

The Morganeer

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Issue 2

MORGAN



Italian Style

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

NEW CLUB MEMBERS

David & Nancy Cardone Westbrook, CT

Patrick & Susanne Cyrgalis Staten Island, NY
'65 Plus 4

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

FROM THE PRESIDENT

Hoping the winter has found you warm somewhere, down south or by a fire. It was so warm here in CT at the end of January, I almost took my Morgan out of its hibernation and on the road. As I write this we are wrapped in snow again. Winter is here but by the time you read this day light savings time is nearly upon us.

By now you have all received the directory. We've gotten very positive feedback on it. (Extras are available) I apologize if anyone's contact info is incorrect; all the data came from the website so check there to correct yours if it is wrong.

On to the Big Topic- Autumn MOG. It's time to volunteer for autumn MOG and 'put your money where your MOG is', as my grandmother would say. Without a chair, this event won't happen, so we need someone to step up and help YOUR club. The venues are set and much of the leg work is already completed. This makes the task of managing the event much easier for everyone. Dean Meyer has put together an excellent "how to" manual for Autumn MOG that has been gleaned from everyone who has worked on different aspects and jobs in the past few years. It breaks down all the different tasks and makes the project much less intimidating. Any event is 95% preparation; we have 7 months to Autumn MOG 2016. We need your participation.

We are finalizing details to go to..... Cooperstown, NY from September 30th to the 2nd of October!!! Please step right up and take on some of the managing.



Most importantly - we need a "facilities manager." Basically a third person to join Maura and me, who is well organized and can size up each of our day's activities; make a list of needs, let the hotel and the other venues know what they are, and assist in prepping the event notebook with all the info for the weekend. While our "third head" will carry the title of chairperson, you can see that the job is actually much simplified. "On-site coordinator" might be the most appropriate description. If that describes your skill set or sense of fun, step right up!

Heading the Concours is an important task and requires someone who loves that competition to lead it. If no one wants to take the Concours task on, we will have a People's Choice Award this year and just hang out by the lake.

Jeri Cohn has generously volunteered to organize the auction item commitments. We are hoping that you, the membership, will be willing to offer services this year as well as old stuff from around the garage. Perhaps you have a second home you can offer for a weekend, a foodie dinner you would like to cook, house sitting, animal care- any variety of skills and services you may offer up for the auction.

We also need people to assist with registration on site. Most of that job has to do with checking-in and organizing on the weekend. Maura processed the entry forms last year and will do so again this year.

The Western NY Morgan club has expressed enthusiasm in joining us in Cooperstown this year. The more the merrier!!!

PS That being said, If no one steps up by March 15th we may have to cancel the Official Autumn MOG for this year. Maura and I are excited to go to Cooperstown and hope, with your assistance, to make this a great event.

Ruth

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FROM THE EDITOR

Usually I dread this mid winter issue, always anxious about finding enough material to fill the pages (and probably exacerbated by a touch of SAD – seasonal affective disorder). To my great surprise and wonderment, however, four of our frequent and talented writers sent me amazing, well written articles. **Ron Garner, Larry Sheehan, Spider and Jim Nichol** must all be vying for the coveted 'Pen Is Mightier Than The Wrench' award come this Autumn MOG (although two are previous winners). At any rate, this makes the editor happy, and a happy editor can be a dangerous thing. So I suppose I will call this the smiling editor's issue.

I must start out, in all humility, with an apology to Ron Garner. The electronic copy of the last issue came out with several paragraphs missing from Ron's featured article on his tour of Italy. With the different documents of the article passed back and forth between the two of us and posted in Dropbox I managed somehow to use the wrong one. Fortunately, Ron noticed this as soon as the issue hit his email and we were able to put a corrected version in the printed issue (and also now posted on the club website). It's a good thing SOME of our members read the Morganeer cover to cover as soon as it arrives. Thanks Ron, and sorry for the editorial gaffe.

Many of you I'm sure, like me, read Ron's article on his tour of Italy in the last issue and couldn't help but wondering about the adventure of getting from Melvyn's Pit Stop in England all the way to Italy. Well, Ron has filled us in on that part of the adventure and more with the second in his series of articles on their amazing tour of Europe. Herein find not only Ron's travelogue narrative of the trip, but also some amazing photos by **Kathi** (except for the ones that she is in, of course). Not only do the photos complement the article, but also provided a wonderful centerfold for this issue.

My main man **Spider** has contributed not only another of his insightful and entertaining interviews (with new member **Carl Kaufmann**) but also, wearing his Olde New England historian tri-corner hat, managed to transform a simple 'noggin' story into a most creative and interesting read, complete with a history lesson, a few war stories, and even a bit of international espionage and intrigue.

And not to be outdone by the likes of Spider or any of the other Morganeer contributors, **Jim Nichol** has reached WAY back in his memory archives to tell us the story of misspent youth and his discovery, as a pre driving age teenager, of Morgans. Obviously Jim was developmentally well ahead of many of us at this age – as I recall my dream car at that age was the '56 Desoto. Once again, it makes for very



entertaining reading. Strangely, he omits the part played by his Morga in his courtship. Perhaps that story will be told in his next chapter.

I must give special credit to **Larry Sheehan**, who I called last minute and asked to pen an article on his northern New England group holiday party. This was against one of my editorial (but alas not always followed) principles – not having event hosts report on their own event. But I was desperate, and fortunately Larry obliged with an excellent report, which featured each of the couples attending in a unique and entertaining way. We laugh about this, but my oft repeated comment "I owe you one for this Larry" has become a bit trite. Yes, Larry, I owe you more than a few pints.

On a somewhat mundane note, I must point out that the issue also contains club Treasurer David Root's Annual Report on the club's end of 2015 financial position and Budget for 2016. As you will see, the club is very financially solvent (despite some red ink related to the Downeast Autumn MOG which I would know nothing about). In a somewhat related subject, you will notice on our 2016 Schedule of Events that things are still pretty sparse as far as club events. In particular, I have not heard from anyone who is hosting an early season spring dustoff. Those of you thinking of hosting an event should know that there are area captain funds designated to mitigate some of the expenses of hosting. Check with your area captain and let's make a few dustoffs happen.

As item last, I would like to add a personal note to Ruth's article on the opposite page. As you know, several Autumn MOGs ago, I volunteered to chair the event in 2015 provided that it was in Maine. It does take some work, but it can be very rewarding when all is said and done. The club NEEDS someone to step up and chair this year's Autumn MOG. You would be doing an immeasurable service to our club if you step up and take some of this responsibility off Ruth and Maura's shoulders.

In closing, this being the season of black ice in New England, be careful out there or

Your road may be sliding on forever,

Frank

TO THE EDITORS

Frank,

A truly outstanding issue!

Tony Frederick
Morgans on the Gulf

Just wanted to say nice job putting together Morganeer and Directory. I know, it was discovered after the fact that a page or two had inadvertently been left out, but not nearly as important as what was put in. Great issue.

Bill Gazzola

ABOUT THE COVER

Ron Garner passed this wonderful photo on to me. It is of the radiator of his Italian friend and new 3/4 Morgan Group member Alessandro Vitali's three wheeler. Ron explains:

"The attached picture is one of my favorites. It was taken by professional photographer, Francesco Ricci. The reflections look like brush strokes in an oil painting. I asked Francesco for permission to send it to you for the Morganeer. I hope you can use it."

NORTHERN NEW ENGLANDERS PARTY HARDY IN JANUARY

Larry Sheehan



Although Cape Cod is a highly popular destination in the summer season, the Cod is often thought of as remote and desolate in the winter months. Who in their right mind would want to drive to Falmouth to party at this time of year. Well, in point of fact many Morganeers made the trip on Saturday, January 9th. And Steve and Beate Vavak (just back from Germany and toting with them the most incredible and delicious smoked salmon most of us have ever encountered), Marsha and Jim Carter as well as Tom and Elaine Austin also made a weekend of it and stayed overnight at local B & B's.

The invitation was for a 3:00 PM arrival and lasting until well into the night, so everyone knew that was ideal for plenty of time to have a pint or two over great conversation before the now

famous "Yankee Swap" and dinner (and perhaps an additional pint) and dessert (and still again, perhaps and only perhaps an additional pint). It can be safely reported that the Annual Hol-

iday Party overlooking Buzzards Bay did not disappoint.

New to the club, Morgan Malone and Alison DeKleine drove in from Swansea and brought with them the family lore of a son who was named for the Plus 4 that his father owned from well before the son was born. And as endearing as that might sound, as a famous newscaster used to say "and now here's the rest of the story". The son named Morgan is right now doing a full restoration on that very vehicle that he was named after. Does it get any better than that? Does it? Well, actually it does as Morgan is a man of many interests, and as it happens has a smoke house as well as acreage in Vermont where he taps his Maple trees, allowing him to bottle and distribute (on a limited basis) authentic Vermont Maple Syrup.

