

The Morganeer

NOV
DEC
2016

Vol 39
Issue 6

Autumn MOG 2016

Cooperstown, NY



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

NEW AND RETURNING CLUB MEMBERS

James & Hannalore Victoria Beach, NS CA
Fisher '64 Plus 4 4 seater

Jonathan Kinghorn & Kensington, MA
Susanna Whitman '60 Plus 4

Bruce & Shelley Ambler, PA
Menkowitz '60 Plus 4 4 seater
and 3 others

Dennis & Elsie West Lang Branch, NJ
Mosesman '12 3 Wheeler

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

British Marquee Special club offer!
3/4 Morgan Group members:
Subscribe to our print or on-line edition, and get 37% off — and FREE classified ads!
CAR CLUB NEWS
www.britishmarquee.com
One year (11 issues), print: \$16 (regular price \$26)
One year (11 issues), on-line: \$12 (regular price \$19)
Go to our website today and download a free sample copy!
Enthusiast Publications, LLC • 5 Old Nasonville Rd., Hamville, RI 02930 • (401) 766-6920

CONTENTS

Autumn MOG 2016	p. 6
Autumn MOG - WNY Perspective	p. 9
The Road To Autumn MOG	p. 12
Gathering of Marques	p. 14
Member Profile	p. 16
Interview	p. 22
Le Mans Classic	p. 26

FROM THE PRESIDENT

A Linguistic Meander Through Collective Speculations..

So, what's the collective noun for a group of Morgans? We certainly had a great time collecting, grouping, flocking, coming together at Cooperstown this year! We gathered in our masses (a Vintage of Morgans?) for a great weekend of food, fun and frivolity. We were not a Predictability of Porches, or a Glide of Citroen (to use the proper plural), not even an Affluence of Ferraris but we definitely managed none the less to have a stupendous Autumn MOG. My many thanks go out to those who helped with the event, especially our Autumn MOG team.

I always find at these events that I come away with a great sense of renewal. However reluctant I was to get in the car and drive all that way and end up at a formal thingamabob (the technical term), suffering as I do from deipnophobia (a morbid fear of dinner parties), and even though, before the event, my uhtceare was a bit overwhelming—even so, I wind up feeling that revitalized and excited feeling from being involved with my fellow Morgan owners. (For the linguistically challenged, uhtceare is Old English for "waking up before dawn and not being able to get back to sleep because you're worried about something." Uht was the hour before sunrise, ceare is the same as the modern English care). For all that, inevitably, I have a great time catching up with everyone. In the aftermath, I might even feel energized enough to fix something. (Yeah, that would be my stuck thermostat, which thankfully waited until three days later to act up and overheat the car..)

So as I drove home, that last wheady mile didn't feel as long as it sometimes does. The wheady mile is the last mile that, for some reason, seems to take much longer than it should. It's an old term from Shropshire, but it still works. Even when the wheady mile is complete, one must properly adjust one's vehicle's accommodations (and clear out the trash under the cushions). But still, a wheady mile is better than a Pisgah sight, which is when, like Moses on



Mount Pisgah looking at the Promised Land, you can see something whilst knowing that you'll never get there.

Thank you all for being there, and I hope I had at least a few moments as I was running around to visit with each of you.

Finally, my pondering during that last mile bore fruit. As in the Old (or Olde) English... one could say we had a corrade of Morgans, that is to say, a gathering together from many different sources. As the evening progressed, one might say we had a mafficking of Morgans (mafficking: becoming rowdy). I find both of these very concinnous — neat and eloquent. But, returning to the source, according to the Morgan factory, we had "an eestacy of Morgans!"

Your Autumn MOG Team

Co-chair/Admin -- Pat Hennessy

Concours - Brent & Ann Follweiler,
Fred Schuchard, our judges and
volunteers

Rally - Jim Nichol et al

Awards - Debbie Perry

Auction - Jeri Cohn and
Scott Willoughby

Autocross - Scott W and the many
willing hands that pitched in
Regalia and everything else - the
Constants

Many thanks to all who stepped up
and helped out at the event!!

I think that's it for the most part... I mean.... I guess... I mean,..... and yes, there is a word for that too... Finifugal — If you're finifugal you're afraid of finishing anything and... Oh god... I can't... I can't.

Maura Hall

FROM THE EDITOR



If you, like me, were one of the over 80 club members who made the trek to Cooperstown, New York for Autumn MOG 2016 I would bet that you are still to some degree basking in the afterglow of that GREAT event. President Maura, mom Pat and their team of event chairs and volunteers put on an excellent show at a new and interesting venue. All was arranged and coordinated amazingly well, and a good time was had by all. Having been there, I know how challenging that can be. And Maura seemed to pull it off virtually effortlessly. As you will discover from my piece in this issue, for some of us at least, getting there was the thing.

So for this, our Autumn MOG issue, there are several articles relating to the event. First is **Pat Hennessy's** treatise on the 'Morgan spirit' as exhibited so well and often at the event. I would have to say, it is one of our more endearing qualities as a club. And since the event took place in or certainly near western New York, we were delighted to have some members of the smaller yet active Western New York Morgan Club join us for the event. **Larraine McNulty**, who attended along with husband John, added her perspective on Autumn MOG, which featured (along with her photos) her tour of Hyde Hall in Glimmerglass State Park, site of the concours.

Before we leave the Autumn MOG theme, I would also like to mention that there were SO many excellent photos taken at the event that I was hard pressed to pick those appearing in the articles and the 4 page 'centerfold' for this issue. Also look for a fine series of 'close ups' of Morgans at the event in the next *Morganeer*. Kudos to our pho-

tographers – **Maura, Fred and Connie Schuchard, Jane Mattson, Tom Austin, Pat and Sophie Cyrgalis, Shayna Loeffler, Marti Nichol, John Bower and Larraine McNulty** - for chronicling the event so well with their cameras. I would add that these and many more photos from Autumn MOG can be viewed on our club website. Just click on 'Photo Galleries' in the left side bar after logging in. And forgive me if I failed to include someone.

Several weekends before Autumn MOG, The Gathering of the Marques, one of the more popular events at Lime Rock Park took place. **Steve Scheffbauer**, along with several of our club members, attended and Steve sent in two articles. The first is on the event itself, and the second a personal vignette on one of our more interesting and accomplished members, **Jay Galpin**. In the first of these articles I was pleased to see the club debut (as far as I know) of a lovely Drophead Coupe which has been rumored to be 'in restoration' by club member **John Haines**. I am somewhat partial, of course, but the Drophead - one of 3 Plus 4's restored and owned by John, who hails from Rensselaerville, NY - looks gorgeous, and I hope we see more of it in the coming seasons.

