of a 3 Wheeler, the person be-

hind the wheel invariably has a huge grin. I think that 3 Wheeler drivers, like blondes, just have more fun.

*A perfect thought to end on. Thanks so much for this interesting insight into your Morgan experience. And by the way, you REALLY should have one of your own Tcherek!*





the Plus 4 4 seater before disassembly



## MORGAN RESTORATION IN PROGRESS

### *The Messier Side of Morgan Ownership*

Erwin Dressel recently shared these photos of the restoration of their '66 Plus 4 4-seater in progress, with the able assistance of grandchildren Jennifer and Zach (in photo). For those of us who've been there it is a familiar, heart-wrenching scene. It starts innocently enough. The old girl looks nice enough from 50 feet away. But closer up the rust is showing, the doors don't want to close, looking at the chassis and under the bonnet is a bit scary. So you take the plunge. With a burst of initial enthusiasm, soon there are parts of a partially disassembled Morgan scattered all around your garage. Your emotional spectrum goes from:

'How hard can this be?' to 'Where did all this rust come from?' to 'This is kinda fun!' to 'Will this EVER come back together?' to "WHAT HAVE I DONE!"

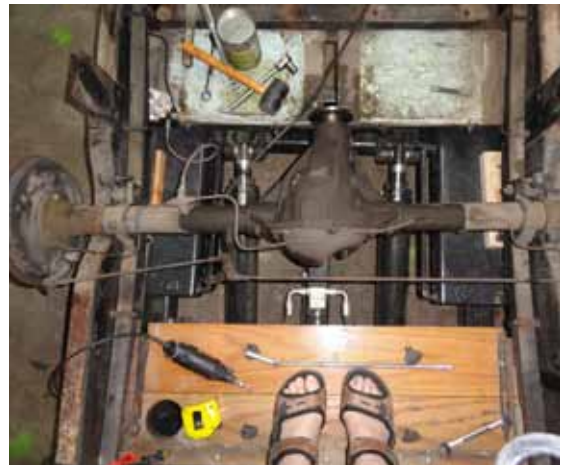
That's when you call Spider. His calm, reassuring voice (with no hint of a snicker) tells you, "Yes, you can do it! Be brave, stay strong, take lots of photos, have faith, don't give up. And if all else fails, call me."

We're all (well, at least Spider) there for you Erwin, Jennifer and Zach. You can do it!

Good luck!











## VISIONARIES - Peter Morgan

*This article first appeared in the September 2015 issue of Hemmings Sports and Exotic Cars magazine. Reprinted here with kind permission of the magazine editor, David La Chance and the author, ed*

**Jim Donnelly**

Countless people have drifted into the world of sports cars. Peter Henry Geoffrey Morgan was literally born into it, having been delivered in his family's house in Malvern Link, right next door to the Morgan factory, in 1919. He would inherit the company founded by his father, H.F.S. Morgan, and guide it through a period of transition – a relative term, to be sure, because Morgan, the car and the company, were all about limited production, traditionalism, and quality assembly using ancient craft methods performed by artisan-level employees.

For either a shop worker or an executive like the junior Morgan, Malvern Link was a great place to work. The assembly of Morgan cars, in all their iconoclastic glory, proceeded at a steady but unrushed pace. It's the way Morgan was meant to be. After local schooling and a sort-of apprenticeship of watching and learning at the factory, Peter Morgan studied drafting and engineering at the Chelsea College of Automotive and Aero Engineering, graduated with distinction, and then joined the Royal Army Service Corps as World War II broke out, running military workshops in Freetown, Sierra Leone, and in Nairobi, Kenya.

He formally joined the family business in 1947, at a time when the most traditional of Morgans, the three-wheelers, were experiencing a sales drop as they faced low-priced competition from the

likes of MG and Triumph. His response was to shepherd the development of the first "modern" Morgan – another relative term – the 4/4, so named for its four wheels and four cylinders. As fans of Moggies know, it still made use of traditional construction techniques, including ash framing. No matter what its competitors were doing, Morgan, the company, knew what its customers expected in their cars. Peter Morgan remained true to that ethic as the three-wheelers departed into history. Next came the Morgan Plus 4 of 1951, which adopted both 2.0-liter power and the semi-streamlined body shape familiar to fans today.

