

The Morganeer

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Vol 39
Issue 5

Morgan Art

By Neil David Miller



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

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Concord, MA
'67 Plus 4

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FROM THE PRESIDENT



one thousandth of a second). There will be no commercial cutaways to sobbing fans or competitors weeping with joy or sobbing in defeat . . . well, maybe and maybe not. I don't think Frank has yet forgiven me for beating him in the autocross last year.

My taekwondo training may not be quite Olympic level, but my dusting, polishing and oil changing skills are pretty up there! I still have time to keep working on it, so watch out everyone. After

In the midst of an upstate New York heat wave, Olympic fever has struck our family. Sports we don't follow are on the TV along with those we love. Although my guys are not interested in swimming, we caught every Phelps race. I was enthralled by shotput, and my sons actually watched table tennis. Of our favorites, Taekwondo is a week away, and there is always basketball.

Now, the cool thing about the Olympics is that, according to Bob Costas, "athletes from all around the world come together...."

For our widely scattered and diverse group, the same chance exists. Autumn MOG gives us our chance to gather as one group on common ground. We too have our different events - autocross, rally, concourse, and general conviviality - and we have our specialists in these events! And we can eschew the major drama - our Autumn MOG events won't be decided by 1/10,000,000th of a point or second (our autocross timer only goes to



I hone my crazy skills, I will retire with Michael Phelps and make subway ads with Jared and max out my sponsorship opportunities.

So, you don't have to travel to Rio to find some Olympic quality competition. In the words of Bob Costas, or better yet, the Beatles, let's "Come Together" in Cooperstown and be citius, altius, fortius for the weekend!



FROM THE EDITOR

This issue's cover art comes to us as part of an interview (printed herein) by **Tcherek Kamstra** of English artist Neil David Martin. As soon as I saw this print I knew it should grace the cover of *The Morganeer*. First of all, I like to put Morgan art on the over – as we did for over a year with John Erickson's work. But this scene – the driver's perspective of driving their Morgan on a winding road through a canyon – is one we can all identify with. Yes, we've all been there. One of those glorious moments when we became one with our machine on a beautiful day and life was good. Well, if you can't identify with that feeling you shouldn't be reading this.

It's a bit difficult for me to put my usual moniker on this issue. There is only one 'event' report – mine. And several coming events reports. And, oh yes, there are the Autumn MOG events descriptions and guidelines. So I guess it could best be described as the Autumn MOG promotional issue. Yeah, that's it. Maura and her event chairs and volunteers have been working hard to make preparations for another great Autumn MOG. All we need is YOU and your Morgan to be there. If you haven't yet signed up, now is the time. I promise – you'll have a great time. Either register online on the club website, or fill out the registration form on page 16 and mail it in with your check to Maura.

Our new NY/Metro Area Captain, **Pat Cyrgalis**, with some assistance from his family, and with the encouragement of our Plus 4 Technical Advisor Spider, has provided us with an excellent, step-by-step instruction manual on how to replace the gas tank support shelf by working underneath the car (on a suitable lift, of course) and without removing the body from the car. The only part that made me a bit squeamish was when he described attacking the boards with a circular saw, and how easily they dropped to the floor – along with the gas tank itself! Still, I might be inclined to try it if necessary. On the other hand, I replaced both gas tank decks with new wood when I did my rebuilds. And, rather than a circular saw, I would probably be inclined to use my trusty Sawsall! There's NOTHING that tool can't cut through (including plastic, metal, wiring, etc.)!

On a somewhat gentler note, also included in this issue is a reprint of another of *Road and Track* editor-at-large **Peter Egan's** humorous and insightful articles relating to the rebuild of his Plus 4, entitled 'The Smiting Of The Knockoffs'. Having recently fulfilled his lifetime dream of purchasing and restoring a classic Morgan sports car, he has been making some startling discoveries – such as that



Morgans actually have REAL splined wire wheels, held on by actual REAL knockoff spinners! Astonishing! Welcome to our world Peter. (Wait until he gets to the electric!) I must also caution you. After reading Peter's article, you may find yourself obsessively worrying about the 'epicyclic movement' he contends actually keeps your wire wheels firmly attached to your Morgan every time you are out for a drive. But I must agree with him that the 'smiting of the knockoffs' is one of our sports 'most sacred rituals'.

Once again, **Spider** has provided us with an intriguing Morgan related human interest story regarding one of the founding members of our club, Bob Schmidt, who had disappeared from the NY scene many years ago and lost touch with the Sardi's for lunch bunch. Disappeared to the extend that Spider, who keeps tabs on EVERYONE in the Morgan world, assumed he had departed this world for Morgan heaven. Imagine Spider's (and even more so Bob's) surprise when the truth was revealed! You'll have to read the letters he and Bob exchanged to get the rest of the story.

Well, I hope that all of you are taking advantage of this glorious summer and getting out as much as possible in your Morgans. My waivering Temp gauge aside, I have certainly gotten my share of road time and a couple of modest road trips in my trusty Drophead Coupe. For those of you in the CT area I would certainly encourage you to attend the Labor Day Weekend show at Lime Rock and/or the Brits on the Green event in Spider and Ted & Andrea Lucas home town of Madison.

I always HATE it when someone inevitably refers to Labor Day Weekend as the 'end of summer.' "NO, dammit" I always correct them. "There are still 3 weeks of summer left. The best weeks – since the tourists are gone!" So enjoy the last weeks of summer, without those pesky tourists driving around at 30 mph and asking you if your car is a kit car. And then – see you at Autumn MOG (the first weekend of fall)! Perfect!

The road goes on forever,
Frank

TO THE EDITOR(S)

Really? That's it for me and the Morganeer. Objectifying women, whether now or decades ago, is not ok. I know I am not the only one sad to see the Morganeer become a men's magazine.

Lorna (Flynn)

As editor of the The Morganeer, I am responsible for its content. I am sorry that you were disappointed with several of the photos I chose to use with the Brigitte Bardot article. I hope you will give me a second chance. I don't think you need to worry about The Morganeer turning into a 'men's magazine'. ed

Good afternoon gents. The July issue of the Morganeer is fabulous, great and varied write ups of events, noteworthy Morgans and their owners (Oh La La!) and runs throughout, I really enjoyed the whole issue, thanks.

I am hoping I could reprint Spiders follow-up story on the Erickson Flatrad. Spider piqued my curiosity about the car and its Left Coast reappearance in the California Mille when he wrote and asked if anyone out here knew about the car and its present circumstances. Several of my readers here stopped me at MogWest last weekend and told me how much they enjoyed the saga of the car as Spider chronicled its known history in our May-June issue, so I would like to follow up with him "finding" the car again.

Thanks ahead for your consideration. best wishes,

Gordon
editor, Morgazette, Morgan Sports Car
Club of Northern California
www.norcalmog.com

continued on page 4

CORRECTION

Well, I managed to do it again. My apologies to Susan Rho for misspelling her last name in the by line of her cleaver Morgan Stories – The Pretenders vignette in the last Morganeer.

TO THE EDITOR(S) CONTINUED

Dear Editor for Life Wnek,

The latest issue is superb! What an outstanding variety of solid articles, mixing celebrity, technical know-how [kudos to Spider!] and fantastic factory pix plus the usual well-written social event write-ups. It's no wonder The Morgan-er is getting kudos from across the pond. Looking forward to a continuing flow of excellent issues.

David Crandall

Editor for a decade at best, David. Nice try. ed

Great article on Brigitte Bardot. She made quite an impression on me back in the 50s, when I was only 12. Watkins Glen, 1957, imprinted Morgans

on my brain. If I only knew she drove one.

Maura and Pat's bit on "why the bonnet straps" was a clever trip through the Cooperstown Autumn Mog. I heard the French required them for racing so the bonnet would not fly off. It just stuck with the car.