Steve's second piece was inspired by his meeting with club member and racer Jay Galpin, who showed up with his highly modified Plus 8 racer. You may recall that Jay has contributed several excellent and amusing articles on his racing exploits in past *Morganeers*. I was pleased to be able once again present a 'Member Profile', and I hope this article may inspire our readers to send in a profile on other interesting club members that they might know. But, hey – aren't we ALL interesting?

Also reported in this issue was an intimate (3 cars attending) Fall Foliage Drive hosted by **Irwin and Ellen Dressel** at their home in Cheshire, CT, as reported by **Ted Lucas**. Not only did they take a lovely fall drive, but also visited a lesser known Connecticut River canal and museum. Wherever two or more Morgans gather, a party is soon to follow, as the saying goes.

This issue's interview has been a bit

long in coming, but is a good one. **Jack Flynn** had promised me some time ago an interview with Morgan racer, world traveler and fellow winter Phoenix dweller **Tom Surrency**, of 'Boy Racers of Phoenix' fame (whose racing career began even before he legally had his drivers license). Tom was also one of the original Morgan owners when living in China, and participated in one of the first across China sports car rallies. These are just two of the highlights. Read Jack and Tom's fascinating interview for the rest. You see what I mean about interesting club members?

Rounding out this issue, we once again are treated to another article by our frequent contributor, 'Parisian correspondent' **Douglas Hallawell**. This time he reports on the storied 'Le Mans Classic' event, which takes place several weeks before the big boys race at Le Mans. The classic is pretty much a full tilt race, but for vintage sports cars, particularly ones that participated in the event in their day – such as the storied Chris Lawrence TOK 258 Morgan Plus 4 Super Sports, which along with several others represented the Morgan marque well in the race. The event is also a magnet for European Morgan clubs, that not only get to take in the race, but are allowed to drive their cars for a parade lap on the actual Le Mans course. Imagine that?

So the days are getting shorter and chillier, the leaves are falling, rain today (which is better than the predicted snow) and Morgan season coming to a close here in Maine. My long list of fall tasks, including putting the Morgans away under their winter blankets, awaits me. For the next few months I must be content with memories of the season gone by, and particularly one LONG ride. Which proves once again,

The road goes on forever,
Frank

CORRECTION

The cover and title page of the Interview (p. 22) of the Sept/Oct issue (Volume 39, Issue 5) misidentified the Morgan artist as Neil David Miller. It should correctly be Neil David Martin. My apologies to Neil, and our readers, who correctly expect better of me. ed

TO THE EDITOR

Hi Frank,

Just read most of the Morganeer on line and David is right! You do an excellent job putting it together. It is interesting, colorful and fun to read. Horseback riding is still best but the Morgans are great. We exercised the +8 yesterday and on the decent roads it was chomping at the bit. On the "why didn't the highway bonds get used when the interest rates were so low" roads, it was a bumpy ride.....

Cheerio,
Sheila (Alexander)

You did a great job with the article! I loved your lead with the Jag dashboard shot.

BTW — I took first in class in the +4s. See <http://bcnh.org/blog/show-of-dreams/> for the various winners. See you in Cooperstown!

Tom Austin

My apologies Tom. It must have been the heat that fried my memory brain cells. Yes, I should have checked the official record. Thanks for the correction. ed

Hi Frank,

I just received the latest Morganeer. It was great, as usual. Re Bob Schmidt's Plus 8. I believe it now belongs to our son, John.

All of the best,
Gerry Willburn

(separate email) On second thought, I think that John's Plus 8 belonged to Dave Bennett, in New York.

Thanks Gerry. I hope Bob has a good sense of humor and was flattered by the article. What a small unique community we have. Okay, eccentric as well. And NO MORE poaching our East Coast cars! ed

Thanks so much Frank for the beautiful presentation in the Morganeer of the Concours Guidelines. The rest of the issue is great too.

Anne (Follweiler)

Frank,

Just a short note on the latest magazine. Great job as usual. It gets better month by month.

In last month's issue, guess it is now a well known fact that Brigitte Bardot was a Morgan owner. In the early 60's I was living in Brussels and she was at the local cinema for an opening of her latest film. I was walking home from my office to my apartment on Ave. Louise and all of a sudden she was directly in front of me. Beautiful lady and did not seem to be too impressed with all the press. About 8 years ago, my son who was living in London at that time, rented a large house in the hills above St. Tropez. Memorable for various reasons. First afternoon after unpacking, we raced to the supermarket to stock up knowing that they are closed on Sundays. We were out for maybe an hour and returned to see the last of a roving band of gypsies leaving the house with a lot of our valuables.

A week or so later, walking down the street to the usual French street food market, my French friend grabbed me and asked if I recognized the very elderly lady on the other side of the street, who would pass for a bag lady in any big city. It was Brigitte. At one time she became quite a hermit living with dozens of cats and dogs. Time passes all too quickly!

Thanks again for all the work you guys do on the magazine.

Tom Surrency
Carefree, AZ

BB a bag lady? Good story Tom - but I'm not buying it! Obviously a case of mistaken identity! ed



MADISON BEACH GRILLE

1320 Boston Post Road • Madison • CT • 203-318-8362

www.donahuesmadisonbeachgrille.com



Terence A. Haines

Classic British Vehicle & Gearbox Specialist

New Boston, NH Tel: 603.487.1153

Email: info@hainesmotorsports.com

www.hainesmotorsports.com



ensign

AUTOBODY

confidently serving all of your motoring needs



www.ensignautobody.com | 518-785-0750 | 836 Loudon Rd, Latham, New York 12110



AUTUMN MOG 2016

Pat Hennessy

What makes an Autumn Mog? The spirit showed its best face in many ways: when Allison DeKleine handed Maura Hall a mimosa Saturday morning as cars rolled up the drive for the Concours; when Autocross Master Scott Willoughby, once again on his feet, laid out a devilish course around the parking lot of Glimmerglass State Park; and when racers eagerly took to the track, ignoring chill wind, some wetness falling from the clouds and Master Willoughby's convoluted inventiveness.

It also showed in Frank Wnek, not only when autocrossing but

also taking the longest drive, over eight hours - after just finishing replacing the head gasket on his engine. That's one brave Morganeer!

Friday evening a steady rain, a river underfoot and the elusive County High-

way 11C merely increased the floods of laughter and conversation for an Octoberfest style buffet at the Ommegang Brewery. Then back to dry land, the hospitality suite and more floods of conversation. Again, the Morgan spirit prevailed.