H.F.S. Morgan died in 1959, and Peter assumed control of the company as its chairman. The rise of better-equipped sports cars from a variety of competitors, with such niceties as roll-up win-

dows, prompted him to create a new Morgan, the Plus 4 Plus, a closed coupe with a fiberglass body that wasn't especially well received by the Morgan purists. Unfazed, Morgan then introduced the V-8-powered Plus 8, a huge success that anchored the company's lineup for more than three decades.

"Huge" is yet another relative term when you're talking about the Morgan world. Despite a diehard customer base, production plodded along at maybe 1,000 cars per year, many of them exported. Peter Morgan declined to depart from the traditional way of building cars, and enthusiasts responded with loyalty. Not only that, but as other British automakers were roiled by labor strife, the Morgan factory remained a collegial, copacetic work environment.

A Morgan automobile is one of the dwindling number of constants in this world. Producing cars using old-fashioned methods was a perfect career fit for Peter Morgan. He was active as a live-steam model railroader, was enthusiastic about philately, and was deeply involved in animal rescue and welfare programs. In 1999, he passed control of the family business over to his son, Charles. Peter Morgan died in 2003.





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*Lorne Goldman, Morgan historian, restorer, EMOG webmaster and past Morganeer contributor, sent in this interesting article. Some of you may remember that at the club's 25th Anniversary Autumn MOG in 2003, David Crandall had invited a Morgan Motor Company design engineer, Bill Beck, as guest speaker at the banquet. Bill held us all spellbound as he described his ongoing project of fitting a Ford V6 engine in the traditional Morgan roadster, and the amazing performance result. The only question was – can WE order one? ed*



# THE MORGAN ROADSTER – *A Short History Of The Last 4 Wheel Morgan Imported to USA*

Lorne Goldman

The first Morgan Ford V6 was a MMC project car. Charles wanted it called the 'Super 6' until it was discovered that TVR, then in business, was using a very similar name on a current car. It was a Bill Beck design, and the last comprehensive engine installation Morgan did. Bill departed in 2002, and Morgan has been outsourcing the engine and management development since.

It was supposed to replace the Plus 8. Land Rover had been threatening to cancel its V8 production for many years, even in the mid 1990s.

Beck had decided that he could save an immense amount of weight if he used a 4/4 chassis rather than the much heavier Plus 4/8 chassis, which offered no significant advantage. He coupled it with the USA Lincoln Continental version of the V6. Bill had been at Mor-

gan for 25 years and figured he would shortcut the overseas emissions issues by using an overseas engine. This would also assure European compliance for a longer period into the future!

It was a crackerjack Morgan. It put out 204 bhp and tipped the scales at 775 kilos (just over 1700 lbs) without

its spare and weather gear. That was a power-to-weight of 270bhp per metric tonne. The handling was point-and-shoot. I had the car for a Malvern Hills morning in 2005... but by that time it had been sold to a local Malvern enthusiast, a mate of Bill Beck's.



photos:

**TOP:**

The new Morgan Roadster – first rollout

**BOTTOM:**

A Lincoln engine????



The project was shelved in difference to the Aero 1. They did not want a much faster Classic competing with the new Aero. (p-to-w of 225 per tonne)

The second version of the car was indeed powered by the UK Mondeo version of the same V6. It was fit by a Ford satellite company in the UK and first presented in 2003 (I have pics) in a tent at the Plus 8 35th anniversary at Prescott, which was the last public appearance of Peter Morgan before he passed a couple of months later. He chatted with a mutual friend, Keith Ahlers, as they watched the cars race up the hill. Peter Morgan was very nostalgic that day. The Plus 8 had always been considered "Peter's car" and seeing its replacement made him reminisce.

In late 2004/5, when sales were sagging, Morgan chanced upon a new/old stock of the all-important steering wheel airbags, approved for USA years earlier (1997) by Bill Beck. The second problem was that the UK Mondeo V6 version could not pass US/Aussie compliancy standards. Ford solved the problem by suggesting Ford USA's Escape configuration.

The company, then under Chairman Alan Garnett, (who took over from Peter Morgan) immediately created a special edition of the Roadster for overseas buyers, limited to the number of airbags they had secured. It sold out in a few weeks and was shipped over a couple years in 2005/2006.