Now I only mention this because **IF** you host a Morgan event you never know what "house gift" you will be presented with. So all I'm going to say to further this vignette is that my pancakes have been kicked up a notch with that lovely nectar of the gods. (see photo). Thank you Morgan and Alison! In a turn of fortune, Morgan and Alison walked away with the rotating 100 Year Morgan History Wings that were kindly made for the club by Brian Jouris (son of Bill and Beth Jouris) some years ago.



And not to miss a party, Jo and Steve Manwell (while in the U.K.) decided to fly back and get themselves to Falmouth for the festivities. If we were giving awards for who came the furthest the Manwells would be in the running, although there are also others of note mentioned below. It's rumored that they heard we were serving up freshly made baked-stuffed clams on the half shell with Bass Ale to wash it down, and although the Bass Ale could be had in the UK, the clams were not available there albeit the chilled jellied eels were. Easy decision ... "Let's make that party on the Cape" !

Also flying in from an extended holiday in the UK were Sir Brad King and Lady Lin. So on the distance traveled to the target from the UK, I suspect we have a tie. But more on Brad King a bit later in this diatribe.

Ron and Cathy Garner drove down from Hull and brought their guests from Ottawa (also Morgan owners). Christine and Ted Rose have a Plus 4 that they are restoring and we all know if you are doing a restoration then Ron is the best in the land. ('The Land' in this instance should certainly be defined as all of North America including Canada, but may now include certain countries of the European Union as well.) If you were fortunate enough to corner Ron and Cathy at the party, you were certain to be regaled with some of the more detailed aspects of a very adventurous, thrilling and convivial Morgan road trip on the continent. And as we all know, last season's sortie was but the first leg of what the Garners expect to be a multi-year trip.

Maura and Bill Gartland give in to their nomadic world traveler tendencies once the temperature dips below 50 ('Brrrrr!' saith Bill) in the northeast. It's a fact. That's just the way it is. With offers to visit the UK, Spain, California and Maui (just for openers) they knew that there was but one place on the planet that they needed to be for the weekend of January 9th. And so they slogged their way back to their Connecticut home and then drove up to the Cape for the weekend.



To those who are unaware, there is a reason that they expended such effort and commitment (aside from the much touted variety of proper brew and home-made cooking). So here is the back story: when Brad King decided to execute a frame-off restoration of his 4/4, three club members stepped in to assist in some of the more confounding tasks ... in both the deconstruction and the re-assembly. And after said 4/4 was selected by Hemming's "Sports & Exotic Magazine" as one of their favorites at their Annual Show at the Saratoga Auto Museum in 2014, Brad presented the three crew members with the distinguished "Wing Man" award ... a half-wing that is proudly worn to this day by Frank Wnek, Bill Gartland and your humble scribe. It was fitting therefore that Bill, in a reciprocal act of kinship and crew loyalty, obtained a stunning Morgan cravat which was presented to Brad at the party with much pomp and ceremony. (see photo) We know that Brad will wear his neck-wear with distinguished pride just as the Wingmen wear their half

wing with honor and fond memories of many a misspent hour rolling in the grease pit while cursing the whims of the "Prince of Darkness".

Many of the finer photos of this event were taken by Tom Austin, who drove down to the Cape from Boston. What is more impressive however is that Tom attended the party just on the heels of an around-the-world lecture tour that took him as far as China. Okay, so those who made the effort and flew in from the UK or Germany or drove down from Ottawa didn't quite win the distance award. It's really hard to beat a guy who makes the effort to get back from China to drink a few pints and talk Morgan's for a night with good

friends. And who also takes the event pictures and provides the major sweet delight of the party ... the cake ! (again, see photo)

Mike and Roxanne Field drove down from Boston and Mike was rewarded with a stunning set of Morgan cufflinks (most fitting as Mike is one of the very few amongst the Morgan lads who actually wears a proper shirt and tie every day). Mike and Roxanne Field's guest Steve Lipton (no stranger to the Cape Cod club members) was gifted in the Yankee Swap with a cov-



eted book on the history of Morgans ... in the hopes that he will soon add one to his extensive stable of other British marques. (Hint! Hint! Hint!)

If there was ever a Morgan party where greater distances were traveled to raise a bit of dust and share in the camaraderie, great food and libation with old and new friends then we of the off-shore, Cape and the Islands proudly salute you. But we also proudly now share those bragging rights. All together now: PARTY ON !!!

FIRST OUTING OF THE NEW YEAR

Unless someone else provides evidence to the contrary, I believe club member Fred Schuchard takes the prize for the first Morgan outing of the year, taking his Plus 8 out for a spin on January 8th. As Fred describes “approaching Davis Mill pond, Greenwich township, Cumberland County (south), NJ.” Taking a page right out of Spider’s “You must drive it” playbook. Kudos to you Fred. I say “BRRRRRRRRRR!” ed



ELECTRIC MORGAN PROTOTYPE

Spotted in the vicinity of the Malvern works recently, could this be the prototype of the new Electric Morgan? See further details on the announcement from Morgan Motor Co. that they will begin production of all electric Morgan in 2019. See page 14 for details.

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INTERVIEW:

My Friend Carl

By Spider J.C. Bulyk

The following is a conversation with long-time Morgan enthusiast, woodworker, stringed-instrument builder, boat builder, roots-music enthusiast, journalist, pilot, engineer, and friend, Carl Kaufmann. Carl has enjoyed a rich and varied life providing him with a window few of us get. Carl's insightfulness and unique perspective made me want to share him with all of you. Back in the early February, 2015, my phone rang and a voice I'd never heard asked, "Are you Spider Bulyk?" Somewhere along this first conversation I learned that Carl had owned a Flat Rad back when it was (almost) new, and then after a half-century of no-Morgan, he was looking to re-enter the fold and buy another: did I have any advice for him? This is where we pick up his story.

The Morganeer: Okay Carl, like the King in Alice in Wonderland, let's start at the beginning. Maybe, just maybe, we will stop when and if we reach the end. What crooked path brought you to my humble abode?

You know I haven't owned a Morgan for some 60 years, so this hunt for another started some 3 plus years ago. I did some internet searching and made a few phone calls, which led me to Southern California Plus Four Club, then MCC-DC (Morgan Car Club of Washington DC), and finally The 3/4 Morgan Group, Ltd. You know I live on Block Island and Winter in Mystic, CT, so I figured I'd stay close to home and contacted Ruth (Bonomo) from the website. After that, you weren't too hard to find. She also led me to books by Cuthbert (Gary Bell) and the Eckler's Morgan Spares. So I picked up the phone and dialed.

That first phone call was one helluva conversation: guitars, bouzukis, Morgans, sailboats, lobster yachts, woodworking, airplanes, and life-theory. I remember our first meeting; you brought the instruments you made and we sat in my music room while I got to play them. There was guitar, the Irish-bouzuki (octave mandolin), and the mandolin. Lutherie is a specialized trade; how did you start building instruments?

Well I had done a lot of woodworking and I've always been a fan of home-made music, especially roots music – Bluegrass, Delta-Blues, Old Timey, and traditional folk. Like everything else, I figured, how hard could it be? First instrument I built was an A-shaped mandolin, copy of an antique found in

a vintage instrument shop in Philadelphia. Then I did a couple of bluegrass mandos (with the scrolls and f-shaped holes) by plans from a book. These later mandos were complex and parts of it I could never quite get right. Then came the guitar, and finally the Irish-bouzuki – tuned like a mandolin on steroids. The bouzuki was the crowning piece. There was this bandleader/singer gal for a three piece group that came to Mystic for the Sea Music festival. She offered to marry me in order to get her hands on the bouzuki. I liked that idea; I'd get paid for the work and get a wife out of the deal as well.

photo: Carl plays the Irish Bouzouki he built from an Australian design.





Where'd you meet a gal like that?

I volunteer at the Sea Music Festival at Mystic Seaport every year. I like boats, I like music, and I live in Mystic, so the festival was a natural activity for me. I give house room to some bands, which is a real treat as I get a free house concert every time they practice, which they seem to do night and day. I like it. However, full disclosure requires me to tell you that, while I have learned to make some stringed instruments, I cannot play worth diddlesquat. Have tried, but never put in the 2000 hours it takes to become even a mediocre player.

I restored a Cape Cod Catboat some years ago so I'm interested in your boat building work as well. How did this all start?

Back during WWII, Uncle Sam sent me to Dartmouth, MIT, and Michigan to make me into a naval architect and marine engineer. Unfortunately for my Uncle, the war drew to a close before taxpayers could get any work out of me in return for the free education. But I never earned a nickel out of designing boats, only as a wordsmith, so all that calculus and chemistry went to waste. Early in life, I got into woodworking and coupled with my training, I started to build boats. The family's big boat is a Sparkman & Stephens 40' yawl, backyard built and launched in 1970. Before and since have built eight other boats, including dinghies and a couple of rowing shells. Out on Block, I keep my BI-19 (okay, this is the only BI-19, though a fellow out in the Midwest took my drawings and molds and is building a

duplicate for the Great Lakes). You and I have the same bumper sticker – "Life's Too Short To Own An Ugly Boat" – and I (humbly) submit that the BI-19 is the prettiest boat in the harbor. Well, life's too short to own an ugly car too, and that's the reason to drive a Morgan.