A more sedate spirit (excepting the mimosa) reigned at Saturday's Concours. Hyde Hall, dominating a hill overlooking the Glimmerglass, set the tone for the morning. A tourist destination in its own right, the hall drew additional sightseers who delighted to see the Morgans clustered on the spacious front lawn.

On to the rally. There have probably never been more enticing ribbons of winding road - hills, fields, forest, farms (with only one incomprehensible farm implement) - than on this rambling rally over Ostego County. Rallymasters Jim Nichol and Peter Perry once again outdid themselves in providing the prerequisite diabolical and controversial clues.

Complementing the spirit of the weekend, the Saturday evening awards banquet dinner was held in Templeton Hall. The building, one of the oldest in Cooperstown, made a fitting setting for a club whose cars date back to the glorious earliest days of racing. Laughter, conviviality, awards, live auction and excellent food and drink were enjoyed by all.



photos:

Top: Mimosas for the working crew!

Bottom: Friday night at Ommegang Brewery - "HEY, who stole my beer?"



photos:

Top: Concours from Hyde Hall balcony

Bottom: Autocrossing - 'Rain, what rain?'

As someone who has been a part of this club for more years than should ever be counted, I continue to marvel at the Morgan spirit, so evident in this, our outstanding annual club celebration: Autumn MOG. Some of the players have changed, some have moved on to other (never say greener—we're the BEST!) pastures, new members appear and are welcomed into the flock. But one thing never changes: The Morgan spirit.

And oh yes, the 'Mom of the Year' award was frosting on the cake.





photos:

Top: Cruisin' through Cooperstown (Baseball HOF in background); **Bottom:** Putting on the Ritz for the banquet

AUTUMN MOG

A Western New York Morgan Club Perspective

Larraine McNulty

Larraine and husband John are members of both the 3/4 Morgan Group and the Western New York Morgan club. Larraine is editor of the WNY club newsletter – Morganotes. ed

When we learned that Autumn MOG was going to be in Cooperstown we were elated! We belong to both the 3/4 club and the Western New York Morgan Owners Group but live where attending events for either means at least a two to three hour drive. Cooperstown is only a half hour away. So we began emailing the very enthusiastic Maura and made arrangements to attend.

Mother nature has blessed this area with great natural beauty but not always great weather. Friday's autocross,

which we went to watch only, was more than a bit moist! That didn't seem to dampen the spirits of participants, however. Umbrellas were in play long enough to don helmets and wait for the start but then away they went dodging both cones and raindrops. Times may not have been what they could have been on dry pavement but it was all for the fun of doing and the glory of enduring - not any established goal!

That evening we had two couples from WNYMOG over for dinner with one staying overnight. The next morning we were pleased to find yet another



club member down from Albany at Hyde Hall. So while we had hoped for more (and would have had except for

photos:
Top: Hyde Hall clock; **Bottom:** The dining room

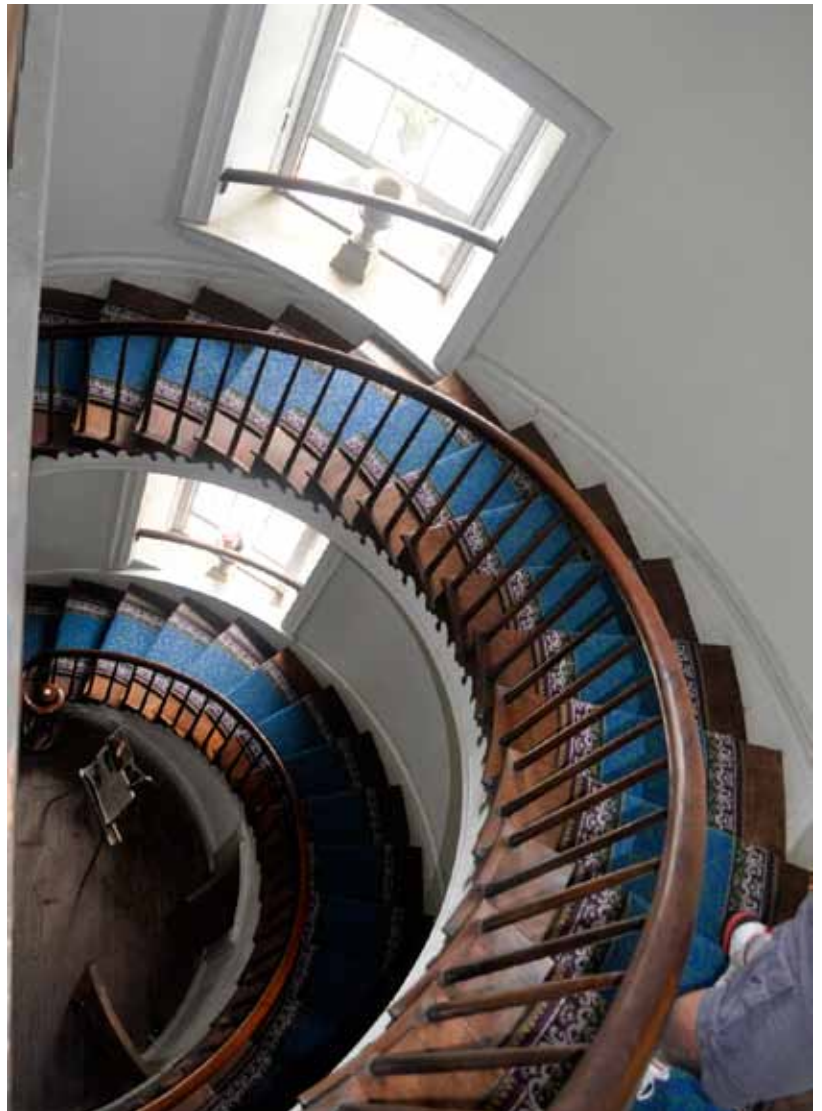


a medical issue) we were pleased that we were able to put four Morgans on the every elegant field overlooking Otsego Lake.

We took the Hyde Hall tour as we'd not been inside in quite some time. You used to be able to wander the 50 rooms on your own but that was before the state took over funding of the mansion. Now, with those resources lots of progress has been made - from new carpets, historically accurate, to repaired ceiling plaster reliefs. On tap for the future is replacing the very advanced for the time water closet under the stairs, for ladies only. The real treat was the view of the cars from the third floor balcony!

It would have been spectacular with sun but that wasn't to be, though at least it didn't rain! The rally was a fun romp throughout the very bucolic countryside. We didn't participate in the clue gathering as we had to go home and let out and feed the dog!