Returning from the British invasion in Stowe, a fellow asked if the car was a "continuation car" [as in Shelby's last cars]. I told him it was a "continuing car". Semantics. Another passerby asked, "how many trees had to be killed to make that car?" Not funny, because we have two hundred acres of woods, much ash, and just found the Emerald Ash Borer yesterday. Hope it does not

spread to England and Europe.

Just in case, we live 30 minutes above Cooperstown. I have a car carrier and a lift if necessary.

John McNulty

Who knew Brigitte Bardot was so smart! A Morgan girl... er, woman! You could call her a car guy. I appreciate that not only did Brigitte like cars, she shared them with her dogs. No fussy, prissy Miss—it gives me new insight into a woman who enjoyed everything life had to offer. Thanks go to Douglas Hallawell for an interesting take on a celebrity who normally gets only the most superficial attention.

Pat Hennessy

The 3/4 Morgan Group, Ltd. EVENT CALENDAR 2016

Including Multi-Marque Classic Car Events

<u>DATE</u>	<u>EVENT</u>	<u>CONTACT</u>
Sep 4	Gathering of the Marques - Lime Rock Park Lakeville, CT - RSVP to Steve -9am-arrive by 8am http://limerockhistorics.com/marques/	Steve Schefbauer 203-459-4959 sschefbauer@aol.com details see page 34
Sep 11	Caffeine & Carburetors 8-11am, arr before 7am Pine & Elm St New Canaan CT	Tom Smith 203-331-7254 tsmith@faesy-smith.com www.caffeineandcarburetors.com
Sep 16-18	The British Invasion - \$15 pre-register Rolls Royce, Bentley, Austin Healey featured 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	Andrea Lucas 203-421-4650 andrea.lucas@snet.net www.jcsne.org
Sep 30- Oct 2	The 38th Annual Autumn MOG - pre-register Cooperstown, New York Multi event Morgan Meet - details see page 31	Maura Hall 518 587-7581 Etudes4@verizon.net www.morgan34.org
Oct 16	Caffeine & Carburetors 8-11am, arr. before 7am Waveny Park New Canaan, CT	Tom Smith 203-331-7254 tsmith@faesy-smith.com www.caffeineandcarburetors.com

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.



BRITISH CARS OF NEW HAMPSHIRE SHOW OF DREAMS

Frank Wnek
Photos by Tom Austin

Borrowing an idea from our clever President Maura, if Dr. Seuss were writing this article it would have started like this:

It was HOT! Hot, HOT, HOT, HOT!!!

Was it cool? It was NOT!

Our spouses said no one should go out and play.

So Frank and Jack stayed in all day.

But – did Frank and Jack stay in all day? NOOOO! Maybe they thought the Cat in the Hat would suddenly appear, doff his cap, and out would jump Thing One and Thing Two to somehow magically cool the temperature down 20 degrees or so. Besides, they had a car show to go to. Only a 3 hour drive away. Plus they had already regis-

tered. And to top it all off, Morgan was the featured marque at this show. So, to a car show they did go.

The event was the British Cars of New Hampshire 'Show of Dreams', held on a hot, dry and slightly dusty open field which was part of the Alvirne Hills House in Hudson, New Hampshire. As Jack and I arrived the field was pretty filled out including the two Morgan Classes. I joined the line-up of Plus 4s and 4/4s while Jack joined the one other Plus 8. Since Morgan was the featured marque, we were given a place on honor mid field – in the unrelenting hot sun. After I parked I noticed that the Triumph contingent were all lined up at the far perimeter of the field, which I thought was sort of strange, until I discovered that the Triumph

owners were all sitting in the shade of the trees at the edge of the field. Smart!

I was a bit surprised to find Ron and Kathy Garner there in their Plus 4 DHC, having just picked it up the day before in Baltimore from its European odyssey and shipment back to the US. The car (and Ron & Kathy) certainly looked no worse for wear, and they had actually been the first to arrive, before the mid-day heat. Smart also. Parked next to Garner's DHC was a BRIGHT yellow '58 Plus 4 with its owner Klaus Steinbrueck. Also present was Tom Austin in his Plus 4. And parking next to my DHC was a New Hampshire couple in a BRG Plus 4 not presently members of our club. Filling out the Morgan field was one other '95 Plus 8, owned by former club member Jeff Altschuler, who Jack and I hopefully cajoled into rejoining the fold. Interestingly, Jeff's Plus 8 was the exact same color (Connaught Green) as Jack's '91, and with the same tan interior. 'No imagination', Jack's comment.

On registration we were all handed a thick booklet of Peoples Choice ballots for each of the many classes of British sports cars. I gamely attempted to visit each class and make my vote. But there were SO many interesting and beautifully restored classic cars and some new ones, that it became a daunting task. Several of my favorites were an MG J2, a TR 250 and several lovely Austin Healeys. There was one 'late model' class that I found very interesting. Included in it were several of the newest Jaguar model – the F Type. There were two there – a roadster and coupe. Very stylish and good looking, although a bit wide and oversized for my classic tastes. Even more interesting, was a McClaren! As I approached the owner was showing the car to a group of Boy Scouts, and bragged that the car was 'by far the fastest car here.' Someone in the crowd piped up and added 'Yeah, and also 'by far' the most expensive!'

After casting my votes, I finally

photo: A classic Jaguar burl walnut dashboard

found some relief from the heat with a frozen lemonade and a bit of shade under a small (and crowded) tent. Soon after, the results of the Peoples Choice balloting were announced. In the Plus 4 class First went to Klaus in his bright yellow Plus 4, Tom Austin took Second and I was delighted to take Third with my DHC. In the Plus 8 class, Jeff took First and Jack Second.

By this time (after 3 PM) the field was thinning out, so, with the temperature finally somewhat moderating, I started on my uneventful 3 hour drive home. I did keep a careful eye on the Temp gauge, and although the needle stayed a bit above the N band, it remained below H and did not overheat. But I'm starting to think that my DHC is telling me that it does NOT like to go faster than 60 MPH. After all, it's NOT a McClaren!

With the day's steamy temperatures it was likely (and forecast) that some

'scattered' thunderstorms would be cooking up. As I approached the coast I could see some impressive build-ups ahead. But every turn in the road seemed to take me on a trajectory to just skirt the outer edges of what now was clearly heavy rain. Heading north on the Maine Turnpike I just had a few scattered raindrops on my windscreen. Certainly not enough to stop and put the hood up.

At the Kennebunk rest area it was time for a pit stop and break (for both car and driver) – and to give the storm cell a chance to stay ahead of me and hopefully move off the coast. Amazingly, my timing was good and it worked. In Portland I exited the highway (as I usually do) and completed the drive home along Route 1 through Freeport, to give both me and the car a chance to wind down (and cool off a bit). Once again through Freeport and all the way home I was just cutting outside the

edge of the rain with every turn. What luck.

Soon after I got home I found out that Jack, who had left several hours before me to make a stop in Portsmouth on the way home, had not been so lucky and had gotten caught in the deluge. Bad luck old pal. I feel for you (really, I do!).

So much for a hot, *hot*, HOT day in Morganville. What's that they say about mad dogs and Englishmen? OR is it mad men and English dogs? Mad men and English cars? Pretty much all the same, I guess.

photos:

Below: Morgans always draw a crowd

Opposite page: Flags of countries visited by Ron & Kathy Garner in their European tour adorn the underside of their DHC bonnet. How many can you recognize?





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ACROSS CHINA RALLY

Jim James, agent for Morgan cars in China, and spouse getting ready to participate in the Across China Classic Car Rally from Hong Kong to Beijing via Shanghai in late Sept. Note the 3/4 Morgan Group badge on his badge bar. So our club will be represented in spirit at least on this historic rally. Look for more in the next issue of *The Morganeer*.



This article is reprinted from Road and Track magazine with kind permission of the editor and the author.