What do you use to commute with?

As I got older, everyone started to get nervous about my single-handing a big sailboat. So, mainland-to-Block transport is 26' Downeaster. It did indeed need work when I bought it two years ago: repairs and upgrades more than doubled the purchase price. (*Sounds like this set you right up for a Morgan! – ed.*) Great sea boat, and it has plenty of power, 270 horses in a Chevy V-8. I seem to have this talent for buying things that need work. After buying it, I discovered it had been underwater for part of its previous life. It's taken me a bit to get it back together. I like it; very comfortable; easy to manage; and it does go!

If you never made a nickel from boat design, how did you get to do all this stuff?

In addition to my work as a journalist, I was for a long time (32 years) a Du Pont corporate PR guy, which in my case meant being the CEO's ghost writer. It was the best job in the company, sharing executive perks (corporate helicopter, etc.) but none of the accountability. On Block, I am on the Harbors Committee.

Okay, so lets shift into Morgans. How did this Morgan involvement start?

Back in the 1950's I bought a flat rad and drove it around for a few years. The only remaining artifact, beyond a boxful of memories, is one picture of it with my wife, Ruth, sometime around 1955. That was some 60 years ago. My flat rad cost

photos:

TOP LEFT: Wife, Ruth, in Carl's first Morgan, an early 50's Flat Rad, circa 1956.

BOTTOM LEFT: Larry sells Carl his first Morgan in 60 years! Copake, NY, April 15th, 2015. It must be the color!



me \$1,000, and I resold it two years later for the same.

So fast forward 6 decades with no Morgan, working as a wordsmith, building boats, working on musical instruments, and all....now you are looking to step back into the Morgan world? Do you have discharge papers from whatever asylum you were in?

Well, as usual, even though the question is simple enough, the answer isn't. I miss the elements that the Morgan represents. It was also difficult to re-enter the Morgan world because I didn't know what I was looking for or what I might have to pay for it.

I remember our early conversations about pricing and selection, the cars listed at Isis, Morgans West, Morgan Motors of New England, and those in Hemmings. Also, about that time, Bob & Geri Cohn were selling their four-seater. How did you end up?

How did I end up, you ask? At first, with severe sticker shock. I assumed in the new millennium it would be two, maybe three times my \$1,000 Flat Rad. I was off by an order of magnitude. I met the Cohns at Linda and Larry's place, but by then had decided to buy the 1967 Plus 4 on which Larry had been working over the winter. How Larry came to own it I do not know, but I think it had been previously owned by a chap up in the Great Lakes, or maybe Rochester area. Yes, repainted somewhere along the line, and badly, but what the heck? If you follow the 30' Rule (nobody closer than that, and no cameras) it looks okay. I know it's a Plus 4, but there is no info at hand on its engine internals. It has dual Webers with the obligatory bump out on the bonnet, and the sheet metal is steel, not aluminum. Provenance? None. It has been repainted at least once, so we do not know if it was originally green. No matter; it is what it is, and I am happy with it. It sure seems to draw a crowd here in Mystic!



photos:

TOP: Carl's handmade rowing shells.

MIDDLE: Carl's new skiff

BOTTOM: Carl's handbuilt Block Island 19 "CHIPS" - (IMHO) "...prettiest boat in the harbor..."





photos:

TOP: Sparkman & Stevens, "THERAPY" at anchor in Maine. Handbuilt by Carl and his son, launched in 1970.

MIDDLE: Looks like it could go! Copake, NY April 15th, 2015

BOTTOM: Carl brings his first Morgan in 60 years home to Mystic, CT! April 15th, 2015.



First Morgan in 6 decades, how did you get the car from Copake, NY to Mystic, CT?

You may remember we had a lot of conversation about whether a Plus 4 could be two-wheel towed with no damage to the gearbox and whether there was any danger of the spinners flying off at highway speed while on the trailer. Towing it from Copake to Mystic turned out to be a snap. Borrowed a neighbor's two-wheel dolly that hooks into a trailer hitch. Turns out I could have driven it, but not having Morgan'ed for decades I lacked the nerve, and my excuse was that it was cool that day, 45°F. Wimp! I've got some pictures of the pickup.

I remember we were all pretty excited to see you pull into the Morgan line at 'British by the Sea' with your first new Morgan in 60 years. How's it been to you?

As you know, I've put a bit of work into it. Most recently you and I were diagnosing whether the wheels were round. Cardone & Daughter (*advertiser in The Morganeer* – ed.) questioned both roundness and excessive runout. Now, we all know that runout is a woodworking term for grain that does not go straight. The only other meaning I know is when the crap-shooters head for the exit when the cops break up the dice game. It was news to me that gear heads had appropriated the word to mean wheel wobble. And no, I have not gotten around to putting a dial gauge on the rears to get a wobble reading. I will do that as soon as I find the missing screws from the headlamp rim I removed to put in the new bulb, which so far does not fit right. (*welcome to the club, Carl!* – ed.) I also want to do something about the seats for comfort and fit and plan to run it past this gal up in Maine who's done soft goods for boats and airplanes but not Morgans. I am preoccupied for the moment with a skiff I am building to serve as a tender (old timers like me need something stable, and my inflatable boat leaks). Also, I have some community chores to attend to on Block Island, and then there are all these holiday parties. Then I can start on the next guitar build. As I said about the Lobster boat, I have this habit of buying things that need work, but its good to have one (Morgan) back again.

So here's the \$1 Million question: why Morgans? What's in it for you? What's the fascination?

Nor do I know just why Morgan's attract people like me, and retain their hold for (in my case) six decades. I am not that way about boats – the only ones that are special to me are the ones I built. Nor was I bound to the planes I used to fly. I enjoyed the two PA 180s I owned, but to me they were just a way to get from point A to point B. I could just as well have owned a Cessna or Beech as a Piper. With the Morgan's, it cannot be just because they are old and sporty, and fun to drive: any number of sports cars meet that description. Surely no one wants a Morgan for comfort, quiet, or climate protection. Morgan's score in minus numbers there.

I know you to be a man of particular tastes, so something draws you to it. This cannot be a simple twist of fate, can it?

Near as I can tell, the appeal centers – at least to me – on what you might call the art of balance – not the kilos resting on each wheel, but the balance between design and function, and between technology and simplicity. The 4/4s and Plus 4s are very good looking, great in their proportions, clean in their lines. Artist friends look at mine and say, "Yeah, that's just right." But this is not just the pretty girl at the dance, who in fact might be an airhead. In Morgans, it is more than skin deep. Looks are married to performance. Low and light, in this case, translates into handling. There is enough technology there to make a Morgan behave well on the road, and put a grin on the owner's face, but keep the car mercifully free from most technologies that would make it tough to tune and service, with needless expense. Who needs electric mirrors and powered convertible tops? How many times a day do you have to reset the side mirror, and could you not reach out and do that by hand? Are all those computers in cars genuine improvements? In sum, where some cars, including some nice ones, overkill with their technology, Morgan's remind people like me that in a perfect world, good engineering

means keep-it-simple. So the Morgan appeals to me more than many another icon -- think Porsche 911-- because I see the Morgan as all of a piece, a work that found its balance, a work of art that succeeds because it is simple.

So you are suggesting that, much in the way Colin Chapman (Lotus Cars) would say, "Simplify, then add lightness!" Morgan has found a way to "add simplicity"?

Design complexity sometimes causes us to actually lose ground. At DuPont, my friend Nat Wyeth (brother of Andrew, the painter) was the best engineer I ever met. Whenever there were big problems at the plant and all else failed, the word went out, "Call Nat!" His consistent approach was to not add new layers of controls but rather to re-

move everything that could possibly go wrong. Then he would go to his basement shop and cobble up a simple gimmick to resolve the issue. Everything else – all the gillhoolies and jimcracks he removed – went to the dumpster. Nat was a lecturer at MIT and his consistent message to students was: find a way to add simplicity.

It's impossible to capture the man in such a short interview. Since Carl and I met – was it really less than a year ago? – we've had this ongoing conversation about Morgans, repairs, boats, and guitars. As a musician, engineer, sailor, and Morganeer, I learn more in each conversation. Run cool, Carl!



photo: Carl and the guitars he's built.



MORGAN, MAKER OF CLASSIC SPORTS CARS, IS GOING ELECTRIC

Yes, you'll be able to buy a wood-framed electric car in 2019

Jonathan M. Gitlin *from the Cars Technica/All Thing Automotive blog*

Morgan Motor Company

Yes, that is wood. On a car. In 2016.