The banquet at Templeton Hall was wonderful! Great food, and two of our group found they had won firsts at the concours. Probably the best part of the event was reuniting with or meeting people we had met long ago or only conversed with online. The best reunion story was Desi and Bill Benet seeing, and recognizing Dean Myer who was, along with them, instrumental in organizing our club back in the 1970s.





photos:
Opposite page, TOP: The awesome circular staircase
BOTTOM: An elegant table service

This page, Above: Tea anyone?
RIGHT: A long hallway with arches

How will your health be in 20 years?

We don't know either,
but there are
Long Term Care choices
you can make now
that can make a difference then.



BENJAMIN F. EDWARDS® & CO.
 INVESTMENTS for GENERATIONS®



Lenny Mandel

Vice President – Investments
 Financial Consultant

67 Park Place East | Suite 850
 Morristown, NJ 07960
 P 973-254-5880 | TF 855-330-5880
 lenny.mandel@benjaminfedwards.com

benjaminfedwards.com

Member SIPC 2014-2091 Exp. 12/31/2015



**From Classic to Contemporary
 - Service and Repairs -**

4 Custom Drive Old Saybrook, CT 06475



www.CardoneAndDaughter.com

THE ROAD TO AUTUMN MOG

Frank Wnek

IT WAS A DARK AND STORMY NIGHT! Well, okay – it wasn't exactly stormy (that would come the next day). But it sure as heck was DARK! I was driving along a two lane road, I think in New York state somewhere west of Albany – no streetlamps, no tail lights as far ahead as I could see, and no headlights in my rearview mirror. A little creepy, to tell the truth. Had I entered some Western New York parallel universe? (Cue Twilight Zone theme song!)

I was on unfamiliar roads, which did not make things any easier. I had reluctantly put the hood up just after dark when the autumn chill started to creep in. I was driving along while periodically turning on my pocket flashlight, holding it in my teeth and attempting to read the directions I had printed out and referencing an upper state New York road map I had purchased at the last fuel stop.

I was 6 or 7 hours into this trek and I must confess starting to get tired. There was no sense getting irritated – I was alone. And how did I find myself in this situation? I blame it all on Maura! No, just kidding. It is actually a long and convoluted story. So let me leave my dear readers in suspense as I continue to drive along a dark and lonely road, and take a few steps back in time. (This IS just like the Twilight Zone, isn't it?)

You may recall that several issues back in *The Morganeer*, a Spider's Tech Tips article appeared under the moniker 'The Mad Hatter'. The query was about what to do concerning a Temp gauge that was wandering up and down (mostly up) out of the normal band while driving along. Well, that was my beloved Drophead Coupe. Although the article was a bit tongue in cheek (as I am wont to do from time to time), it did pretty much describe what was going on with my Morgan this season.

So, the Monday before Autumn MOG I decided to take the car to my ace mechanic and have him check it out before the big trip to Cooperstown. I had absorbed Spider's advise, done some research of my own, and decided that my initial thoughts that it might be the temp probe in the radiator, the wire to the Temp gauge or the gauge itself were probably not the culprits. I now thought the probable cause was a failing thermostat. So I had purchased a new thermostat and some radiator flush, and I thought that my mechanic and I would change the thermostat as part of our road trip prep.

After we put the car up on a lift and looked things over (nothing unusual other than the oil and transmission leaks!) we started the radiator flush. I was in the car revving the engine and my mechanic buddy, Tom, was looking at the engine. He had left the radiator cap off, and all of a sudden nonchalantly commented "Oh, that's not good!" It seems that bubbles of air were coming up in the coolant; the coolant level would rise and then lower as the bubbles broke the surface. Tom explained that some compression air from the cylinders was getting into the coolant. NOT good. Then he hit me with the big whammy – "You shouldn't try to drive the car on your trip like this. It needs a new head gasket."

WHAT! How could my precious Morgan Drophead Coupe, which had been running so smoothly the last 4 seasons all of a sudden fail me? Dose of reality, old boy. Stuff happens. It's part of owning and driving a Morgan. Deal with it.

"Okay" I said, "when can you change it and how long will it take Tom?" Keep in mind that Thursday was the day I planned to hit the road for Cooperstown.



"Well, the first I could get to it would be Thursday morning" Tom replied.

"SO, how long will it take?"

"Oh, no more than 4 hours or so" Tom said with a grin.

I raced home and unbelievably found a spare copper head gasket rummaging through my spare parts boxes. That was a good start. Over the next several days I assembled the remaining needed parts while getting packed for the trip (ever the optimist). First thing Thursday morning I packed the car and headed for the garage. Tom was there and waiting, as promised, and at 8:45 we got to work.

The good thing about the TR engine is that you can remove the head with the intake and exhaust manifolds still connected. You just have to remove the throttle and choke cables, separate the exhaust flex pipe, disconnect a few coolant hoses, remove the rocker arm shaft and push rods and remove the head bolts. Easy peasy. Well, not exactly- but it does work. Not the best exercise for a bad back, but three of us were able to lift the head off the head studs.

We quickly discovered where the compression leak into the coolant was occurring. There are some narrow coolant channels very close to the edge of the cylinder walls, where the gasket is rather thin. Also, when we removed the old copper gasket we discovered that it did not have any sealant on it. Tom had advised me to get this aerosol spray gasket sealer with copper in it and made specially for copper gaskets. Tom sprayed the new gasket while I scraped

the built up carbon on the cylinder head, valves and valve seats.

Then it was time to reassemble. Again with six helping hands we were able to replace the cylinder head after seating the new gasket. Next the head bolts were replaced and torqued to their required 105 ft/lbs in three increments. The pushrods were replaced followed by the rocker arm shaft. Then the valves were readjusted, a new valve cover gasket applied and the valve cover replaced. Coolant hoses reconnected next and throttle and choke cables reconnected. Things were looking good. Plus it was not yet noon!

After changing oil and filter and topping off the coolant it was truth time. Would it start? "Go ahead and turn her over" Tom said confidently. I turned on the ignition, the engine cranked a few seconds and roared to life. Tom, you are a genius! We let it run for a few minutes while checking for leaks, etc while I quickly changed clothes. Then we popped the bonnets back on and I took her for a quick 'road test'. Engine running nicely and Temp gauge needle solidly in the N band. Good to go. I thanked Tom, wrote a quick check and was on my way – time, 1 PM.