LOST ART – THE SMITING OF THE KNOCKOFFS

Peter Egan

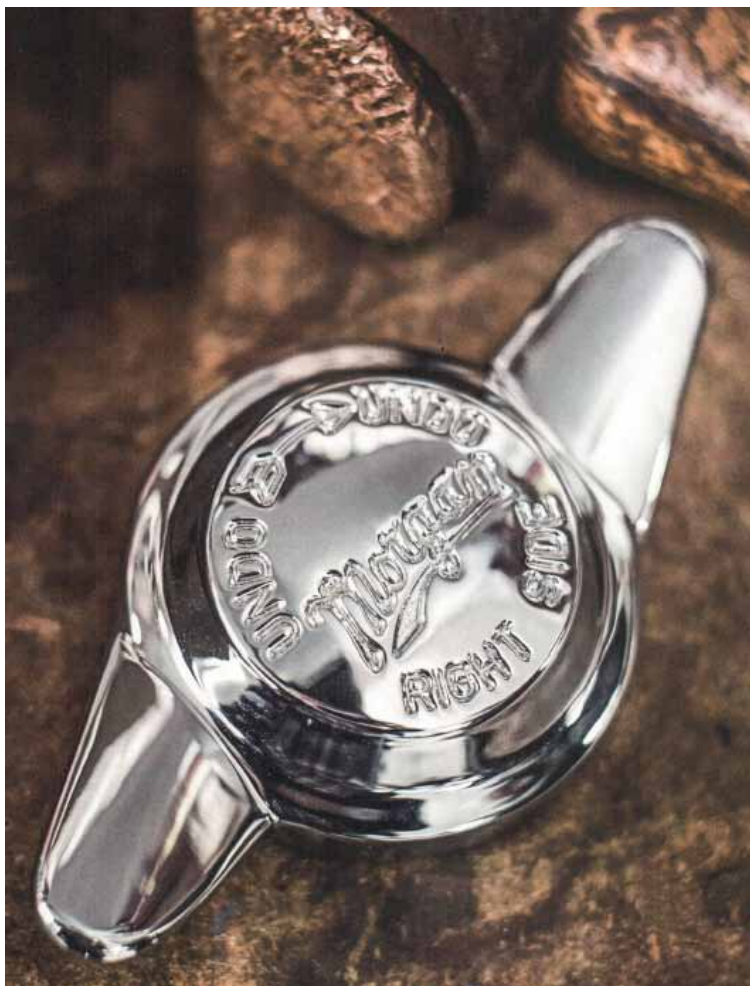
If you buy and old sports car with wire wheels and those classic Rudge-Whitworth center-lock hubs, you may need a bigger hammer.

There are people who love puzzles and brainteasers, but I am not one of them. I hate having my brain tested. It's already suffered enough. SO when I ordered a new set of chromed knockoffs for the wire wheels on my 1965 Morgan project car, I eschewed the original bare variety and got ones with writing and instructions all over them. They arrived today and they're beautiful.

There's "Morgan" script across the center, with directional arrows that say "undo" to show you which side to smack when you remove a wheel. They're also marked "right side" and "left side", so you don't mount them on the wrong side.

As an aging British-car buff who occasionally puts the GrapeNuts box in the fridge, I find this idiot-proofing a great solace. But if you've never owned a vintage sports car, you may be wondering what this directional fuss is about. Let me explain.

The traditional wire-spoked wheel is typically restrained from flying off into space (or a cornfield) by something called a center-lock hub, a devise



patented early in the 20th century by Rudge-Whitworth, a bicycle (and later, motorcycle) manufacturer. It permitted a then miraculous quick change of flat tires simply by sliding a wire wheel onto a tapered splined hub and securing it with a threaded cap. "Ears" were later added to the cap to make it easy to hammer it on and off without using some huge oddball wrench.

Sounds simple, but carefully matched inner and outer tapers were needed to

center the wheel and lock it against the hub so the drive spines didn't take a beating. The outer taper also fitted inside a groove in the cap so that "epicyclic" movement (see Ptolemy's treatise on hula hoops) of the rotating hub would tighten the spinner. I'm told by engineer friends that an ever-moving stress point on the center taper (with the car weighted) causes the male hub to squeeze the female knockoff opposite that direction of rotation. But I like to think of it, for my own sanity, as a smaller inner circle (wheel hub) rotating faster than a larger outer one (loose knockoff) which tends to drive the threads home. In any case, the hubs on the left side of the car require standard right-hand threads and those on the right to use "backward" counterclockwise threads. These thread directions

are reversed on center-lock hubs on the Lotus Elan SE (for instance), where the knockoff fits inside the wheel center, but most conventional knockoffs are loosened by hammering down the forward ear on both sides of the car. Hence all the markings and arrows on my Morgan spinners. Hammering them in the wrong direction – or mounting your hubs on the wrong side of the car – can cause big trouble. Wheels come off: prominent citizens go missing.



By 1912, this clever quick-change system was all but universal on the GP grids of Europe, and by 1922, Carlo Borroni was building his own exquisite hubs and wire wheels in Milan under license to Rudge and selling them to the great racing teams – Alfa, Auto Union, Mercedes, etc. Wire wheels remained the standard in Sports-car and F1 racing until the early Sixties, when stiffer aluminum and magnesium wheels came along. Knockoffs continued to be used on racing cars with “solid” wheels, such as the Cobras and Ford GT40s. On the street, however, the spinners became emasculated and lost their distinctive and useful knockoff ears to safety regulations in the U.S. and Germany in the late Sixties, becoming “wrench offs.” (Apparently, legislators had been traumatized by the slice and dice hubs of the chariots in Ben Hur and James Bond’s

Aston.) To many enthusiast, though, knockoffs and wires still define what a proper sports car should look like.

So it was no coincidence that my first sports car – a 1960 TR3 bought in 1967 – had them, along with the obligatory leaky side curtains and primitive door latches. My current Morgan also shares these three key elements, so you can see, I’ve learned exactly nothing in 49 years. Actually, this is my fifth British sports car with knockoffs, and I still have my original, massive three-pound Thor copper knockoff hammer – which looks like something a Neanderthal would use to kill

a mastodon.

Knockoff hammers themselves have considerable charm and are probably collectable at this point. Mine is a bit heavy, because I use it for bludgeoning all kinds of things in my workshop, but they also come in lighter weights with lead and rawhide tips, which are easier

on virgin chrome. So are the shot-filled, plastic dead blow hammers, but they look wrong. In an onboard tool kit, a two-pound lead hammer works nicely.

And how hard must one smite those knockoff ears? Some say gently, because, after all, they’re self tightening. But I’m among those who believe you should strike just hard enough to get a “solid sound”, but not so hard that all the dried cow manure falls off the bottom of your car.

However you do it, there’s nothing quite as satisfying as smacking a knockoff. It feels like an ancient, embedded human prerogative, like releasing an arrow from a longbow or skipping a stone along a lake. If you’ve never owned a car with knockoffs, you probably owe it to yourself and your ancestors to get one. Knockoffs provide both tactile involvement with your car and participation in one of the sport’s most sacred rituals. Without which, as Jim Morrison would say, true sailing is dead.

photos: Threaded knockoff caps (and nuts and bolts) from Egan’s Morgan. Ears on the center caps make changing a tire easy.



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Payments should be made to:

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AUTUMN MOG 2016 - In Literary Terms

Maura Hall

*Autumn MOG is coming,
the team is on task and
our event is looking good!
So, in an exercise of
literary contortions,
here's the plan!*



On Friday morning we race - Evermore!! (Poe)

While my racing turn awaiting,
Thinking of accelerating
Finding speed exhilarating,
at the curves to be the boss.
Thinking of the basic primer,
find a way to beat the timer,
Make me be a big chart climber,
beat the ever looming loss.
Don't you just love....Autocross?

Later, off to the Brewery - in Seussian terms...