These Escape Roadsters were the first and last Roadsters to be exported to the USA. When the last bags ran out, Morgan asked for an airbag exemption from the NHTSA but was refused. The judgement makes for a sad read. I don't believe it is still posted, but I have the pdf if anyone is interested.

However, the Escape format went on to become the Morgan standard for the Roadster for all markets until the advent of the 3.7. And in its later version, it gained an extra 25-30 bhp!



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# DOWNEAST AUTUMN MOG – *The Final Preview*

Well, Autumn MOG is finally just right around the corner – less than a month away. A good number of registrations have come in after my last call, but we still need 18 or so of you to send in your registration forms and fees. As per the Registration Form (available on page 23 of the May/June Morganeer or on the website, scrolling down on the home page until you get to Autumn MOG), the registration fees do increase a bit after Sept 15th. Best to get yours in as soon as possible if you have not already. We will need numbers to pass on to The Landings restaurant for the Friday night lobster dinner, and the Samoset for the Saturday Awards Banquet. And also, for planning purposes, we need to get a handle on the number and class of Morgans coming for the Judged and Peoples' Choice Concours.

I would like to turn now to three of the long standing traditional events of our Autumn MOGs – the autocross, concours and rally(s). The first two will be held at Owl's Head Transportation Museum (OHTM), a short 10-15 min drive from the Samoset. And the rally(s) will begin at OHTM after the concours on Saturday.

The autocross will once again be sponsored by Morgan Motors of New England, and conducted by Sam Selby and a team of volunteers of the Mid Maine Sports Car Club, an all marques club based in the Camden area. We will be setting up the course between 9 and 10 AM on Friday October 2nd, start conducting safety inspections followed by a course walk through at 10 AM, and then start the first group of 6 or 8 cars around 10:30. As always, we will ask some of you not in the initial heat to act as safety observers. During the lunch break, about 12:30 Flt Lt Brad King will

be giving a presentation on what it was like to be a WW I fighter pilot in front of the Maintenance Hanger. Not to be missed – I guarantee you it will be very informative and entertaining.

We would encourage all of you attending with your Morgan to join in the autocross. It is a REALLY fun event, will NOT hurt your car, and give you a new appreciation and confidence in your driving ability. With just a little competitive edge to get your adrenaline flowing. If you are a first timer, one of our veterans will be happy to give you some tips on navigating the course and getting the best performance from your car.

The autocross will probably finish up around 3 or 3:30, giving everyone some time to head over to the Samoset and check in, get a little breather and some free time before the lobster dinner at The Landings restaurant on the water



Will the Morgan Beer Wagon once again appear at Autumn MOG?



in downtown Rockland – only a 5 min or so drive from the Samoset. The Samoset will also have a shuttle van service for those who would rather not drive, but there will also be plenty of parking at the restaurant for those who want to bring their Morgans.

We will ask everyone to be ready to depart the Samoset between 9 and 9:15 AM on Saturday to head back to Owl's Head Transportation Museum again for the concours. Cars will probably be spaced by the several stop lights enroute and arrive at the museum in groups of 6 or 8 to be marshaled to their parking spots for the concours. Our concours co-chairs, Larry Sheehan and Fred Schuchard will be running the event. See Larry's Instructions for the concours on page 24. A team of some club members, a member of the museum staff and perhaps a special guest or two will comprise the judges cadre for the judged cars. Peoples' Choice Ballots will be available for all attendees so they may vote for their favorite cars in each of the PC categories plus the Most Characterful award. Please join in and fill out a ballot.

Now we come to the rally. This year we will offer two rally options – our traditional competitive clue rally, and for those who just want to go off on a nice relaxing drive, a non-competitive scenic rally. Our rally team, Gordon Baxter, Brent and Anne Follweiler, and Jack and Lorna Flynn have done a great job coming up with and tweaking these two drives, and I'm sure you will enjoy either one. But don't forget, there will be awards for the 1st, 2nd and 3rd place finishers in the clue rally! And the competitive rally has several short segments where you are instructed: "no clues for the next XX miles, drive slow and enjoy the view." There is also a surprise finish line to both rallies.

Both rally instructions will also include suggested lunch stops along the route. And if you would rather have lunch



before starting out, a concession will be available at the museum with a hot dog, hamburger and select sandwich menu.