Jump ahead 6 or 7 hours, and our weary traveler has finally found the next turn I was looking for; a bit further down the road than I was anticipating. Anticipation a key word here since I was SO ready to be there. A few more miles down the road I came through a small town and an intersection with a road coming in from the left. I went straight through the light and then sensed I may have missed a road sign. There was a gas station and quick stop just past the intersection, and I swallowed my pride and decided to stop and, yes, ask for directions. As I got out of the car I

was not sure the place was even open – no cars at the gas pumps or parked outside. But the lights were on inside and I thought I sensed movement. (Cue Twilight Zone theme once again). Sure enough it was open, and the female attendant could not have been nicer. Yes, I had missed the turn and should have taken the left. She then told me of a short cut a few miles down the road that would take me across the hills and straight into Cooperstown. She also, of course, wanted to know all about my 'cute' car and where I was coming from. I answered quickly and beat a hasty retreat to get back on the road.

The 'short cut' ended up being a classic winding road over hill and dale that would have been delightful in the Morgan in the daytime. But my weariness and the looming darkness unfortunately made it more tedious. FINALLY, I rolled into Cooperstown. Of course the Best Western was at the south end of town and I came in from the northeast, so I cruised the downtown, turned south and found the hotel 5 or so miles down the road.

It was SO reassuring to see all the Morgans scattered throughout the parking lot. Finally, I was among MY people. I just wanted to check in, grab a quick medicinal beer and turn in. The first three or four people I encountered, starting with the deck clerk, all greeted me with the same instructions – "call your wife!" I had just turned from the

desk and was attempting to dial home (and no, I don't have my home phone on my speed dial) when I bumped into Lenny. So I was trying to have a polite conversation with him while entering my phone number in my phone, which I think took 4 or 5 attempts. Lenny finally laughed, tapped me on the shoulder and said "call your wife" and headed back to the hospitality suite.

I called Meredith, and reassured her that yes I was still alive and well. Actually it took two calls before she really believed me (and that it indeed WAS me). Maybe she thought the first call came from the Twilight Zone. Then I wandered up to the hospitality suite, gave perfunctory greetings to the revelers, grabbed a much needed beer and quickly excused myself.

I found my room in an adjacent building, stumbled in, and I honestly can't recall if I bothered to undress before crawling into the beckoning bed for some much needed rest. Some interesting dreams that night, but we won't go into that. Ah, the things we do for Autumn MOG!

I shall let others give the reports on the actual event. As far as I can remember, I think I was there.

photos:

Opposite page: New head gasket – no leaks!
Below: Made it! At the concours, only a little worse for wear.





our Morgans and went off to see the sights so the only person I had the opportunity to meet and greet was Jay Galpin.

There were certainly enough sights to see. Wayne Carini of "Chasing Classic Cars" was the honored collector and brought his collection of vintage cars and motorcycles, among them the '49 Buick convertible that was driven by Tom Cruise and Dustin Hoffman in the movie *Rain Man*.

The Concours d'Elegance on the Sam Posey Straight had an invited field of 200+ exceptional vehicles from every era with the Best In Show going to Tony Wang's beautiful '59 Maserati "Birdcage".

Book signings and autographs were present all weekend with the players being: Wayne Carini, Sam Posey, John Morton and Peter Brock and Bert (B.S.) Levy.

Usually at this point we end with "and a good time was had by all" but I want to leave you with this: For all those who don't look at a car as just a vehicle to take you from point A to Point B, Lime Rock Park is a naturally beautiful venue for the automotive enthusiast. As my friend John said to me last year as we were sitting in camp chairs on top of the hill overlooking the front straight, Big Bend and the esses, with a beer in our hands, on a bright sunny day, "I would love this even if there were no cars here".

WEATHER – OR NOT!

Gathering of the Marques

Lime Rock Park

Sunday, September 4, 2016

Steve Schefbauer

Well, we started out with 8 probable suspects that were going to attend and ended with just 3 who brought their Morgans. Present were Jay Galpin 78' Plus 8, Ken and Nancy Mull 63' Plus 4, John Haines 65' Plus 4 Drophead Coupe (I believe making its club debut after a long restoration), and yours truly sans Morgan (I know, I know).

With tropical depression Hermine a constant threat all weekend, I emailed the suspects Saturday, basically saying "use your own judgement" especially if you don't have proper weather equipment. I am now labeled THE BOY WHO CRIED WOLF as it turned out to be a perfect day. Apparently I was not the only one with weather concerns. Attendance was down across the board. Caffeine and Carburetors, who had all of Big Bend, usually gets several hundred show ups and I estimate they

may have had 35 cars. But enough of the Mea Culpas.

We all arrived at different times and were placed in with British Sports Cars close to West Bend on the track. Eager to see all that was going on we parked



photos:
Opposite page, top:
Along the straightaway
Bottom:
Gathering at Big Bend

This page, top right:
John Haines' fabulous Drophead
Bottom right:
Ken and Nancy Mull's Plus 4
Bottom left:
Morgans along sports car row



Bret Griffen

**Customized Graphic Art
and Design**

Email

Bret.Griffen@gmail.com

Cell- 518-852-6888



**Olde World
Restorations**

**Call Penny Bates for Parts,
Service, Restoration**

PO Box 111

Huntingdon Valley, PA 19006

215-947-8720

OldeWorld@iglide.net

MEMBER PROFILE

Jay Galpin – Racer, Pilot, Gentleman

Steve Schefbauer



Some dream about a full and fascinating life, Jay is living it. I first met Jay in the Paddock at Lime Rock Park during the Vintage Fall Festival weekend. He was fine tuning his 1967 Brabham Formula 3 race car, once raced by 1976 World Champion James Hunt and later by Peter Revson, heir to the Revlon Cosmetics family, "Steve, give me 20 minutes and we will have a proper conversation".

A self-effacing, humble gentleman, he said, "always embarrassed to talk about myself", but here are the fine points, as Jay tells it.

"Met Charles (Morgan - yes that Charles Morgan) at school in the UK. We played cricket against each other. Then after he became a reporter for British Television, he would charter my light aircraft to get to newsworthy hotspots. We once had a Christmas flight from London to Scotland (for an interview) and then we had a Christ-

mas dinner at 10,000 feet coming home". Later, they raced Morgans against each other, mostly at Silverstone (UK).

After graduating from university, Jay was an RAF fighter pilot in the UK then moved to the USA to fly Boeings for the airlines, flying Atlantic routes as a Captain. In 1995 he also started his own aviation company, currently flying and operating Challenger and Gulfstream business jets worldwide. If that is not enough, he does airshows in his all wood Stelio Frati Falco.