I have so tried craft beer & ale!
And I do drink them, without fail.
And I will drink them while I dine.
And I will drink them in a stein.
and in a glass! And with some cheese.
and in a bar! You come with me!
And I will drink them in a pub.
And I will drink them at a club.
I do like them with more hops.
I do not drink them chased with schnapps.
I do so love craft ale and beer!
Let's raise a glass and share some cheer!

At our Hyde Hall concourse on Saturday above the Glimmerglass Lake, Lewis Carroll looms. . .

"The time has come," the judges said,
"To look at many things:
Of chrome--and trim--and engine parts.
Of bonnet straps--and things--
And why the lake is Glimmerglass--
And whether pigs have wings."

And then the evening banquet and some reflections .. (with a nod to Mudville)

The Outlook was quite brilliant for our banquet on that day;
All on the way to gather and enjoy a fine buffet .
No Morgans had exploded or leaked some blackish slime,
Now heading off to dinner to partake in food and wine
Oh very near the Glimmerglass, the Morgans come to call.
The rally is determined, the cars parked at Hyde Hall.
Somewhere events continue, without a bit of doubt.
And there is much joy at this MOG -
the results will bear me out.
Only one questions remains - will YOU be there?

GUIDELINES FOR THE AUTUMN MOG 2016 CONCOURS



This year the concours will be a little different. It is designed to be more democratic, with all cars potentially able to be BEST IN SHOW. Previously, only the cars which have been entered to be in the JUDGED CONCOURS have been eligible for this honor. Cars can still be entered in the Judged Concours, but the two first place winners will be judged against the cars which have gotten a first place award in each of the seven classes in PEOPLE'S CHOICE. These cars will be judged using the same criteria as the Judged Concours.

JUDGED CONCOURS:

Cars will be judged using deductions from a possible 100 points by a team of judges. Each car will be judged on the following key areas: Exterior, Interior, Engine, Chassis and Wheels, and Authenticity.

Owners must drive their cars onto the Concours field, raise car bonnets, have side curtains either installed or on display, and be available during judging to answer any questions and operate the car's key systems.

Judging forms will be made available in advance for those who wish to review them. The judges decisions are final. After winners are announced at the Banquet, judging sheets specific to your car will be made available on request to the Concours Co-Chairs. Awards for the Judged Concours will be first, second and third in two divisions- early and late, with the cut off date for the division based on at least three cars in each group. The two first place winners are eligible for the Best in Show award. The second and third place winners will be announced at the Banquet.

PEOPLE'S CHOICE CONCOURS:

Club members and visitors alike can vote for any car with a BLUE wind shield placard. Ballots for voting will be available for the first hour of the Concours. Please hand in your completed ballots as soon as possible to the scorekeepers at the registration table. Voting can be for any reason, you like the color, you like the owner, condition, etc. Just pick your favorite in each class by entering the car number (found on the windshield placard) in the appropriate space on your ballot. Determine each car's class by the windshield placard or the signs on the field. The registration table on the field will have copies of the ballot. At the close of tallying the votes, the first place winners in all seven classes will be identified. Second and third place awards in each of the classes will be announced at the Banquet. If your car is one of the seven first place winners in the People's Choice Concours, your car will be judged the same as the Judged Concours and will be eligible for the Best in Show award.

The Best in Show trophy will be awarded to the car with the fewest deductions and in the opinion of the judges is the best car on the field. The winner of Best in Show will receive (at the Banquet) an award, the Phillips-Cohn trophy and a year's free membership in the club. Concours judges are serious about being as impartial as possible. During the event, please do not discuss scoring with the judges, and afterward please accept all decisions with grace and good humor. The bottom line is that this event is about having fun and participating in good natured rivalry. Please enjoy this event with this in mind.

AS YOU ENTER THE FIELD YOUR PLACARD WILL BE PLACED UNDER YOUR WIPER BLADE AND YOU WILL RECEIVE DIRECTIONS TO YOUR CORRECT PARKING SPOT. PLEASE MAKE CERTAIN YOU HAVE THE CORRECT PLACARD- JUDGED CONCOURS: YELLOW, PEOPLE'S CHOICE CONCOURS: BLUE

Autumn MOG 2016 Concours Co-Chairs
Brent and Anne Follweiler

AUTUMN MOG RALLY PREVIEW

A quiet ride in the country? A bit of competition? All in this year's Autumn MOG rally! The route and questions are done and you will have a nice drive in the country while engaging in the rally competition by attempting to answer the rally team's questions.

The route is a scenic one (It would be near impossible to devise a rally around Cooperstown that was not scenic!) on about thirty miles of country roads. The team had a tough time keeping the rally to a manageable length as every time we came to an intersection we wanted to travel farther afield to see what was over the next hill . . . and the next, and the next! With the realization that there was a time limit between the concours and the banquet, we were forced to scale back our plans (Sorry, Larry, no Westville this year) to keep things somewhat sane.

We look forward to everyone traveling the roads we so enjoyed!

C & HM,
Your rally team Bob, Peter, and Plug

April 4, 2016

3/4 Morgan Club

Dear Attendees;

Thank you for choosing the BEST WESTERN Cooperstown Inn & Suites for your group's accommodations. We have tentatively reserved your rooms and the price are as follows:

\$140 plus 12% tax per night for standard rooms with 2 queen beds.

\$165 plus 12% tax per night for a Jr. Suite which is 2 queens beds and a sofa sleeper all in one room.

This block is set up to so that each individual needs to call in by August 30th to book their individual reservations. When you call you need to ask to book under the **3/4 Morgan Club**. Each individual will have until 4pm the day prior to arrival to cancel their reservation. Any cancellations after this date will be subject to a cancellation charge equal to one night's room and tax. Nothing will be charged at time of booking but a credit card is required to make your reservations.

Check-in is available any time after 3PM. Requests for early arrival will be taken but cannot be guaranteed.

Again, thank you for choosing us for your rooming needs. If you have any questions, please contact me at 607-547-7100.



Sincerely,
Scott Butler
Director of Sales

AUTUMN MOG 2016 AUTOCROSS

Friday September 30th, 11:30 to 3pm

Glimmerglass State Park

1527 Co Rd 31, Cooperstown, NY 13326

Sponsored by Morgan Motors of New England

Thanks again to Linda and Larry Eckler at Morgan Motors of New England for sponsoring the Autumn MOG autocross. After taking a year off, Scott Willoughby returns as Autocross Chair. This years autocross takes place at Glimmerglass Stte Park, 7.4 miles from Cooperstown and 13 miles from the Best Western hotel. The Glimmerglass Parking Lot is one of the more challenging areas we've had access to. We have a few longer narrow lots to work with. So it should create challenges for veterans and newbies alike. Low[ish] speeds and maneuvering, lots of concentration, and chances to improve make this a truly fun activity.

Auto Cross is FUN! It only requires a car, a driver and the desire to have some fun in your Morgan. Your Morgan can do far more than you realize. It's not just about going fast and turning quickly. It's about learning the limits and temperament of your car. This will improve your knowledge and safety skills when driving your baby. If you have never tried Auto Cross before, this is your chance to see what you and your car can do, so come join us. We promise you a god time.

There will be a walk through beginning at 11:30 Am and before each heat. We will discuss how to drive the course and improve your driving and give you hints on making better runs. We will also be available most the day to answer questions and give guidance.

We understand that people will be arriving throughout the day. It will help our planning if you could please let Scott Willoughby know, in advance of the event, when to expect you.

Contact Scott at garudaville@earthlink.net

Set-up is at 9:30 am. (Unless you have volunteered for set up you can arrive anytime.) We should be ready to do Tech Inspections about 10:30am and get the first heat going at approximately 11:30. We will run 3-4 heats of up to 10 cars each, and everyone should get four runs on the course. Extra runs will be available if time and volunteers permit. Last heat begins at 3:00 if you are not teched by then you will not be able to run.