The Morgan Motor Company—best known for still using postwar styling and wooden body frames for some of its cars—will have a full hybrid and electric range within the next three years. The British car maker is going to invest \$8.6 million (£6 million) to develop hybrid and electric powertrains for all the models in its range by 2019, working in conjunction with Delta Motorsport and Potenza technology.

Despite the retro image of Morgan's cars—the company does still use ash wood as a structural material, even in 2016—the company has actually been quite forward-looking over the past decade. The Aero 8 (introduced in 2007) has an up-to-date aluminum chassis and modern aerodynamics, even if it looks like it stepped out of the pages of an alternative history novel.

“We have been involved in the research and development of new propulsion technology since the inception of the LifeCar project almost ten years

ago. We are now ready to develop the best hybrid and electric drive-train solutions for production implementation before the end of the decade,” said Steve Morris, Morgan's boss.

The funding comes from the Advanced Propulsion Centre, a \$1.4 billion (£1 billion) collaboration between the UK government and the auto industry. In addition to funding Morgan's electrification program, APC is also funding programs to develop new battery packs, advanced turbocharger designs, and electrified London Taxis.

HOW I DISCOVERED MORGANS

(Almost Got Arrested and My Life Has Never Been the Same Since!)

Jim Nichol

No doubt inspired by the forthcoming reprint of his last Morganeer memoir, 'A Visit with Uncle Peter and Aunt Jane', in Miscellany, our club Historian reaches back deep into his memory bank and, in honor of the 45th anniversary of his Morgan ownership, tells this tale of his introduction to Morgans. Could this be merely a chapter in his forthcoming Morgan autobiography. We hope so.

In spring of 1962 my best pal Eric and I jumped in his '53 Olds 88 for an exploratory drive to Lime Rock Park. Keeping in mind that the Olds was not registered or insured (we'd found two NY license plates on Eric's back road and, though the numbers were wildly different, as non-licensed fifteen year olds, we were sure we had road legal transport), we headed the forty or so miles - on back roads to best avoid the local constabulary - to the closest of sports car tracks.

The Lime Rock Park of 1962 was a far different animal than that of today, having only one paddock (today's A paddock) and pavement was limited to the track itself. Feeling entirely too conspicuous in the paddock area, we drove to the climbing turn to watch the competition. During the EP race, we spotted this seemingly retro-looking car (this, decades before the term "retro" was ever used!) and rushed back to the paddock area to spend a hard-earned fifty cents for a copy of Haybale, the track program. Turning quickly to the entrants' list we discovered the mystery car was something called a Morgan.

For the next nine years I tried to learn just what a Morgan was. How many of us recall how especially difficult this was in the 1960s? Aside from Road & Track, Sports Car Graphic, and a couple of others, information was scarce. Vow-



ing to someday put a Morgan in the driveway, I searched the NY Times Sunday Automobile section (sadly a victim of 'progress' about a year ago), but with limited access to funds, it was an exercise in futility. Off to college, pledged a fraternity, and one Saturday one of my brothers showed up with a '60 Plus 4 that his father allowed him to borrow for the weekend. One fifteen minute ride and the hook was set! A few months later another Plus 4 showed up in the Syracuse Post/Standard (locally referred to as the 'Sub-Standard') for the grand sum of \$1,000. Running to a nearby pay phone, I raced to Syracuse to see the car. Midnight blue, polished to the nines, and at least in my mind,

like new. I expressed my interest and returned to Oswego to try and raise the grand. After two days of calling likely suspects, I was forced to admit defeat and called to relay my plight. The second gent in line hopefully has enjoyed the little roadster.

I survived, Morganless, through the ensuing years, completed college, and reached full-time employment. Cars of interest ranged from a small mouth TR 3 to an E-Type Jaguar (we shall pass quickly over the beaters like the \$50 Chevys and Buicks). While my daily

photo: A young Jim and his Morgan

driver was a '65 Old Cutlass Coupe, I was stunned to open the Poughkeepsie Journal one morning in April 1971 to find a Series 2 4/4 available at our local "We Sell Any Make No One Else Will Touch" dealer. AMC, Citroen, MG, Austin, Renault - they were all there, brand

spankin' new. But in the back lot was this BRG 4/4. It drove fine, albeit at a leisurely pace, and was 'affordable', so I put \$50 down to hold it while I arranged financing. At last, I was to own the car of my dreams!

Arriving home (the house is no longer there, it is now part of a McDonald's parking lot, but that's another story) I phoned a friend to tell him I'd found a Morgan. His reply was, "The one in the apartments across the street from you?" I was nearly speechless - two Morgans at once? Recovering from my shock, I asked him what he knew about it. His answer was that all he knew was that it was a Morgan and had been sitting all winter. Persuading him to lead me to the car, we walked across Route 9 to the apartment complex in question, walked around to the rear of one of the buildings, and there in all its glory was a BRG Plus 4 4-seater, the exact model I'd wanted (the seats adjusted I'd discovered during my eight years of research). We spent the next twenty minutes looking over the 'find' being careful not to touch (it was not, after all, mine). It was at this time that a young tall gent appeared asking me if I'd be interested in buying it. I gulped "Yes," and asked how much. He replied with a more than reasonable number, and a deal was struck. Thus 5618 entered my life.

It turned out that he bought the Mog new from Fergus, trading in a Renault Dauphine (Fergus allowed him \$200 on the Renault) for it. The reason he was so quick to sell? He and his wife had contracted to have a house built, he'd gotten a mortgage, but had neglected to figure in the cost of having the well drilled. Rather than go through the bank's red tape, he figured it'd be less stressful to sell the Morgan to raise the money. A win/win opportunity that has worked a charm for us both!

Thus, forty five years ago, MorgaMorga came into my life, and yes my life has never been the same since then. The MOGs, the friends, and just driving - what a ride! Oh yes, did I mention the wife the kids and the grandkids? Life's a ride!

Another Morgan story as only Jim could tell it. By the way, I asked and Jim told me how his Morgan got its name. When he bought it the Morgan script on the rear deck had the last letter broken off, and thus read 'Morga'. Ed



photos:

TOP:

Grandpa gives a ride

BOTTOM:

The next generation of
Nichol Morgan owners

The 3/4 Morgan Group Limited

EVENT CALENDAR 2016

Including Multi-Marque Classic Car Events

<u>DATE</u>	<u>EVENT</u>	<u>CONTACT</u>
Mar 19	St. Patrick's Day Party - \$10/person, RSVP by Mar 12 Louise & Bob Nunnink 30 West Sunset Road, Pomton Plains, NJ	Jim Nolan 973-476-1151 illbetcha2@gmail.com See details page 26
Apr 17	Caffeine & Carburetors - Zumbach's Coffee 8-11am, arrive before 7:30am Pine & Elm Streets, New Canaan, CT	Tom Smith 203-331-7254 tsmith@faesy-smith.com www.caffeineandcarburetors.com For details see page 27
May 8	Rhinebeck Car Show - \$10 pre-register Hudson River Valley Antique Auto Assoc. Dutchess County Fair Grounds, Rhinebeck, NY	Plug Nichol 845-229-5088 jhalfdime@aol.com www.rhinebeckcarshow.com
Jun 5	British By The Sea -CT MG Club - \$20 register 10am Rolls Royce & Bentley Feature Marques Harkness Memorial State Park, Waterford, CT	Andy Traggis 860-526-3589 catfish13@msn.com www.ctmgclub.com/BBtS.html
Jun 12	New Jersey Clambake - \$20/person pre-register 1pm, Jeri & Bob Cohn 61 N. Pleasant Ave., Ridgewood, NJ	Jerry/Bob 201-447-6982 CohnRobert@yahoo.com See details page 26
Jun 24-26	MOG-46 Morgan Car Club - Washington DC Eisenhower Complex, Gettysburg PA - pre-register Multi-event Morgan Meet	Jay Gift rgift@pa.gov www.morgandc.com Marline Riehle riehleme@verizon.net
Jul 23	Show of Dreams - British Cars New Hampshire 9am - MORGAN is the Featured Marque Alvirne Hills House, 211 Derry Rd. Hudson, NH	www.bcnh.org
Sep 16-18	The British Invasion - \$15 pre-register Rolls Royce, Bentley, Austin Healey featured Weeks Hill Road, Stowe, VT	Linda Baker 802-434-2084 lindabaker8847@gmail.com www.britishinvasion.com
Sep 24	British Wheels On The Green - \$15 register Jaguar Club Southern New England 10am - Boston Post Road, Madison, CT	Spider Bulyk 203-640-5700 shiftright@icloud.com www.jcsne.org
Sep 30- Oct 2	The 38th Annual Autumn MOG - pre-register TBA Multi-event Morgan Meet	Marua Hall 518 587-7581 etudes4@verizon.net www.morgan34.org

Nota Bene: - The 3/4 Morgan Group Ltd. members regularly get together in smaller, regional events on a less-formal basis: Noggins, lunches, B-B-Q's, tours, work sessions, and casual parties.
Contact your local Area Captain to host one yourself or just to stay in the loop.