Jay's Morgan ride is currently a 1978 Plus 8, modified, for racing, with over 320 HP that he said is "still a blast to own and drive". "Racing my Morgan was and is a thunderous experience, since it always wants to kill me on the track. Always get there—just exhausts me doing so! Over 28,000 racing miles, never hurt, never wrecked, but definitely dinged a few times". He raced those miles from 1978-1985 on every major track in Europe (Spa, Zandvoort, Re-

ims, Silverstone, etc—). As mentioned earlier, the '67 Brabham Formula 3 is his current, non-Morgan, race car. Jay did well at Lime Rock but the following weekend at Watkins Glen he took 4th place. "Not bad for the BT21 (Brabham) after a 26 year rest with a 64 year old driver," he said.

"The flying is really what has paid for it all—and at 65 next year, I will be hanging the Boeings up then. Will still fly and operate my Business Jets for some more years. Basically my kids have always thought I was a race car driver first, who flew". Jay and his family now live in Chamonix, France, all keen alpinists and skiers. "My racing, flying and my Morgans have always been a passion. Nothing has yet changed".

Jay, we sincerely hope it never does.

photos:

Above: Jay and his Plus 8 racer
Below left: Jay's Brabham Formula 3
Below right: Jay's Stelio Frati



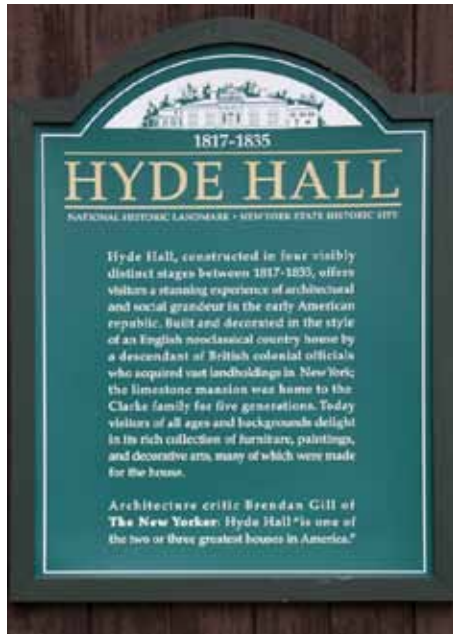
AUTUMN MOG 2016

Autocross and Friday Night



AUTUMN MOG 2016

The Concours





AUTUMN MOG 2016

The Awards Banquet



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
COPAQUE, NY 12516



INTERVIEW

Tom Surrency: A Racing Life

Jack Flynn

Anne and Tom Surrency are longtime 3/4 Morgan Group members who live in Cave Creek, Arizona. Cave Creek is a small, western town, and I doubt that many people there know that the Surrencys have three Morgans in their garage. As I have gotten to know Anne and Tom over the past couple of years, I realized that their Morgan experience is pretty special. Here is what Tom told me over coffee a few weeks ago.

I've had Morgans in my life since the mid-1950s. I got into Morgans like a lot of people then: through racing. I'd grown up in Florida, seen some racing at Sebring, and tried myself on the track as soon as I got my driver's license. A friend asked me to drive his '52 MG TD in an airport race (like an autocross around pylons and straw bales). I had just turned 15 and had a blast.

After the TD I drove an MGA hardtop owned by a high school history teacher whose wife would not let him race.

That was around 1955: I was still in high school myself. After a year in the MGA, a car dealer in Sarasota asked me to drive an Alfa 1300 Giulietta twin cam for him - nice car.

In the summer of '58 I was at the University of Florida and had zero money. Somehow, I was able to buy a Jaguar XK 120 roadster from a doctor who had injured his back as a paratrooper in WW2. I proceeded to race that Jag probably more than I should, and that is when I first encountered Morgans.

I found that on any short course those damn Morgans would eat me up. The Jag was heavy, and its brakes were about the same size as Morgan brakes. Once the Jag's brakes heated up, I had no stopping power, and by the tenth lap the Morgans had beaten me. I never forgot it.

Once I'd graduated from college and done my hitch in the Army, I earned a master's degree from the Thunderbird graduate school of international management, in Phoenix. In 1962, I landed a job in New York City with Celanese Corporation. Strangely enough, my new job brought Morgans back into my life: John Macomber, the CEO and Chairman of Celanese, owned a Morgan Plus 4 four-seater that he kept it in the basement of the Celanese building in Manhattan. I thought that that was pretty cool.

Celanese sent me to Brussels, where I met and wed Anne. We moved our young family to Hong Kong in 1968 and stayed there for thirty years.

By 1968, you had not owned a sports car in almost a decade. How did you deal with that in Hong Kong?

There was no sports car environment in Hong Kong back then. There were a number of old roadsters running around, but there was no organization.

In June of 1972 I happened to see an ad in the Sunday paper for a 1958 Morgan, supposedly in pristine condition. I'd never seen a Morgan in Hong Kong, but I remembered well how they usually beat me in Florida. This car was in a car park, no tonneau, soaking wet after an overnight rain. At the end of that day, I'd bought the Morgan for \$700 (exactly what I'd paid for my Jaguar fourteen years earlier).

My "new" Morgan was a Plus 4 four-seater, pale yellow, with the TR engine. It had had at least eight owners in twelve years, probably bought and sold by British servicemen as they rotated through Hong Kong. After driving it for 18 months, I decided to take it apart, every nut and bolt and screw. The project took me three and a half years of spare

time. Friends helped me to rebuild the engine, and I did everything else except the final painting.

I still race that Plus 4 today. Now the color is British Racing Green, and it's equipped for vintage racing. The engine is still the original TR, and its Moss box is tough as nails. You really have to abuse a Morgan to break it.

Shortly after I bought my Morgan, I met a few other Morgan owners in Hong Kong. Among them was Elaine Fisher (organizer of Morgans Over America and current VP of the Morgan Club of Northern California) who had a 4/4; a police officer named Dick Worrall with a '53 flat rad; and two other Morgans, one of which wasn't running. By 1980, twelve of us had decided to form a club which became the Classic Car Club of Hong Kong. Today that club has over 500 members and 750 cars. It's been a very successful club.

But back in the day, I spent a lot of time in Beijing on business. The Chinese bureaucrats left me plenty of time between meetings, and I started searching out a way to organize a drive from Hong Kong into China. It took about five years to negotiate everything, but we made the drive in 1986: a couple of weeks driving from Hong Kong around the People's Republic, ending in Canton (now Guangzhou).

At the same time, we started trying to organize sports car racing. We were finally accepted to participate in the support race for the Formula 3 grand prix in Macau. Macau is always the last race on the Formula 3 circuit, and over the years I got to meet just about all of the drivers who eventually went on to Formula 1: people like Ayrton Senna and Nigel Mansell. We would all just hang out in the pits, drinking beer. I got to know Senna pretty well, because I had

lived in Brazil as a boy and could speak to him in Brazilian Portuguese. A great guy; he was racing Formula 1 when he died in a crash in Italy in 1994.