IMPORTANT INFO:

- All Cars will be required to pass a basic Tech Inspection.
Items Checked will include: Loose objects, brakes, tires, throttle return, front end tightness & steering.
- Drivers and passengers must wear helmets!
- Tire Pressure should be 30 to 35 psi.
- Seat belts, if installed must be worn.
- Passengers are not allowed during your competitive runs. After you complete you first 4 runs you may take passengers on the course.
- Fun Runs will be allowed after everyone has had their timed runs.

Safety is important!

You must remove ALL loose objects from: the cockpit, under seats and tool box. Luggage should be removed from racks as well. There should be no loose objects ANYWHERE in your car. Stuff flying around the car can injure you or a course worker, damage your car or even get caught under a pedal.

ADDITIONAL INFO:

If you are just arriving you may want to stop at the hotel first and unload. We need Helmets! So... please bring a helmet to share if you have an extra bring that too. Too few helmets slow down the start sequence. Finally, we need a couple of volunteers willing to be there early to help set up (9:00) and volunteers from the later arrivals to help with time keeping.

Please note: All participants are expected to work on the course for at least one heat. Once you have run or before you run Please help work the course.

If you get lost, you can try Scott at -908-500-3184. Your participation is what makes our work worthwhile. Please come and participate.

J. Scott Willoughby



Hello all, touching base with you to remind you to check your calendars and get your dates in order for Autumn Mog 2016! Included with this reminder is your order form for shirts, glasses and mugs. Enjoy our updated event logo above!

Our registration is now available online for your convenience, just go to the 3/4 Morgan website to register online. Event gear may be ordered when you register, or if ordering separately, please remit order via snail mail – to Maura Hall 25 Webster St Saratoga, NY 12866.

T Shirts ____@\$13 (XXL add \$2)

Indicate size/ sex , quantity and design (AMog or Splash)

Men's Small ____ Med ____ Large ____ XL ____ XXL ____

Women's Small ____ Med ____ Large ____ XL ____ XXL ____

Pint glass ____@\$7 AMog ____@\$7 Splash Mug ____@\$10 Amog ____@\$10 splash

Personalization for mugs if desired _____



Autumn MOG Registration
Cooperstown, NY, Sept 30-Oct. 2
Make Check Payable to: 3/4 Morgan Group Ltd
Mail with completed form to
Maura Hall, 25 Webster St, Saratoga Springs, NY 12866 etudes4@verizon.net

Driver _____ Navigator _____
Address _____
Others in party _____
Home phone _____ cell phone _____
Email _____

Morgans at the MOG

Model _____ Year _____ 2 or 4 seats _____ people's choice / premier class
Model _____ Year _____ 2 or 4 seats _____ people's choice / premier class

Please note only 3/4 Club Members are eligible to win best in show

Are you a 3/4 Club Member? yes / no

If not, would you like to join our club? Contact me _____

Event costs-

\$240 /per couple: After Sept 5, cost per couple is \$250

\$130 / single: After Sept 5, cost per single registration is \$140

Registration includes Autocross, Rally, Saturday Banquet and Hospitality

Saturday banquet only (attending no other events) Number _____ @ \$75 each = _____

Banquet includes buffet at the Templeton Hall and cocktail hour.

If requesting a vegetarian dinner, please indicate number _____

Friday dinner – Brewery Ommegang– not included in registration _____ @ \$42 each

Total for Friday and Saturday event _____
(see newsletter for all menu details)

T Shirt and glass order

Shirts \$13 each - ad sm _____ ad med _____ ad large _____ ad XL _____ XXL (add \$2) _____

Indicate mens or ladies sizes

Pint _____ @ \$7 each Splash design _____ autumn mog event glass _____

Mug _____ @ \$10 each Splash design _____ autumn mog event glass _____ Name if desired _____

Grand total events and regalia \$ _____

(Check payable to: 3/4 Morgan Group Ltd)

A VISIT WITH UNCLE MELVYN

Spider J.C. Bulyk

Photos by Spider (see Centerfold)



I first got involved with Morgans in the Dark Ages, just after the invention of the wheel, and coincidentally just after the invention of dirt. It seems dirt was a pre-requirement for clogging SU carburetors; besides, the wheels needed something to turn on. At that time, parts sourcing was a painful activity. Up here in the northeast, the known sources were Penny Bates' Olde World Restoration, Chet Faleski's British Racing Green, Bill Fink's ISIS Imports, Joe Curto Carburetors, and the ever-mysterious Mrs. Ott in deepest dark New Jersey. And, of course, sometime after the invention of the tire – a few years after the invention of the wheel – Bob Couch's Racing International became the Morgan Spares we all know and love. That was it.

Before them, the more adventuresome could take their chances across the pond with conversions of both the language and the currency. There was the Morgan Motor Company itself – always a challenge; older cars could go to “Douggy” at F.H. Douglass Ltd.; and then there were a few dealers willing to take on us ‘Yanks’ like Heart of England Morgans and some other then mysterious character named Melvyn Rutter.

I've done business with everyone in this band of pirates, and never really had a bad turn. Maybe Morgan folks just have more fun? I started buying parts from these guys and gals before I actually met them. Remember that all this predates email, so really fast transactions were done on a coin-operated pay phone, on scratchy undersea cable lines, followed by a check. Some – like Bill Fink and Melvyn Rutter for instance – I met because they were guest speakers at MCC-DC's Fourth of July MOGs.

In Melvyn's case, we met at MOG-17 (1987) wherein I became the first recipient of the Melvyn Rutter Ltd. Award for Clubmanship & Support of the Marque. Thus began the friendship between

Melvyn and Spider. Anytime I could sneak a business trip to England, I'd make an effort to visit Melvyn. As time went on, Morgan Spares, Olde World Restorations, and Melvyn Rutter Ltd. became my three parts sources. Within that circle, one could find damn near anything.

“Uncle Melvyn” – as he's affectionately known in UK/EU circles – became “The Man from Hallingbury, he say YES!”, taking a childlike delight in performing magic for customers and friends. I snuck in a visit on my recent trip to England while working the Farnborough Air Show for my Chinese client. I'd like to share with you what I found.

Melvyn Rutter Ltd. has developed into a mini-Disney-like compound of Morgan fantasy, with a vibe from a softer, almost gaslight era. The front showroom – still a work in progress – opens onto the road, with Melvyn and Sindy's residence above. Across the courtyard behind is the second showroom and storage for customer cars. Not your average garage, this stone, tiled, paneled, wall papered, and mirrored showroom is high-end museum qual-

ity. The Pit Stop – a 5-room-plus-diner bed-and-breakfast with stunning art deco and revival design (some done by our own Ron Garner) – is located above the showroom. Attached is the workshop, the parts bay, and the offices, surrounded by no fewer than three carp ponds with decorative flora.

All day long, Morgan people came and went. Conversation with customers and staff was continuous. Although it's a running dealership, it had more the feeling of Morgan club meet. Melvyn's instructions to me were, “Spider, go wander around. Enjoy yourself.” I did. Melvyn and I had dinner at a local joint called The Thatchers. As he described it, “Most pubs have cooks. This place has a chef!” (How right he was.)

It would be difficult to overstate the setting. In The Pit Stop, I was billeted in the Drop Head Coupe Room: luxurious, charming, and very modern fittings. Every turn in a hallway gave a new feast for the eyes, with decades of Morgan photos, plaques, fittings, models, banners and history.

If you're headed for England, you owe it to yourself to stop in, stay for a night (or two) at The Pit Stop, enjoy the ambiance, and rent Moggie for a local spin. The MMC works may be a “must do” visit, but you'll have more fun in Little Hallingbury. Trust me!

As an historical note, Melvyn Rutter Ltd. is the second oldest Morgan business extant, celebrating their 40th Anniversary this September. Amazingly, the oldest is our own Bill Fink with ISIS Imports.

A Visit to Melvyn Rutter Ltd.