FROM ENGLAND TO ITALY

A Morgan Adventure



simple lunch at Alessandro's retreat



Luciano Cardelli and the only Morgan to run in the Mille Miglia hand wash 6 Euro



following
Alessandro
and Grazia
in their SS
near
Collodi
(Pinocchio
writer's
home town)



B&B Hippo-Droom host Davy Verbeke



Dinner in Milan – Roberto, Ron Kathy, Sindy, Francesca, Luigi, Melvyn



American tourists admire Alesandro's trike



Spanocchia



Il Piliachio Florence with the Rutters



chance meeting with Giamberto Becchi



Hotel du Parc Mullhouse FR

DRIVING MY OWN MORGAN THROUGH EUROPE WAS MORE THAN A GOOD IDEA, IT WAS BRILLIANT!

Ron Garner



S ometime last year Kathi started making noises about wanting to visit Italy and she wanted to do it with me. She was there on tours before, had wonderful experiences and thought it would be nice to share. It was not the first time the topic was discussed but I always replied: 1. Italy is nice but so is home. 2. I can see all the pictures and landmarks better in books without standing in endless queues, 3. Once I retire I am never getting on another airplane. The last reason was the most persuasive but it was also the wedge that split my resolve. Yes, I spent a career flying around and I still shudder at the thought of airports, but I also earned a bazillion frequent flyer miles. It would be tragic to let them go to waste.

If I'm going I will do it my way; in a Morgan.

October was the only time we could schedule the trip. Melvyn Rutter agreed to receive and store the car for us in England. Having Melvyn in the loop relieved a lot of pressure. I knew no one in Italy when I started planning the trip and I feared the worst; the car getting tied up in Italian bureaucracy at customs, or the ship being early/late, or just having to deal with problems in a foreign language.

I checked Mapquest and Garmin 'Base Camp' to see the route from Melvyn's Morgan Garage in Little Hallingbury to the Morgan dealer, Borghi Automobili, in Milan. It was an almost straight line cut-

ting from north to south through Europe. Italy was the objective so there would be little sightseeing en route. The next task was to decide where to stop. The car is 48 years old and although rebuilt two years ago it seemed prudent to not push it too hard.

We arrived in England 14 October and stayed overnight in the Pit Stop, the B&B attached to the Morgan Garage. We have stayed at the Pit Stop several times before and it is a favorite. Melvyn and Sindy Rutter put a great deal of effort into making it a unique and memorable experience. Our friend Geoff Roberts met us at the Pit Stop the next day and guided

us (I am still terrified of driving alone on the 'wrong' side of the road) for a pub dinner followed by an overnight stay at his home in West Sussex. Early the next morning he led the way to the Chunnel.

There are two ways to get a car across the English Channel; either by ferry or the train commonly known as the Chunnel. The Dover ferry is a nice experience but we did that before so it was not the choice this trip. We made Chunnel reservations on-line long before leaving the US, so after Geoff led us to Folkstone we checked in and waited in the parking lot, watching the signboards for our time to board. Schedules were delayed a bit because of migrants entering the Chunnel on the French side but not by much. When our train was ready we followed the parade driving over the ramps and into the railroad boxcars. I had no idea what to expect. It was dramatically uneventful. You enter the car and drive forward until someone tells you to stop turn off the engine, set the brake and wait fifteen or so minutes to drive off in Calais France.

At my annual physical I mentioned the

upcoming travel to my doctor. He did his medical studies in Brussels, Belgium. On a prescription pad he wrote the name of a restaurant and a dish: "Sole Normande; Aux Armes De Bruxelles". Handing the sheet to me he said "To die for." The total driving time from the Chunnel (Calais) to Milan in a modern car is about 10 hours. The most direct route is through Reims, France. Going instead to Brussels was an insignificant addition and it gave me an opportunity to get my prescription filled. I can't wait to submit the bill to Medicare for reimbursement.

By chance we selected an unusual and delightful place to spend our overnight in Brussels. The B&B Hippo-Droom is converted horse stables and the name is a pun on the horse hippodrome nearby. With large rabbit sculptures in the yard and spotless accommodations it was an unexpected treat.

The next stop, ideally, would be somewhere around Strassburg. The National Automobile Museum and the fabulous Schlumpf Collection of Buggattis is just a bit further in Mulhouse. While driving from Brussels I emailed my Morgan contact in Italy, Alessandro Natali, saying that my next layover would be Mulhouse and the Bugatti museum. He replied that when he was a very young man he did a hotel apprenticeship at the Hotel du Parc in Mulhouse. In keeping with my preference for relying on personal experience rather than Expedia, I booked into the Hotel du Parc which is a very nice old line hotel not too far from the museum. Unfortunately the museum was closing just as I arrived. That may have saved me a bit of money since Alessandro also

photos:
OPPOSITE PAGE:
at the Pit Stop

THIS PAGE:
RIGHT: at the Chunnel
MIDDLE: driving onto
the train



quite long and when we exited the last one in Switzerland the sun was shining. Spectacular! We have all seen sunbeams dazzling through the mist that follows a spring rain but combine that with a vista of the Alps after three days of driving and the impression becomes unforgettable.

I found the C.P. Residence in Milan on-line. I searched for someplace that

asked if I would buy him a Type 35 while I was there. He said he would take an Amilcar C6, second choice. Just as well it was closed.

Rain followed us from Melvyn's through Switzerland. We drove with the hood up for the first three days. It was comfortable but I prefer to have the hood down. At the Swiss border (Switzerland is not in the EU so there is still a checkpoint) I waved my passport at the guard while he studied my registration number "BENE?" I got a similar reaction from the guard on the Italian side but with the addition of a noticeable smile. Tunnel after tunnel after tunnel. Some of them were

offered secure parking, reasonable rates and not too far from downtown Milan where Borghi Automobili is located. It was a good choice by all measures. Our first stop after unloading at the hotel was to visit Oreste Bianchi and his wife Titi. Oreste has a very nice F Super three wheeler and a 4/4. We were introduced via email by Alessandro. After a nice visit in their home we had to return to the C.P. Residence to collect Melvyn and Sindy who, having decided to join us, flew into Milan and hired a Fiat.

This was to be my introduction to real driving in Italy. At home, long before committing to the trip, I read travel

guides describing driving in Italy. One in particular said it can only be compared to driving in **Boston!** Cool; I should be in good shape. The reality was that yes it is similar to Boston in that drivers are 'fairly' aggressive but I know my way around Boston. I have no clue as to directions in Milan. Oreste was not familiar with the hotel and insisted on following me. I am relying on the GPS and anticipating disaster. Garmin did great but; what a fiasco! I made many wrong turns, ended up on the Autostrada going the wrong way, doubled back on some streets that I am

Pescia was a small detour off the Autostrada through some very scenic and mountainous country. Alessandro and Grazia met us at the highway exit in their 1935 three wheeler. We followed them on a little tour ending at their home and a wonderful lunch with lots of conversation (both Alessandro and Grazia are very fluent in English, they even understood Melvyn's accent). Lunch was homemade pasta, homemade wine and terrific camaraderie. After lunch Alessandro guided us to a local olive oil press where he and other olive growers take

tion. I don't speak Italian but I recognized his lament: "Ieri ho camminato... e camminato... e camminato", (Yesterday I walked and walked and walked), I commiserated Anch'io! (Me too!)

Ruggerio recommended a local restaurant on the edge of the tourist zone, Trattoria Sabatino. It featured family style cooking in a casual environment. Dinner was excellent and very reasonably priced. The vino di casa was good and served in a liter carafe. Halfway through the pasta course the first carafe was history so I asked for a 'glass' of wine. Another liter was placed on the table "... you only pay for what you drink". So we finished that and most of another. And yes; we walked back to Il Paliaccio. Our next destination would be near Siena.

The back roads from Florence to Siena pass through the Chianti wine region. Petrol (benzina) and nature required an unscheduled stop at one of the rural villages on the way. San Donato is a charming backwater seemingly untouched by tourism. A farmer's market occupied the small piazza, so we parked the Morgan and Fiat to stretch our legs. After a half-hour walk on stone paved streets walled in on both sides by houses and shops from the medieval era we found our way back to the cars. Having locals approach and want to talk about the Morgan is routine anywhere and I certainly encourage it. So when we finally did find the car in San Donato and saw a man standing nearby we were no more surprised than if it have been in the US. However this fellow, Giamberto Becchi, greeted us with great exuberance and without a word of English managed to explain that he was a retired chief of police, lived in San Donato, and owned a Morgan too! He even recognized Melvyn and Sindy from their catalog pictures.