For those of you registered by Sept 5th or so, look for an email from me giving some directions to the Samoset, and also directions to and from the Samoset to the Owl's Head Museum, along with

some other information. Our entire Autumn MOG teams is looking forward to seeing you and giving you a good old traditional Autumn MOG experience.

And will the Mad Hatter make a return appearance at this year's Autumn MOG Concours? You must be there to find out!



**AUTUMN MOG 37**

#### Your Autumn MOG Team

Frank and Meredith Wnek, Chairs

Marsha Carter and Marua Hall,  
Admin and Registration

Mary Leong Hunter and  
Janie Mattson, Auction

Sam Selby and MCSSC volunteers,  
Autocross

Larry Sheehan and Fred Schuchard,  
Concours

Jack and Lorna Flynn,  
Hospitality Suite

Gordon Baxter, Brent and Anne  
Follweiler, Rally(s)

Brad King,  
Special Lecturer and Auctioneer

# AUTUMN MOG 2015

## *Concours Judging Criteria*

This past year the club undertook an effort to examine the guidelines for the Judged Concours as well as People's Choice at Autumn MOG. The committee examined the practices that contemporarily exist across the entire country with a special emphasis on British marques. With due respect to the time honored protocols that the 3/4 Morgan Group has aspired to since the beginning's of the club, you will find this years Concours to be a contemporization of those practices.

### Judged Concours

Cars will be judged on a 260 point system with the dispersion across five categories. Scoring is deductive and additive i.e. points are deducted for identified faults and added in most cases for extraordinary presentation albeit this is left to the discretion of the Judge. Owners of cars in the judged classes are asked to stand by their vehicle during judging, open both bonnet halves, have weather gear (top, tonneau and side screens as applicable displayed) and start engine and operate electrical components as asked by judge.

55 points ... Interior

60 points ... Exterior

60 points ... Under the bonnet

35 points ... Wheels, tyres and Chassis

50 points ... Drivability

The Judged Class will be in two categories: Early Classics and Late Classics. There will be three awards (first, second and third) in each category.

This year we are honored to have all guest judges judging the vehicles at the Concours level. As it looks as of this writing, we will have five judges, so it is our intent to have one judge for each of the categories listed above. This approach will engender consistency and objectivity.

The highest score any car can get without bonus is 260 points. Please be mindful that a certain age appropriate patina is expected and appreciated; albeit cleanliness and a high degree of effort to preserve the vehicle are mandatory at the Judged level. By "age appropriate" we accept that a 2015 vehicle is expected to be "newer" than what you will expect to find in a 1932 three-wheeler. There will be the time-honored latitude when judging the vehicles, as modifications to older vehicles have been wide-spread ... and accepted by the worldwide Morgan community. Judges will exercise a consistency of judgment and hold all vehicles to the same standard ... within their respective category.

### Peoples' Choice

In this category, all concours participants get to fill out a ballot and vote for their favorite cars in each category, from the different model classes to the whimsical 'Most Characterful'. Everyone is urged to participate. Your selection criteria need not be totally objective – just thoughtful, rather than totally arbitrary or parochial. (Voting for one's own car is considered very un-British!)

The Peoples Choice sub-categories will be:

4/4's

Plus 4 Roadster

Plus 4 Four-Seater and Drophead Coupe

Early Plus 8 ( until 1983 )

Late Plus 8 ( 1984 onward )

Vintage Class

(includes Flat Rads, Trikes, Race cars and Super Sports)

Late Models

(new 3 Wheelers, Roadsters and Aero 8's if represented)

Most Characterful (single award, all PC cars eligible)

Additionally, we will also offer the Premier Class which is a nonvoting category spotlighting the Best-in-Show cars from the past three years.

In closing, let me mention that the Concours judges are all volunteers and have stepped forward as friends of the club. We asked that you standby during the concours to answer any questions that the judges may have for you however we ask that you do not discuss or inquire into scoring with the judges and afterwards kindly accept the decisions with grace and courtesy. The organizers of the Concours welcome all feedback that you might have after the event and will make respective score sheets available to any participant in the judged portion of the Concours.

Enjoy this wonderful venue of Owls Head and be sure to be ready to party.