MORGAN
DRIVEN AT HEART
MAIN DEALER
Melvyn Rutter

- Sales •
- Parts •
- Service •
- Restoration •
- Customer Accommodation •

www.melvyn-rutter.co.uk
www.the-morganworld.com





EVENTS, EVENTS, EVENTS

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British Wheels on Green

September 24th 10 am - 3 pm

The Green, 26 Meeting House Road
& Boston Post Road, Madison, CT



British Wheels, run by the Jaguar Club of Southern New England (JCSNE), is a multi-marque show with vox-populi (votes by registrants only) trophies in every class, a Best in Show, and a Best Jaguar in Show. Details and register in advance for \$15 at <http://britishwheelsonthegreen.com> (or \$20 at the gate). Robert Aldridge is the show Chairman who be reached at ConcoursChair@JCSNE.org. Our club meet coordinator is Spider J.C. Bulyk who can be reached at shiftright@icloud.com or 203-640-5700.

Morgans compete in their own class. In past years we've shown 3 - 10 Morgans. Past winners include Ted Lucas, Steven Colsen, Ellen Dressel, and Spider. Those of you fortunate (or crazy) to own other British classics can certainly field them in addition to your Morgan. Some of our favorite vendors - Cardone & Daughter, for instance - also have tents. For those of you concerned about your car making it home afterwards, the Green is owned by Madison's First Congregational Church, so you are welcome to try prayer.

This event is in the hometown of Area Captain Andrea Lucas and Editor-at-Large Spider J.C. Bulyk, so it's been on our event calendar for a bunch of years. Beautiful setting with lots of photo-ops, good food venues abound (high brow to low brow), friendly crowd, easy vibe, fascinating collection of cars, oodles of charm, easy to get to, and (of course) perfect weather. We're talkin' a good time here; the only way you can lose is by not showing up!

Vintage Fall Festival at Lime Rock Park, Lakeville, CT

Sunday September 4, 2016 <http://limerockhistorics.com>

By local law, there is no racing on Sunday at Lime Rock Park.
Instead, the entire racecourse is open to the best car show in the North East.

There are two venues for that day. You can apply to show in the Concours D'Elegance held on the Sam Posey Straight: think Pebble Beach or Amelia Island. Experienced judges will present awards for about 7 classes and Best in Show.

The casual alternative is Gathering of the Marques, held around the rest of the track, with a specific area for Morgans, and an award for each marque. There is no limit on numbers, but we do need a car count for Lime Rock.

Expect to see huge displays of Shelys, BMWs, Corvettes, Jaguars and MGs... Astons, Rolls and Loti... Porsches, Peugeotts and Panteras... Volvos, Saabs, Minis, Mercurys, Mercedes and Mopars, Fiats and Lambos.

Purchase \$20 Day-Tickets in advance and plan to arrive before 8:00 AM; track opens to the public at 9:00 AM.
Please RSVP to me so I can give a preliminary Morgan car count to the Lime Rock coordinator.

Steve Schefbauer
Monroe, CT

203 459-4959 • sschefbauer@aol.co

Morgan Motors

OF NEW ENGLAND



While still waiting on the EPA and DOT to finalize their requirements, the Morgan Motor Co has indicated that there is a possibility of them opening up their order books sometime this summer with production beginning very early 2017. We are currently accepting names on a "Wait List" and as soon as Morgan gives the go ahead, we will begin accepting deposits for built slots. Currently, the thinking is that the V6 Roadster will be built first, with the possibility of a 4 cyl model to follow. If you have not already indicated by [e-mail](#) or by phone at 888-345-6647, please do so if you would like to be on the "Wait List".



Follow Us



MORGAN MOTORS OF NEW ENGLAND
70 COUNTY ROUTE 7A
COPAKE, NY 12516



I assume you knew you could draw since first grade. At what point did you realize your perspective was special enough to earn money as an artist?

I have been drawing and painting cars and motorbikes for a number of years now, but I originally started out painting still life's, landscapes and patterns, before I decided to combine my love of art and classic cars, which is what I now specialise in. The positive response to my car drawings means that I have exhibited at both Beaulieu National Motor Museum and Brooklands Museum in the U.K and my work has been featured in a number of classic car magazines.

All of my own personal Morgan bias aside, what is your favorite car model to draw?



INTERVIEW

Artist Neil David Miller

Tcherek Kamstra Interview and photos

I have wanted to do an interview with prolific automotive artist Neil David Miller for a long time. I purchased one of Neil's Morgan paintings as a Father's Day gift for Bill Fink, and have been following his work ever since. Recently, when designing the badge for the 80th Anniversary of the Morgan 4/4, I enlisted Neil's assistance for the artwork. He provided the drawings of both Morgans pictured on my latest badge design. A total of five versions have been created, available for purchase at www.morgancarbadges.com For those without any available space on their Morgan's badge bar, a very nicely priced sew on patch is also available through that web site.

I was able to interview him from his Southampton, UK, home April 20th. He is 46, and well into his prime as a master automotive imagist.

Tcherek - First, my most burning question; what was your first car? And then, what are you driving now?

My first car was a 1973 classic mini clubman saloon, bought when I was

17 before I passed my driving test. The mini was 15 years old at the time, so was my first introduction to "classic" car ownership. I now have a modified classic 1985 mini saloon, for fun drives, and a Toyota Avensis for practical, everyday use.

I particularly like to draw any model of Morgan, but I have had commission's to draw many different makes of car and motorbikes (and a client's dog!). I appreciate that to the owner their vehicle mean's something special to them, so I'm happy to draw any car or motorbike.

What is your favorite piece of work that you have created? Do you have an image to provide of that piece?

My favourite Morgan drawing is my close-up of the front wheel and view to the rear of a Morgan 3-Wheeler, taken from a photograph that I took at a local Morgan dealer. The unusual perspective appealed to me and gives a view that is not often seen.



the UK (£17.50 International Signed For p+p for Worldwide).

I invoice the client via PayPal, the payment to be received before work starts on the drawing. I send regular progress photographs of the drawing by e-mail, so that the client can watch the evolution of their drawing.

Most artists in the USA have a day job. For example, I sideline as Director of Sales & Marketing for the country's oldest extant Morgan dealership, to supplement a meagre artist's income. Do you have a "day job" and if so what is it?

My favourite non-Morgan drawing was a commission for a client of his father driving his Caterham at an airfield track day. The client was going to give the drawing to his father as a present on "Father's Day". I particularly like the blurred background of the airfield control tower, which contrast's with the detailed image of the car and driver. My most recent drawing is of a Morgan 3-wheeler with planes in the background.

Of all Morgans, which is the most artistically attractive in your opinion?

I particularly like the front 3/4 view of a Morgan 4/4 or Plus 8, because it shows the flowing/swooping wings going over the wheel's and down the side of the car; the curving headlights and the rounded top of the grille, it's a very curvaceous angle!

If any Americans who read this were to want you to immortalize their Morgans, what is the process? Can you do this from a photograph? And if so, what are your current rates?

I just need a good quality photo to work

from, client's can e-mail me at : neilsbeetle@hotmail.com

The cost for an A4 size drawing is £30.00, plus £4.00 Second Class Signed-For p+p within the UK (£12.50 International Signed-For p+p for Worldwide) and the cost for an A3 size drawing (approx. 42cm x 30 cm), is £50.00, plus £7.00 Second Class Signed For p+p within

My full-time day job is as a "Forensic Controller" for the Police in the U.K, covering the county of Hampshire. I work as part of a small team investigating the forensic potential at crime scenes with either Police Officers or members of the public who have been victim's of crime and deciding the priority these crime scenes should be attended by CSI's and then telling the individual CSI's which crime scenes they



are to attend. Drawing in my spare time helps me to relax after a stressful day at work.

What would be your dream job as an artist?

Getting a commission to do a drawing (or series of drawings!) for Morgan Motor Company.

View more of Neil David Martin's artwork at <http://www.mphcarpaintings.webs.com/> where you will find Morgans as well as other marques featured. A must see for any lovers of automotive art!