It was simple curiosity that made me turn off the road at one of the many signs for wineries along the way. It was a long uphill slog on an unpaved road terminating at a cluster of ancient buildings. We parked and walked to what looked like a cafe in the middle of nowhere. Off-season! We were the only visitors at the moment but the Querceto Di Castellina Winery and its cafe were indeed open. We sampled salumi, formaggio and some vino, of course, and had a thoroughly



certain were one-way and arrived at a toll booth where the attendant wanted a biglietto (ticket). I didn't have any ticket, and he didn't speak any English. It took a while but Oreste, who had managed to stay on my tail, resolved it with a heated exchange and some arm waving. After that, dinner at a pizza restaurant with Melvyn and Sindy, Oreste and Titi, Kathi and myself was heaven.

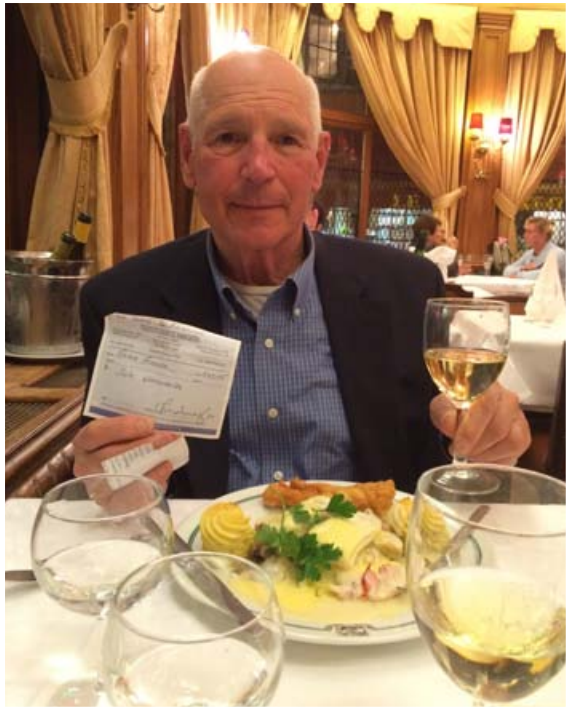
We said ciao to the Bianchi's and the next day visited Milan and Borghi Automobili where we met and had a wonderful dinner with the family: Luigi, his sister Francesca and her husband Ricardo.

Florence was to be our next stop but Alessandro invited us to have pranzo at his home. I found Alessandro through correspondence in the Morgan Three Wheeler Club of England. His home in

their crops. We now know what 'cold press' and 'extra virgin' really mean. It was indeed with reluctance that we once again followed the trike back to the highway to continue our journey to Florence.

In Florence we stayed on 'the other side' of the Arno, meaning that we were in the not-so-touristy part. Kathi found the B&B, Il Paliaccio, on-line; reasonable rates, walking distance to the city center and secure parking; it met all expectations. The rooms were classically appointed and the host, Ruggerio, very pleasant.

For three days we walked all over Florence. At one point I sat on a stair in front of the Pitti Palace while the others were viewing a costume exhibition inside. An Italian tourist engaged me in conversa-



nice pranzo all'aperto overlooking rolling hills and many kilometers of vineyards. Our hostess was an American expat and our wine was named for her daughter Livia. We purchased an extra bottle or two of Livia wine for the road.

Several years ago a California friend visited Italy and stayed at an agriturismo. He described it as an organic farm high in the mountains but an easy drive to Siena. Tenuti di Spanocchia is actually a non-profit foundation maintaining a medieval castle with tower and out buildings on 1100 acres of farmland. They have an educational mission, house interns each year and provide programs in sustainable farming. Diners at Spanocchia showcase their own products including wine from the farm's vineyards and pork from the pigs that roam the fields. Interns and guest dine family style at long tables. There is no menu. You enjoy what the chef prepares. We rented one of the outlying farmhouses. It was satisfactory but access was not ideal. The road up to the farmhouse was unpaved and rutted with switchbacks and loose stone.



The Morgan was not happy. Despite the charm Spanocchia turned out to be the least satisfactory and most expensive of our all venues.

Melvyn and Sindy left midweek. We went with them to Perugia from where they would fly home. Kathi and I did not have return flights booked so were free to continue.

photos:

OPPOSITE PAGE: Geoff's home in West Sussex

THIS PAGE, TOP LEFT: Ron gets his prescription filled

TOP RIGHT: Aux Armes De Bruxxelles, Brussels

BOTTOM: Switzerland

From Spanocchia we drove the Morgan, hood down now ever since leaving Switzerland, westerly taking the back roads back up to Pescia. Alessandro booked us rooms at an agriturismo in Monte di Pescia. After Spanocchia we were not excited at the idea of another agriturismo but Halloween was approaching and there was an international Games and Comics convention in nearby Lucca. Everything else was booked. Once again we drove up steep and narrow roads to reach our residence. But; this time the roads were paved and the accommodations newly refreshed, clean, and with spectacular views.

Alessandro, who's insight and guidance helped us through much of our tour up to this point, is a member of the Kursal Car Club. The president of the club, Cesare Natali (no relation to Alessandro) planned an event in our honor: "Da Boston a Monticattini in Morgan". It was so far "over the top" that I described it in a separate report.

I am writing this in more or less chronological order. If instead I based the narrative on quality of experience, it would begin at the end. From Melvyn's Pit Stop to our final day with Alessandro, it just continued to get better. I was introduced to 4/4 owner Luciano Cardelli at the Kursal Car club dinner. Luciano and his wife Graziella offered Kathi and I use of a house on their property. The house, a duplex, was built for Luciano's son and daughter. We stayed there for eight days. During the day we would set off on day trips to Florence, Lucca, Carrerra, Pescia and other towns in the general vicinity. In the evenings we would join the Cardelli's for dinner in their home. Neither Luciano or Graziella speak English. Their adult son and daughter, Emanuele and Silvia, spoke some and we relied primarily on Silvia and Google Translate (iPhone) to communicate. Dinners were wonderful! The whole family including grandmother Loretta gathered around the large table in the kitchen with the wood burning in the fireplace as course after course of Graziella's cooking came and went. The excitement and conversation never lagged. Some evenings there were additional guests. Alessandro and Grazia came one night with another couple Massimo and Roberta. Alessandro roasted chestnuts he harvested,



and plans were formulated for a Saturday Morgan (and Massimo's Spitfire) drive to Portovenere on the coast. We also visited Massimo's home to tour his "museum". He started collecting model cars at age four. The collection now numbers over 700 and has a dedicated exhibition space.

For our last dinner with the Cardelli's, Luciano made a large stack of neccio, (similar to crepes but using chestnut flour) using long handled, iron griddles in the fireplace.

By this time I had finally made reservations for the flight home. In the morning we said our goodbyes and had an uneventful drive back to Borghi Automobili in Milan, where the Morgan will rest until we return in May.

photos:

ABOVE: our farmhouse in Spanocchia

BELOW: Cardelli home prep trip to Conque Terre

The Morganeer

2016 ADVERTISING RATES

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

AD SIZE ANNUAL FEE

Full Page \$300 per year

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Business Card \$40 per year

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Email: wnek_fm@comcast.net

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Highlights:

Saturday:

Registration and refreshments at the Excelsior, reserved parking on
Viale dei Tamerici

Drive to Turistico in Montalbano

Arrive in Vinci, visit the Museum and the house of Leonardo da Vinci

Drive to Montecatini; display cars in Piazza Giusti.

Dinner at the restaurant of Hotel Michelangelo Montecatini

Sunday:

Coffee/breakfast at the Excelsior, reserved parking

Drive to Piza

Meeting Paparelli square at the entrance of the Forum S. Giuliano

Travel with police escort for Piazza dei Miracol

Piazza Cavalleri; visit Knights of Santo Stefano church and the display
of 16th century trophies, figureheads and art by Vasari

Tour of the riversides

San Rossore park and tour of the estate

Dinner at the restaurant inside the park

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are complementary for the first
two Morgans* participating.**



For more information e-mail: [alessandro natali <natalialessandro@hotmail.com>](mailto:alessandro.natali@natalialessandro@hotmail.com)



Two cars, two persons per car: Hotel for Saturday night and all meals hosted by the club.

EVENTS, EVENTS, EVENTS

.....

IT'S (YET) ANOTHER ST. PATRICK'S DAY PARTY! (but this time you're actually invited!)

Saturday, March 19 @ 2:00 PM

Yes Fellow Morganeers, back, by popular demand,
It's (yet) another St. Patrick's Day party!
Pack up yer Guinness and yer Jamesons and point the Moggie towards
Louise and Bob Nunnink's house at
30 West Sunset Rd., Pompton Plains, NJ,

Important to RSVP, by March 12

To Area Captain, Jim Nolan 973-476-1151 or illbetcha2@gmail.com
He's also good for directions if yer geographically challenged.

You can come in a Moggie or a Tin-Top, either way yer still **IRISH!**
The Fare is \$10

But if your arrive in a **GREEN Morgan**, the fare is waved and it's all free!
A pot o'gold at the end of the rainbow!