Tom, you are unique so far as I know in the 3/4 Morgan Group: you've been a member for over thirty years yet no one has ever seen you at a club event.

That's because I never lived in the East after we left New York in 1968. I became acquainted with the club through John Macomber, the Celanese CEO who kept his four-seater in Manhattan. John knew Bob Couch and introduced me because I desperately needed a source of

photos:

Opposite page: Tom at the Grotto Cafe in Cave Creek

Below: Tom and Anne in the '86 Plus 4



Morgan parts for my car in Hong Kong. Somehow I got introduced to Harry Carter, and over a New York lunch Harry told me about a new club that they had just formed. This was probably in 1972 or '73. He said, "We need people, and we'd be happy to take your dues as an absentee member." That was the only time I ever met him.

What cars are you running today? Where?

I still have my original '58 Plus 4, plus a Rosso Red 1986 Plus 4 with a twin cam engine, and a 2012 three-wheeler. The three-wheeler is painted in a Mustang color called Grabber Blue. My granddaughter selected it.

I have the '58 pretty well apart now. New fuel tank, brake lines, etc. I've raced that car in New Zealand, Malaysia, China, Thailand, Macau, etc. I found coins from half of those countries when removing the wooden floorboards. No doubt dropped by Anne!

Anne and I moved to Arizona in 1998, and I started racing here under the Arizona Sports Racing Association at Phoenix International Raceway and at a couple of smaller tracks. Besides track racing, I've always been interested in long distance events, usually rallies that last two to three days. We did several of these in China: they could last up to a week.

In 2000, I participated in the Great America race, from Boston to Sacramento. That was really tedious, a time/speed/distance event that lasted a month. It wasn't right for my car, requiring too much shifting to hold speed.

I also ran the Monte Carlo rally with a friend in a very fast MGB. That was a four-day event, driving flat out from Brooklands, across the French mountains, then down through Italy, ending in Monaco. It was a real trip: the first leg lasted thirty hours and I drove the entire rally. But it was a singular experience to speed through French villages at over 100 mph.

What do you see as the future for Morgan Motors?

For sure, there will be more and more restrictions (emissions, safety, fuel economy), especially in the European Union. I think that the key thing for the Morgan Motor Company's future is to have more dealers. They have new dealers at least for three-wheelers in, I believe, Jacksonville, Chicago, and Scottsdale. They need more.

Pricing is a big issue. The Aero 8 is priced out of the daily driver market. Traditional cars will sell: just look at how well the new Mini and the Mustang are doing. However, emission control issues could shut them out of the EU in the future.

The original Aero nearly broke the company financially. As I understand, Morgan had to sell the factory. They should be able to recoup with the new Plus 4. It is a much better car: you can actually use it. And the new three-wheeler will also be important to Morgan's future.

As we finished our chat, Tom mentioned that his three-wheeler was parked outside and invited me to take it for a spin. He didn't have to invite me twice! But first Tom had to take pictures of our waitress sitting in the car, grinning from ear to ear. Maybe I should get a three-wheeler, too?



photo: Tom's garage



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 SuperDry
Edition, heated seats, 850 miles

2015 3 WHEELER Black,
Electric Blue leather

2012 3 WHEELER Ferrari
Rosso Fiorano Metallico,
Bone Yarwood leather

2005 Morgan AERO 8 LeMans
Blue Met/Dark Red Yarwood

2005 Morgan 3.0 ROADSTERS, choose
from: Two Tone Blue Metallic;
BRG Metallic/tan, 1,800 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

1953 Morgan Plus 4 FLATRAD WITH
CYCLE FENDERS // SON OF SKIMPY,
AKA, SKIMPY II, BRG/black fenders.

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

1961 Triumph TR3A, Just rebuilt
with about 1,000 miles

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



LE MANS CLASSIC OR BUST!

Morgans Well Represented At Le Mans Classic

Douglas Hallawell

This article first appeared in MOG Magazine. Reprinted here with kind permission of MOG Editor James Ball and the author. ed

Whether you intend to race or, like most, display your Morgan along with a horde of others parked inside the Bugatti circuit, the Le Mans Classic ranks Number 1 as the most important classic car event in France that every self-respecting Morganeer this side of the pond needs to attend at least once. This year the 8th edition of this bi-annual event attracted a record 123,000 visitors and 8500 classic cars representing 180 clubs (and 60 marques) including the Morgan Club de France (with 101 cars) and of course MSCC. However, changes within the latter have resulted in the creation last year of VinMog, which is a French registered non-profit "association".

Many Morganeers chose to reject offers from the commercial company newly appointed by the MSCC to organise the 2016 LM Classic. Instead they opted to travel with VinMog, on arrangements made by its Committee led by Quentin English, resulting in VinMog having the largest contingent of Morgans. Of VinMog's membership of almost 400, no less than 150 crews were registered whereas only a handful of crews registered through Travel Destinations. The figures speak for

themselves and explain why Peter Auto & A.C.O., the organising bodies, chose to privilege VinMog by allocating them the customary Morgan reserved semi-shaded parking area opposite the French club by the Dunlop Bridge. The other Mog participants were relegated below to the multimarques area, away from the main circuit. Furthermore, Morgan Club de France and VinMog were the only Morgan clubs credited in the official programme.

Another turn of events was the absence of the Dutch and German clubs which, in 2010 and 2012, had teamed up with both UK and French clubs. All this probably contributed to the very slight drop in attendance, with about 20 Mogs less than in 2014 when 300 Mogs were accounted for inside the Bugatti circuit.

As regards racing, there were 6 grids representing several decades of endurance racing at Le Mans from 1923 to 1981. The 10 participating Mogs were driven by racers well known in the UK: Leigh Sebba, Van der Kroft/Plant, King/P. St Clair Tisdall, Cole, Thorne, Shears/Coles/Gurney, with Ahlers, the Kremers & Emberson in grid 4. These last three battled it out with equally determined contenders driving GT 40 Fords, Cobras and E-Types. Not an easy task! Nonetheless, all of the drivers finished honorably. The competing Morgans all carried VinMog decals, spon-

photos:

Above: 'And they're off'

Below:

Kremer's Plus 4 leads the pack with Emberson close behind



sored each to the tune of €750 (£600) by its Committee.