DRIVEN AT HEART

NEW **2016 Morgan 3 WHEELER:**
Polished Alloy Land's End Trials
Edition, 1 of 5 for the World

NEW **2016 Morgan ROADSTER**
'65: Montblanc White/Chocolate
leather, 340HP 3.7 liter V6/6 speed

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

NEW **Morgan 3 WHEELERS:**
choose from **2016** Triple Black

2015 3 WHEELER Black,
Electric Blue leather

2012 3 WHEELER Ferrari
Rosso Fiorano Metallico,
Bone Yarwood leather

2012 3 WHEELER Sport Green,
black leather, as new

2005 Morgan AERO 8 LeMans
Blue Met/Dark Red Yarwood

2005 Morgan 3.0 ROADSTERS, choose
from: Two Tone Blue Metallic; Merlot
Metallic/Dark tan, 3,700 miles;
BRG Metallic/tan, 1,800 miles;
BRG Metallic/Tan, 6,700 miles.

2003 Morgan Plus 8, 35th
Anniversary (1/100) Panama Green
Met./Sand leather, 4.4k miles

1992 Morgan Plus 8, BRG/
Tan leather, 7k miles

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

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

1962 Morgan Plus 4 FOUR SEATER,
Red/Black leather // AUTOMATIC TRANS

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

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

OTHER MARQUES:

Allard J2X, Mk III

2012 Perana GT, last one ever
of 6 for the US; LS3/AT

2008 Tesla ROADSTER, almost
new, every option, Red

1951 Willys "WOODIE" STATION
WAGON, modern V6/AT

Morgan

WEST

Authorized Morgan Motor Car Dealer

(310) 998-3311

WWW.MORGANWEST.NET

WWW.ALLARDWEST.COM

WWW.PERANAWEST.COM

DENNIS@MORGANWEST.NET
DENNIS GLAVIS, MANAGING DIRECTOR | 3003 PICO BOULEVARD, SANTA MONICA, CA 90405



At last count there were over 200 vintage Morgan Three Wheelers and another 200 or so modern Morgan 3 Wheelers (aka 5 Speeders) in North America. Many of these cars have been in the hands of their owners for decades, but they have simply been left at home when the other Morgans go out to play. In the case of the vintage cars, there's always an excuse.

Too old, too slow, too fragile . . . or simply,

Just don't touch it!! I don't know what it'll do . . .

Owners of the vintage three wheelers aren't alone in the dark. In the US, the network of dealers for the modern 5 Speeders is pretty small and contact with the MMC quite arduous. So we have created an **Three Wheeler only** event. The first ever event of it's kind in North America, to address these very issues. Let's get the cars out if we can no matter their state or vintage. Let's all get together in one place and have a few cars to poke and prod, and discuss. Other cars we can drive and compare. Let's get together with other like minded folks to talk about pertinent stuff, like maintenance, safe operations, restoration, grease, and having fun . . . yes lots of fun!

Mostly we want to share our experiences and knowledge and learn something other than old wives tales when it comes to maintaining these beasts. Through surveys and discussions we believe we have identified those topics of discussion that are of interest to most of you and have coerced a good number of folks to work their magic as discussion facilitators. We even have plans to address some timely issues faced by those of you with the modern three wheelers. How much of what topic really depends on just who comes.

Regardless, we know we will make contacts, exchange email addresses and phone numbers and solidify past friendships and/or nurture new ones. We all hope to come away from this weekend with a new found confidence, increased pride of ownership and perhaps a renewed interest in revitalizing that stalled project in the garage. Most of all, we know we will have good fun doing all these things.

We have these cars . . . so let's enjoy them!!

We picked Augusta, Georgia, 18 - 22 May 2017, for this event. Augusta is sort of central (more so for the folks on the east coast than the west, but . . .) and has interesting opportunities for things to see and do, beyond just playing with the cars. There are antebellum mansions, canal boat rides, needle felting classes and farmers markets on the schedule, as are quaint restaurants, pubs and cafes.

The plan for the event is not overly structured (we don't want to constrain one's wanderlust) but we are organized just enough to preclude anxiety.

This is one event you won't want to miss . . .

Let Duncan or Mark know you'll be there !!

Duncan Charlton Elgin TX, 512-965-7583, duncan.charlton54@gmail.com Mark Braunstein, 5151 Plato Cove, Sanford FL, 407-322-5060, series1@cfl.rr.com

REPLACING THE MORGAN FUEL TANK SUPPORT DECK

An Adventure in Morgan Intermediate Maintenance

Pat Cyrgalis



I had just filled my car up with gas and I noticed gas leaking onto the ground, so when I got home, with a little detective work, I found my gasket for the fuel sending unit was cracked and rotted away. Gas was pouring out the top of my tank. Then I noticed the tank was sliding forward. It didn't take long to see the support wood for the fuel tank was completely rotted!

Thus my great adventure starts. This is a relatively easy job if you're 20 years old. But if your 65 like me, not so much. This is how the saga unfolded.

The fuel tank is now out and on the floor - here's how I did it. First I drained the gas, I didn't want to remove drain plug so I syphoned it. All nuts and bolts were 50 years old and they didn't budge, so I ground them off with a 4 in grinding wheel. To remove the tank and support deck I put short sections of 2x4 between the U clamp that holds leaf spring to axle, jacked up the car from the differential, made sure tank was free from wood (not an easy task) then with a 12 in 1x8 I used a scissor jack to jack up rear of tank. Next I took my 7 in circular saw, set blade to just under 3/4 of an inch proceeded to cut front board twice, then split it with a pry bar, then I took scissor jack and small board and jacked up front of tank to cut rear board, Then with the help of my 12 year old daughter (brave girl) I lifted tank, split the rear board, dropped it {gently} to ground and slid it out from under car, at a New Jersey lumber yard I had purchased a piece of Ash, 4/4 X 6 which is thicker than the wood I took out of my car, leading me to believe that it's not original wood,. The wood that came out was really rotted. I cut the ash to a width of 38in then gave each end a 5 degree angle making a parallelogram. This allowed me to slide the wood right in,. But after it was in much to my surprise, it was too thick - the tank won't sit right. So, it's back to lumber yard for a piece of dimensional lumber 1x8 ash which is actually 3/4 thick, which they had - not cheap either. I was told you can use pine, but my buddy Spider advised me otherwise.

The distance between the inside edge of the bottom of the chassis rails on my car is 36.1/8 in. Once the new wood was cut I predrilled the holes that hold the tank to the boards. Actually the holes became oblong after a lot of trial and error - a lot of error is more like it.

I fabricated the metal straps that attach to the bottom of the boards to hold everything in place from aluminum {actually was easy, if you have a work bench and tools}

This is what needs to be done to get the planks and the tank back in. Jack up car put a stand under frame then jack again from differential, slide in

back board and drill hole from bottom for the rear carriage bolt, now slide tank into position but before you do, place all carriage bolts into the wood and bolts into flange on tank. Believe me you won't be able to get your fingers in there later. What I did when the bolts for the tank fell through is just fasten the nut so I wouldn't lose the bolt. In the picture you can see the bolts hanging.

You CANNOT imagine how happy I was at this point! Finally seeing the light at the end of the tunnel,. The 2 forward carriage bolts that hold the wood to the frame were the hardest to get in. You need long needle nose pliers

and a lot of patience. I seriously doubt this is how it was done when they were building this car.

The saga is now over and I can say I spent at least 5 man hours doing this job over 2 weekends,. Here's the finished product. I'm not going to paint it. I like the way the raw ash looks, and besides - these boards will probably outlive me (LOL).

Not so grumpy anymore now that I'm done.



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‘THE RUMORS OF MY DEATH HAVE BEEN GREATLY EXAGGERATED’

Mark Twain and Bob Schmidt



Every once in a while as editor, you come across a human interest story that just captures you and warms your heart. This is one.