Corned beef, cabbage, (Dawn's) Irish stew, soda bread, and Irish coffee top the list of food and refreshments that will abound! View Bob's car collection; see his latest additions.

ENJOY A MAINE CLAMBAKE IN NEW JERSEY

With Jeri and Bob Cohn

Sunday, June 12 @ 1:00 PM

Lobster, clams, corn, potatoes @ \$20 per person. BYO beverages!
All non-Lobster eaters can forget the check and are encouraged to join the party.
The grill will be ready to cook anything you bring.
The wood-fired steamer limits us to the first 34 lobster-eaters who send their checks to:

Robert Cohn
61 N. Pleasant Ave.
Ridgewood, N.J. 07450
Call 201-447-6982 for directions, if needed

Sunny day: drive your Morgan

Rainy day: No worries; we eat under cover – drive your Morgan anyway; that's what they do in England.

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New Canaan, CT

May 22 – Waveny Park,
New Canaan, CT

Sep 11 – Pine & Elm Streets,
New Canaan, CT

Oct 16 – Waveny Park,
New Canaan, CT



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NEW **2016 Morgan ROADSTER '65**: MountBlanc White/Sable Tan leather, 340HP/6 speed.

NEW **2016 Morgan ROADSTER '65**: Himalayan Silver/ Black Wings, 2 tone leather, 340HP/6speed.

NEW **Morgan 3 WHEELERS**: choose from **2016** Triple Black or **2015** Matte Silver/quilted red leather **2014** BROOKLANDS EDITION, 300 miles, 1 of 50 ever built

NEW **2012 3 WHEELER**; all 2014 upgrades, Red/Tan, bright pack, many other options

2009 Morgan AEROMAX, 1 of 11 in the US, SilverBlue Met/ Blue leather, 2,700 miles

2005 Morgan 3.0 ROADSTERS, choose from: Merlot Metallic/ Dark tan, 3,700 miles; two tone blue metallic; BRG Metallic/tan, 1,800 miles; BRG Metallic/Tan, 6,700 miles.

2003 Plus 8, Bordeaux Metallic, 2 tone interior

1986 Plus 8, Alloy Roadster in Silver/Blue metallic

1967 Plus 4, four pass SuperSport perfect clone, ground up restoration

1966 Morgan Plus 4 DHC, White/Black, chrome wires, ground up restoration

1959 Morgan Plus 4 FOUR PASS, Ivory/Green leather, older beautiful restoration

1959 Morgan Plus 4 DHC, BRG/ Black Wings, black int. very nice

1955 Morgan Plus 4 FOUR PASS DHC, LHD, two tone blue, beautiful older restor. 1 of 51



MORGAN THREE WHEELER



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1951 Morgan Plus 4 DHC FLATRAD, ground up restored; very famous Morgan Factory Team racer

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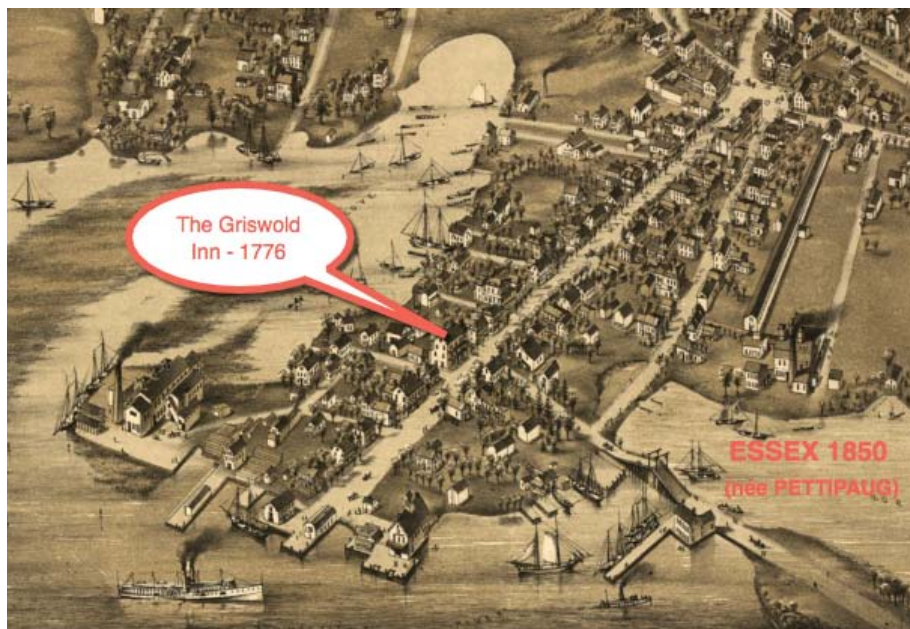
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MANY ARE COLD BUT FEW ARE FROZEN



In Winter's midst, the British invade Essex for the second time!

*Cmdr. Spider J.C. Bulgk -
006 - License to Blow-up Engines
Her Majesty's MI-6 Morgan Brigade*

On a cold April night in 1814, Captain Richard Coote of *HMS Borer* with his raiding party of several hundred British sailors and marines rowed up the Connecticut River against wind and tide to the town of Pettipaug. The hotbed of shipbuilding and privateering off the Long Island Sound, Pettipaug was thus the scourge of His Majesty's Navy.

Most of Pettipaug's Burgermeisters and (really big) Pirates had been up been drinking all night at The Griswold House, built on the eve of the revolution in 1776 by Sala Griswold. Sala's joint, about 1000 paces from the harbor, had the reputation of serving the finest Roast Mutton and Barbados rum on the river. So when Capt. Coote arrived at 3 in the morning, he met with very little resistance, and proceeded to burn 27 American ships of all types, then to abscond with vast quantities of ships stores, rigging, sails, and rum. No less a person than Stephen Decatur himself

was dispatched to stop Coote's escape downriver, but failed miserably in the attempt. I've sailed that river personally; it's no easy thing.

Four months later, the British burned and sacked Washington, DC, thereby eclipsing the Pettipaug raid. However, unlike the Pettipaug raid, they found nothing of value worth stealing in DC. After suing the State and Federal governments, Pettipaug did its best to forget this dark chapter in its history. Within two years, it had changed its name to *Essex* and the raid passed into obscurity and folklore. That is....UNTIL TODAY!

You see, dear reader, history may record that the British lost the War of 1812, but they never really gave up the fight, instead devising a secret and diabolical plan of conquest spanning some 200 years. In the early 1900's HM government commissioned P.H.G. Morgan to begin building a Trojan horse in the form of a motorcar. Later this car was imported to the USA and gleefully snapped up by unsuspecting Americans, who - as per the plan - fell madly in love with the cars for their speed,



photos:

ABOVE: Colonial Pettipaug (Essex) - scene of insurrection

BELOW: The conspirators, led by double agent Spider

AND THE CRITICS HAVE SPOKEN

Sloggin' Noggin: Hi Everyone! I had a lovely time! It was just the "mental health day" I needed! I look forward to future gatherings. Cheers, Barb (Fuller)

Hi Spider, Thanks so much for organizing the Griswold Inn lunch and going the extra mile for photos. You have lots of energy and enthusiasm which always makes for a good time. Still planning events for the 2016 season. Will keep you informed. Get that car ready! Andrea (Lucas)

Wonderful event, Spider, thanks for organizing a fine Noggin at a most appropriate new venue! Wes (Fredericks)

Spider, Thanks for coordinating today's lunch. I enjoyed meeting and chatting with all present, I had a great time.

All the best, Steve (Scheffbauer)

Me too. It was a first time lunch for me, and I hope we can do this frequently. Can't beat the venue in Essex, but I would be open to most any shoreline place between Stonington and New Haven. Darien/New Canaan would be a bit of a stretch, or inland north of Middletown. Spider frets about inequities in yesterday's bill, but those of us who were not drinking have only ourselves to blame. Next time we can retaliate by buying the most expensive dessert on the menu, or a single-malt scotch.

Carl (Kaufmann)

I'm in for the scotch!:))

Barb (Fuller – redux)

Spider, Ellen and I had a great time also. Maybe I need to try the scotch also, my rum and coke was a little short on the rum. Great group, no shortage of banter going around the table. Erwin (Dressel)

Spider, Wish the weather had been as good, back when I was there.

Yr. Obt. Svt., Richard Coote,
Capt. HMRN, *HMS Borer*

simplicity, balance and lines. These poor, unsuspecting American sots led lives of true misery: heat exhaustion in Summer, perennial colds from soggy clothes and poor heating in the cold, embarrassing grease under their nails, bad backs from fiendishly designed seating and suspension, and long nights spent roadside searching for lost knock-off spinners. The resulting list of failed romances and marriages became immeasurably long.

TODAY, that plan came to a head! Today, in the style of the Manchurian Candidate, 9 brainwashed, double-agent Morgan-maniacs crept stealthily into Essex (formerly Pettipaug...remember Pettipaug?) with waterlogged dreams of re-establishing British supremacy in the region. Leaving Morgans behind, so as to not be identified, they came in all manner of beasts and met in the back room of The Griswold Inn (remember Sala Griswold?).