Larry Sheehan

Concours Chair



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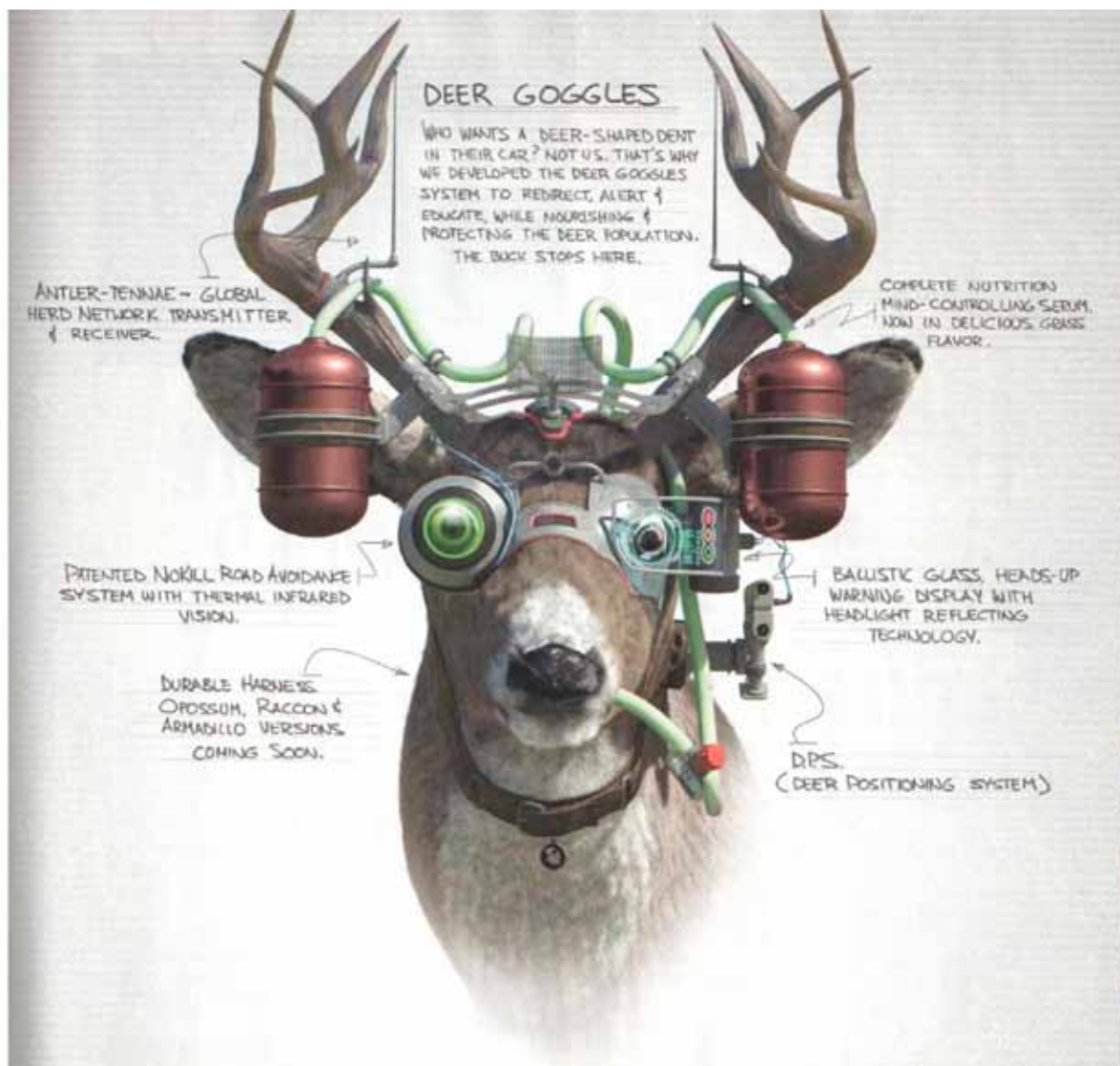
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## 2015 Schedule of events