In one of his Morganeer stories about the beginnings of our club, our illustrious Editor-At-Large Spider had mentioned the 12 founding members that met in Ken Gross' living room and came up with the concept of what would become the 3/4 Morgan Group. Among those present was, in Spider's words 'Bob Schmidt (whereabouts unknown, probably ded.)' Yes, that means deceased.

Soon after that Morganeer hit the streets, Spider and I got an email from

Northern California Morgan Club newsletter, the Morgazette, editor Gordon Craig informing us that in fact Bob was alive and well in California – and not even living under an alias like Whitey Bolger. Not only was Bob alive and well, but he was campaigning a fabulous flat rad Morgan, which had just undergone a complete restoration, won Best in Show at Mog West, and been featured as the centerfold of the Morgazette. WHO knew?

Spider emailed Gordon back immediately to get Bob's email in order to offer his abject apology, only to be told that Bob was one of those old fashioned Morgan men who had not taken that great step

into the present and future and gotten a computer and email address. Undaunted, Spider dashed off a good old-fashioned letter (imagine that!), and snail mailed it to Bob. The letter, and Bob's letter response follow. Also the article on Bob's flat rad reprinted from the Morgazette, with permission editor Gordon Craig.

Sometimes I do love this job! Ed

photo:

ABOVE: Bob Schmidt, alive and well, chatting with Mike Hatter, editor of the So Cal Morgan Club newsletter, Format

27th January 2016

Bob Schmidt
4224 Tanager Terrace,
Fremont, CA 94555-3037

Hi Bob,

Somehow, I seem to have gotten promoted to a “Senior Statesman” of The 3/4 Morgan Group, Ltd. While I don’t mind “Statesman”, the “Senior” part seems to have a little menace in its underbelly...makes me nervous.

Attached is a recent issue of *The Morganeer* for your enjoyment. In this particular issue, I was using my Senior Statesman status (very unofficial) to clarify details of our Group’s history, its name, and founders. You can read the exchange on pp. 20 & 21 in the attached copy. Here’s where your name came in.

In Part II of this exchange on p.21, I recount the names of those present in Ken Gross’ living room, in Rye, NY, sometime in 1971. I run down the list and note those who are (more and more sadly) no longer with us. In spite of all the whisky I may have drunk, I did not make this list up. I am quoting Ken Gross from quite some time ago.

In the list is included your name, and – not having heard from or about you for some time – you are described as “whereabouts unknown, possibly dcd”. As soon as the Editors’ copies went out, Gordon climbed all over me about you, sent pics of your beautiful 4/4 restoration, and provided some 30 or 40 pages of biographical data and health records to prove that my description was at best uncharitable, and certainly factually premature. It recalls the Mark Twain misquote: “The rumors of my death have been greatly exaggerated.” I entreat you to please forgive me this indiscretion. I promise to do better in the future, assuming I continue to have one.

In addition to my apology, I have another – perhaps ulterior – motive for writing you. This issue of the quicksilver nature of ‘the truth’ opens the door for discussion of what actually happened in the founding of our Group. I do not want to be accused of revisionism, and I was not one of those present at the time. For me, confidence in relating the history of the Group begins in 1974 when Stephanie and I joined.

I have gone back to primary sources such as Nichol, Gross, Kone, and Bondon for details. Other than Gross, they’ve all pleaded alcoholic amnesia.

You however, were also there – at least according to them and to Ken. So what can you tell me about the early days of the Group? Were there others I might have omitted or incorrectly added? I do have the early newsletters (often 1-page of purple ink from a mimeograph machine) concerning upcoming dates, times and locations – handed down to me by Allen Kone. I may even have a membership list or two. Then in ~1973 I am seeing Art Lange’s first use of “The Morganeer” script and the Green Triangle (then in purple or black and white) club badge.

If you’ve the time and/or the inclination, I’d love to hear more about what you recall of our Group’s beginning. I don’t mean to give you a homework assignment but I’d like to put some of your insights in *The Morganeer*.

Thanks in advance (and of course),

Run cool,
Spider J.C. Bulyk

March 4, 2016

Greetings Spider,

Many thanks for your great letter and copy of your group's magazine. We Senior Statesmen have our obligations, especially to bring our "juniors" in line. As you know, I was one of the twelve apostles. And as you now know, I am just enough alive to continue causing trouble.

Although I had brought the Morgan which I purchased in Washington D.C. with me when I moved to the New York area, I have no true contemporary pictures.

My memory would tend to confirm that I was bodily present and as you know, considerable alcohol was consumed. At one point I had to leave the room – and when I returned, I was congratulated as "Mr. President." There is a lesson here! If my memory serves: I was president for about 2 years, 72-74. Ken Gross was driving a 3-wheeler at the time and John Erickson was very active with his well-prepared Flat Rad. I apologize to the others who were still present and are still present that I can't add more dirt (thanks to failing memory).

With regard to wives present: all were young, beautiful, charming, attractive as well as bright, including "Sunny" (Zoraida Isabel Baquero de Schmidt) formerly of Bogota, Columbia and Cartago, Costa Rica. My life navigator until 2014.

Now my version of the 3/4 Group history with regard to badge's origin: I agree with the dates and people. I remember the use of the "3" and "4" came in part from two leaders in the effort, Ken Gross' 3-wheeler representing the beginning of the Morgan Car Company in '09. The green triangle was (I think) Art Lange's idea to get lots of visibility from a distance and in contrast with most of the badge designs of the day. It still is a standout on my badge bar.

An aside: I do remember the lawyers of the club quit concerned for litigation, which was a constant gray cloud over the club – all Morgan clubs/groups – to this day! The +4 (of John Erickson) represents the "new" era (at the time) of Peter Morgan's contribution – no +8 yet!

In '75 a work assignment took my family and me to Philadelphia, which ultimately led to establishing "Morgans of Pennsylvania", the MOPS. From here my company assignment set me back to California, my birth state, as well as that of my children. My family's historic home.

Spyder: I have given this response to your request my best effort and I am afraid it is not very good. I would be pleased to answer specific questions by snail mail or a collect telephone call at 510-792-4157.

Respectfully submitted, your friend,
Bob Schmidt

This 1950 Morgan 4/4 just won "Best of Show" at the MogWest Concours! Now owned by Bob Schmidt, this car has a lot of club history. It belonged to the late Steve Roake, who bought the car in England in 1961. He drove it all over Europe as far as Istanbul, then returned to the U.K. and shipped it here. The car still has its original U.K. license plates and 1964 California plates. Steve joined MSCC/NC and drove the car in many club events until he bought a later "lowline" 4/4 for all the longer tours and MOA events he co-sponsored.

Having "retired" the 4/4 for some time, Steve approached Bob in 2006 to engage in a meticulous and accurate restoration true to the day the car came off MMC assembly line in 1949. The original Standard Special engine, Meadows gearbox, differential, brakes, wheels, suspension, most of the interior would be refurbished (see insets of engine, interior). But much of the frame was badly rusted, and the lower parts of the wood sill, valences and the rest of the body frame were rotted. The frame was replaced with the original numbered cross member welded back in, the body tub was rebuilt with fresh ash sections grafted back on to the original, and all wings and steel body panels were restored and repainted. Bob and his family of co-restorers brought the car to a "roller" stage for Steve. He took it back in 2009 intending to fit a new handcrafted honeycomb radiator and grille surround. Sadly, he passed before he could complete this work among his many other projects. Over time, Bob negotiated with the Estate and was able to purchase the nearly finished car last year. Bob completed the "weather gear" you now see.

Steve once effusively described this car to me as "My Baby!" Congratulations to Bob Schmidt, his family and Steve Roake for keeping this modest little 4/4 alive and a thing of beauty all these years, like many a Morgan, a car with all heart.

Gordon Craig



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- Caption photos to identify cars, people, locations, dates, events, etc.

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