It was here that the plan quickly fell apart. The Griswold-9 (as they have become known) began to eat, drink, and tell Morgan stories. Pretty soon everyone was laughing very hard, making it difficult to get up from the table. Several hours went by in this completely useless state, before everyone realized that it was time to go home. As we all left still smiling and laughing, we suddenly realized that we had completely forgotten about the "British Conquest of Pettipaug" mission. And we call ourselves upstart colonials? How easily we are swayed by good food and drink! Poor Capt. Coote is surely capsizing in his grave!

What to do? What to do? What to do? Well... like true, experienced

photos:

ABOVE: Historic monument sign

BELOW: Current Inn sign with colonial flag waving



Morganeers, we all shrugged it off thinking, "...maybe we can do this again some other time..." Next time though, we won't be so stealthy. The Moggies will be out and we'll come in force. Fear us, oh Pettipaug! Heed well this warning! Praemonitus praemunitus! (*Forewarned is Forearmed, the motto of the British Royal Observer Corps*—ed)



Treasurer's Report

3/4 Morgan Group, LTD.

January 31, 2016

To the officers, directors and members of –

The 3/4 Morgan Group, Ltd.

I have compiled the accompanying balance sheet of the 3/4 Morgan Group, Ltd. as of December 31, 2015 and the accompanying statement of revenues and expenses for the year then ended.

The accompanying notes are an integral part of these statements.

Respectfully Submitted,
David J Root, Treasurer

NOTES TO FINANCIAL STATEMENTS

YEAR ENDED DECEMBER 31, 2015

BASIS OF ACCOUNTING

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

The cost of the contract deposit for the following year's Autumn MOG (when there is one) is deferred and reported as an asset until the event takes place.

Member dues revenues are recognized as income in the year to which the dues relate. Dues paid in one year for the next year are classified as deferred revenue.

STATEMENT OF ACTIVITIES AND BUDGET

The year showed a small gain rather than the budgeted loss. This is because invoices for directory expenses have not yet been received. They will appear in 2016.

Further, the gain that would have resulted was reduced due to higher than budgeted expenses for Autumn MOG.

STATEMENT OF FINANCIAL POSITION

ASSETS:

Cash	19,311
Autumn MOG Deposit	0

Total:	19,311
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Liabilities and Equity:

Deferred Dues Revenue	6,000
Member's Equity	13,311

Total:	19,311
---------------	---------------

STATEMENT OF ACTIVITIES

CHANGES IN ASSETS

REVENUES:	BUDGET
Membership Dues	9,990
Morganeer Advertising	840
Regalia Sales	1166
Autumn MOG	19,124

OTHER CHANGES IN ASSETS:

Deferred Membership Dues	760
--------------------------	-----

Total:	27,418
---------------	---------------

EXPENSES:

Regalia	766
Bank Service Charges	0
Website	1,194
Autumn MOG Exp	21,412
Area Events	139
Morganeer	7,313
Insurance	2,264
Miscellaneous	100

Total:	33,190
---------------	---------------

INCREASE OF ASSETS	(1,310)
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ASSETS, BEGINNING OF YEAR	20,621
----------------------------------	---------------

ASSETS, END OF YEAR	19,311
----------------------------	---------------

2015 BUDGET

REVENUES:	BUDGET	ACTUAL	DIFF
Membership Dues	11,000	9,990	(1,010)
Morganeer Advertising	1,200	840	(360)
Regalia, net of expenditures	500	399	(101)
	\$12,700	\$11,229	(1,471)

EXPENSES:			
Morganeer	8,000	7,313	(662)
Insurance	2,300	2,264	(36)
Website	1,500	1,194	(15)
Bank Service Charges	100	0	(58)
Area Events	500	139	(354)
Autumn MOG	1,000	2,288	(1,361)
Miscellaneous	100	100	(100)
Directory	1,900	0	(1,900)

Total	\$15,400	13,299	(2,101)
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NET	(2,700)	(2,070)	630
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THE ENDURING CHARM AND SEMI-UTILITY OF MORGAN TOGGLE SWITCHES

Frank Wnek

When I first got my Morgan 4/4, one of the things I immediately loved about the car was the dashboard full of toggle switches. The previous owner had taken it upon himself to install buzzers under the dash that sounded when the directional signal toggle was in the left or right turn position – two different buzzer tones for right or left, of course.

They do serve a purpose – reminding you that the directional is on, and I appreciated them at first. But anymore I find them a bit of a nuisance. And I did not install buzzers on by Drophead

during its restoration. It just seems to me to be a part of the quirkiness of driving a Morgan now to remember to cancel your directional after turning. Another chance to operate that cool toggle switch. The 4/4 even had an extra bonus toggle switch with its own indicator light in the dash. It was for the electric fan, with the light reminding you it was on. It was located on the lower left of the center 4/4 dash and just above the wiper toggle, so I was always turning on the fan when I meant to turn on the windscreen wipers and vice versa. Nothing makes you look cooler than inadvertently turning on your windscreen wipers on a nice sunny day.

Being a pilot I was very familiar and comfortable with toggle switches. There were always an impressive array of them on any commercial aircraft's instrument panels, and a fair amount of time was spent in training studying their function and when they should be used, and in some cases NEVER touched. Thus the standard admonition by the captain to the first officer whenever he left the cockpit in flight, 'You're in charge, don't touch anything.' This a variation of the oft repeated admonition to all pilots, especially those new to a certain aircraft, "If you don't know what it does, don't touch it!"

Some of the more important toggle switches in a commercial aircraft cockpit, which are used only as part of an emergency procedure and/or do something that cannot be undone by turning it off once activated are 'guarded' or covered with a red flip up cover. Some of these covers are also shear wired, which adds an extra 'do you REALLY want to do this?' imperative to their activation. Usually these are part of an emergency procedure, and are turned on only as part of a checklist and after both pilots verify that it is the correct switch for the correct engine. Examples of these might be engine driven generator disconnect or engine fire extinguisher switches.

My first embarrassing call to Larry at Morgan Motors involved a toggle switch. The first time I drove my 4/4 at night I was greatly disappointed to find the instrument lights were not working. Rather than spend a bunch of time exploring under the dash or perusing the

wiring diagram, I decided to save time by just calling the Morgan tech line. I'm sure Larry had a big grin on his face and was trying his best to suppress a laugh when he asked me to go out to the car and see if we could troubleshoot.

"Okay, pull the light switch all the way out. Are the headlamps on?"

"Yes."

"Good. Now you see those two toggle switches in the upper right corner of the dash center panel? Flip the one nearest to you. Are the instrument lights on now?"

"Eureka! I have instrument lights. Thanks Larry."

Yes, I'm sure Larry had a good laugh when I hung up.

Fortunately I had the opportunity for a bit of retribution when another new 4/4 owner (who will remain nameless) asked me about this same lighting malfunction. I must say I was not quite

as polite and diplomatic as Larry had been with me as a newby Morganeer. I MIGHT have led him around to a few other toggle switches before pointing the correct one out to him.

"Are the instrument lights on now?"

"No, but the windsreen wipers are."

But what really made my day was when, at an all British marques car show with a whimsical Peoples' Choice voting ballot, I received the award for the cutest dashboard. It MUST have been the toggle switches I am thinking. Or maybe just the number of women voters. But it doesn't matter. Yes, I do think Morgans have cute dashboards, and the most unique feature of their cuteness is definitely those toggle switches.

SO eat your hearts out you late model Plus 8, Aero 8, Roadster and M3W guys. Rocker switches are SOOOOOO - modern!

The Morganeer



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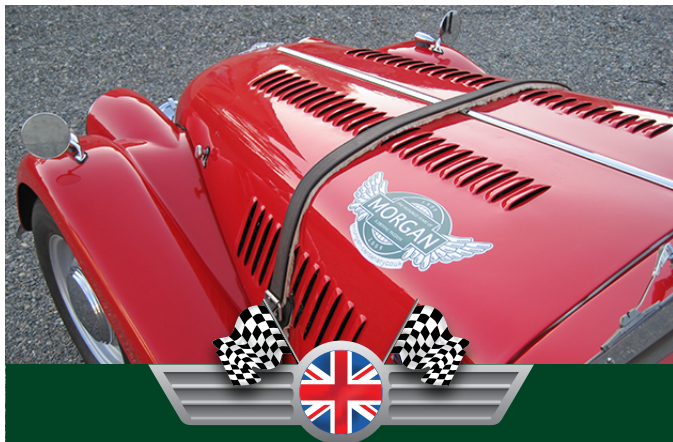
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MORGAN 3/4 PROTOTYPE?

Another possibly explanation for our club moniker might be this photo just unearthed from the erstwhile hidden R&D archives of the MMC by our club historian. A 3 wheeler, 4 cylinder Morgan circa 1930's? Who knew?



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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.

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- 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.

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