DATE	EVENT	HOSTS
Sep 7	<b>Gathering Of The Marques</b> Limerock Historic Park, CT <a href="https://tickets.limerock.com/eventperformances.asp?evt=62">https://tickets.limerock.com/eventperformances.asp?evt=62</a>	<i>Limerock Park</i> 860.435.5000
Sep 13	<b>Caffeine and Carburetors Car Show</b> New Canaan, CT	<i>Tom Smith</i> 203-331-7254
Sep 13	<b>Woodstock British Car Show</b> Woodstock Playhouse Woodstock, NY Register at <a href="http://WoodstockBritishCarShow.com">WoodstockBritishCarShow.com</a>	<i>Pegasus Footwear</i> <a href="mailto:len@pegasushoes.com">len@pegasushoes.com</a>
Sep 18-20	<b>British Invasion</b> Stowe, VT	<i>Mike Gaetano</i> 508-395-6663
Sep 26	<b>British Wheels on the Green</b> Madison, CT register at <a href="http://britishwheelsonthegreen.com">britishwheelsonthegreen.com</a>	<i>Spider J.C. Bulyk</i> 203-640-5700
Oct 1-3	<b>Downeast Autumn MOG</b> Samoset Resort, Rockport, ME Details p. 22-23	<i>Frank Wnek</i> 207-729-6300
Dec 12	<b>Chrismacha</b> Redding , CT	<i>Marc and Lynn Wunderman</i> 914-649-7985 (c), 203-664-1531 (h)

# COMEDIANS IN A MORGAN GETTING COFFEE

For a while, comedian Jerry Seinfeld had a show on one of the obscure cable channels called 'Comedians In Cars Getting Coffee'. This is the episode where he gives Steven Colbert a ride in a '64 Morgan Plus 4. Can you believe it – they make fun of the horn and windscreen wipers! But you must see the rest. Here is the link, courtesy of Spider: <http://comediansincarsgettingcoffee.com/stephen-colbert-cut-up-and-bloody-but-looking-good#>



Driving the roads of Maine to and during Autumn MOG, you may encounter one of these strange creatures. Do not be alarmed – they are equipped with only passive sensors and no offensive weapons. Be advised, however. Due to budget limitations of the Maine Department of Fish and Game, ALL deer are not yet so equipped.





Photo by Owl's Head Transportation Museum volunteer Jeff Larson

## A ROLLS WOODY (or, Shooting Brake)

**A**s a volunteer at Owl's Head Transportation Museum, sometimes you have to accept some tough assignments. At their recent Auto Auction event, I was asked to drive a few cars up on the auction block. Among those was this 1929 Rolls Royce 'Shooting Brake'. After figuring out how to get it started ('Let's see, throttle at half, mixture rich, spark advance – was it full advance or full retard?') it was a dream to drive. Alas, the top bid (\$50K) did not make reserve and it

did not sell. I told them they could throw in the driver for free, but even that didn't work.

So what is a 'Shooting Brake' you may be asking? I'll let Wikipedia handle that one:

*'Shooting-brake is a car body style that has evolved through several distinct meanings over its history. Shooting-brake originated as an early 19th century British term for a vehicle used to carry shooting parties with their equipment and game. The term brake was initially a chassis used to break in*

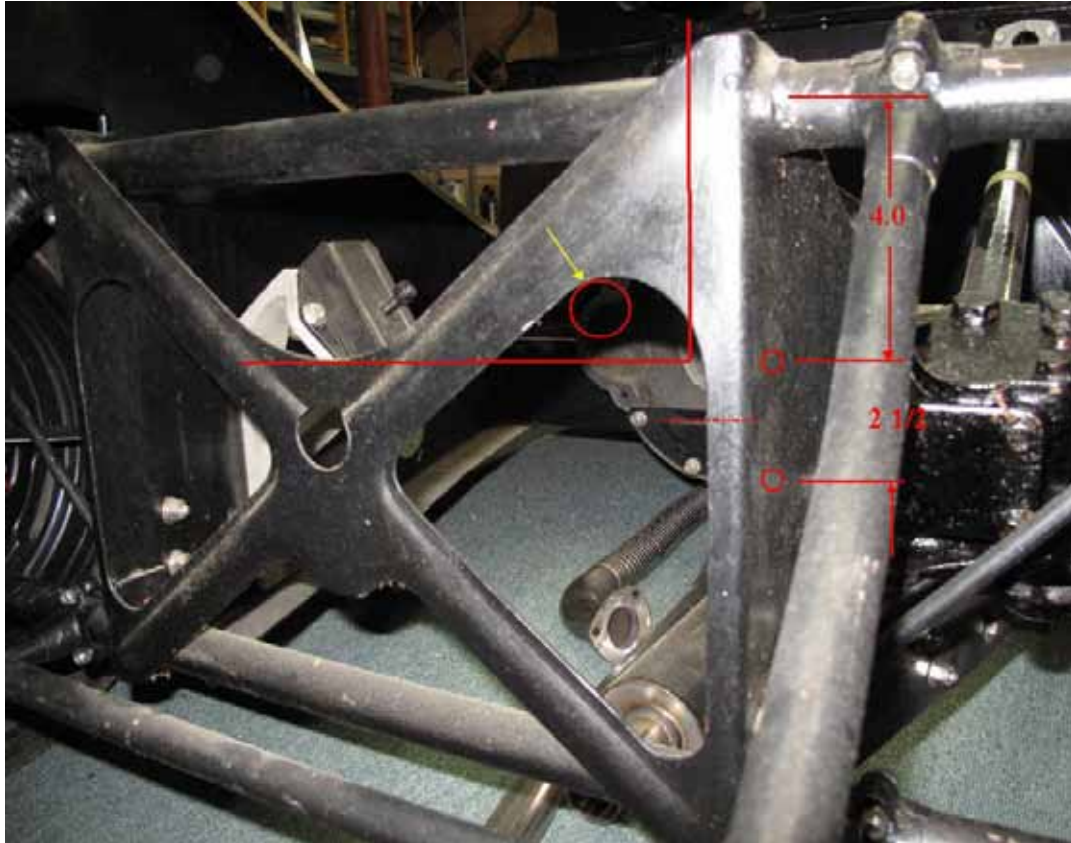
*horses — and was subsequently used to describe a motorized vehicle.*

*The term was later applied to custom-built wagons by high-end coachbuilders and subsequently became synonymous with station wagon or estate.'*

# SPIDER'S TECH TIPS -

## *Radiator Placement*

*The following email exchange with Barrie Walden concerned his 1956 Plus-4 Bustle Back restoration project.*



Barrie: Hi Spider, It's been a while since you sent me an email (Restoration help, 7/2011). I've had health issues but now I'm back. If you're still around, please send me an email and I'll contact you. I would like to receive some help with my Plus 4 if possible.

Spider: 2011? Holy smokes! I've had to shave a few times since then...and I still have mustachios. So you have 3422. We have 3585. So talk to me...what's up? How can I help? I'm in!

Barrie: I'm glad you're still around. I've begun building by Morgan and, as you would imagine, there are a lot of things to be done which I am not quite sure how to do. Here are some photos of my car.

Spider: And some very nice work you're doing indeed, judging by the photos.

Barrie: I have a new front suspension sub-frame the needs radiator mounting brackets to be attached. I don't know exactly where they belong so I have shown some photos that might be helpful. If you have some suggestions or a photo showing how the radiator is attached to the sub-frame, it would be very helpful.

Spider: Unfortunately, The Hope just went off on the back of a flatbed to Ron Garner's place so I have nothing to measure.

Barrie: I've been busy doing many other things, but I would still like to hear your information on my radiator. I received an email

from a guy who owns a 1956 plus 4 (Australia) who indicated that the radiator should be 4.0" down from the top (see my photo). The information should be right, but I would like to double-check it.

Spider: Ron Garner, who now has my precious Great White Hope, confirms that centerline of to top tube to bottom of radiator is 4".

Barrie: OK, I will attach my radiator brackets 4.0" down per my photo. I'll tell you know it goes. Thanks for your help. By the way, have you ever been to China? It's a very interesting place.

Spider: I have been traveling to China since 1994 (then still very Mao-ist) and have spent ~2 years there, adding up all the 2 and 3 week trips. My electronic written and spoken Chinese is not bad; my hand-written Chinese is slow and child-like but legible; my spoken (northern) Mandarin was at its peak in ~2004 but has declined from lack of use in the last decade. Even recent trips have been to non-Mandarin speaking China. I'm very interested to see an older car like your bustle-back (hump back???) come together Good luck with the build. Please keep me posted and send photos. Let me know how I can help!

photos:

**ABOVE:** Proper position for radiator mounting bracket/holes

**OPPOSITE PAGE, TOP:** Mounting brackets attached to bottom radiator flanges

**OPPOSITE PAGE, BOTTOM:** Walden restoration in progress







Bob Cohn picks up his new Plus 8 Four Seater at Morgan Motors of New England, just in time for Autumn MOG.



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