Apart from the racing, there were many distractions like the 120 automobilia stands in the nearby “village” where the LM Heritage Club had 24 cars on display – all having raced at Le Mans. Clubs’ parade laps are now spread over 2 days (Friday/Saturday) and the traditional ‘Little Big Mans’ race involving around 100 miniature cars driven by 6-10 year-olds took place on Saturday afternoon. First prize in the clubs’ concours was attributed to the Historic Lotus Register which had a wonderful 1954 Mk VI in polished aluminum on display. To top it all off, the 3-day weekend was blessed by sunny weather... contributing to the success of this year’s edition.



Leigh Sebba & Peter Cole's '37 4-4



Van der Kroft & Plant's Plus 4



Another 4-4 Flat Rad



TOK takes on Porsche



Tweaking that Lawrence tuned Super Sports



Ready for the parade lap?



BRITISHCARCLASSIFIEDS.COM
THE GLOBAL BRITISH CAR SALES NETWORK

SPECIAL OFFER FOR 3/4 MORGAN GROUP CLUB MEMBERS!

Step One: Go to BritishCarClassifieds.com

Step Two: Create Your Account

Step Three: Click the "SELL A CAR" Link and Select "Gold Plan"

Step Four: Enter Coupon Code **morgan34** on the Checkout Screen

Step Five: Click "Apply" then "Next Step" to Launch Your Free Listing

Your listing will run for as long as it takes to sell your car.

GET YOUR FREE LISTING TODAY!

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

Half Page \$200 per year

Quarter Page \$100 per year

Business Card \$40 per year

All advertising is billed on an annual basis with full pre-payment due by March 15, 2016.

New ad materials must be sent to:

Morganeer Editor

Email: wnek_fm@comcast.net

Payments should be made to:

David Root

Treasurer, 3/4 Morgan Group

52 West Cedar Street

Boston, MA 02114

NEW ENGLAND SOUTH FALL FOLIAGE DRIVE *Cheshire, CT*

Ted Lucas



Erwin and Ellen Dressel's August BBQ was rescheduled after anticipating an unbearable weekend heatwave. However, Saturday, October 15, was blessed by the Morgan gods to be a perfect cloudless, windless

Morgan factory chassis with full drive train, steering and wheels. Everything is painted and looking as if it came off the assembly line. A new body tub is in the works from the Morgan factory also. Work is progressing rapidly.

After a casual conversation of Morgan stories, a round of coffee, doughnuts and pastry, we proceeded to rendezvous with a part time volunteer of the Farmington Canal museum at Linear Park for a private tour. Being a native of Connecticut, I was amazed at the existence of a canal and lock system competing with the Connecticut river boats running to

unique vaulting construction. On top of the stone canal wall we were treated to a three-foot black snake sunning himself and who is a permanent resident.

Lunch was held at a local renovated Italian restaurant, with pasta dishes and wine. The cheese and mushroom ravioli was the best I ever had.

The group then proceeded to the spiraling Hubbard Park, in Meriden that borders both sides of Rt. 691. The park is immensely popular with the locals and a long line of cars filled every available parking spot lining the roadways. A ride carnival was the main attraction along with picnicking, walking trails etc. The park is decorated in the holiday season with Christmas lights and is a major drive through attraction. After patiently working our way through the traffic, we crossed over Rt. 691. Slowly winding up a narrow paved road, we passed a reservoir to a lookout tower called Craig Castle with a spiral staircase that provides a panoramic foliage view for many miles. Long Island is visible on a clear day.

Thanks to the Dressels for an interesting and fun Morgan event. Despite Ellen's impending knee surgery, Ellen and Erwin were wonderful hosts.



day. Perfect blue sky for top-down motoring albeit side screens up.

The Dressel compound consisted of their home, an oversized four seasons gazebo and a two story woodworking workshop with many tools and machines used by Edwin's late father. Erwin proudly showed his work in progress, a Morgan Plus 4 four seater rolling chassis. It sports a new power coated

the Massachusetts border. The curator of the museum explained many interesting exhibits on display. Outside the museum, he pointed out the remaining canal system and the functioning lock doors. The canal was in operation from 1828-1848 when it was replaced by the railroad. A nonfunctioning stone railroad bridge crossing over the canal is one of a kind. The overpass is at an angle less than 90 degrees requiring a

photos:

Top: Irwin, with his 'other' sportscar, Andrea and Ken Mull

Left: Irwin's work in progress close behind

AUTUMN MOG 2016 AWARDS



CONCOURS

BEST IN SHOW

Judged Class

First Place
Second Place

People's Choice Classes

4/4

First Place
Second Place

Plus 4

First Place
Second Place

Plus 4 4 seater & DHC

First Place
Second Place

Early Plus 8

First Place
Second Place

Late Plus 8

First Place
Second Place

RALLY

First Place
Second Place
Third Place

Most Argumentative Award

First Place
Second Place

Moxie Award (last to finish)

Maura Hall

'65 4/4

Jim Vollmuth
Tony Sousa

'52 Plus 4
'36 4/4

Maura Hall
Bill Willoughby

'65
'84

Marc Wunderman
Tom Austin

'65
'62

Joel Spiro
Dean Meyer

'64 4 seater

Brent Follweiler
Fred Schuchard

'69
'71

John Fowler
Orrin Longbothum

'94
'87

Driver/Navigator

Scott Willoughby/Kate Hartley
Maura Hall/Debbie Perry
Barrie Abrams/Mara Abrams

Bill & Reny Willoughby
Morgan Malone & Alison DeKleine

Peter & Laura Perry and John Bigler

AUTOCROSS

Fastest Time of Day

Larry Eckler

55.68 sec

Early 4/4 Class

First Place

Maura Hall

1 min 08.30 sec

Second Place

Pat Hennessy

1 min 29.79 sec

Late 4/4 Class

First Place

Bill Willoughby

59.90 sec

Ladies Class

First Place

Maura Hal

1 min 08.30 sec

Second Place

Mara Abrams

1 min 37.29 sec

Plus 4 Class

First Place

Marc Wunderman

1 min 07.28 sec

4 Seater Class

Larry Eckler

55.68 sec

DHC Class

First Place

Morgan Malone

1 min 01.17 sec

Second Place

Frank Wnek

1 min 15.78 sec

Early Plus 8

First Place

Bob Cohn

1 min 05.35 sec

Second Place

Scott Willoughby

1 min 06.17 sec

Late Plus 8

First Place

Barrie Abrams

57.17 sec

Second Place

Lenny Mandel

1 min 02.4 sec

OTHER AWARDS

Harry Carter Esprit du Vent Award

Maura Hall

Perry Award

Doug and Karin Constant

Barbara Ross Award

Andrea Lucas

Rookie of the Year Award

Pat Cyrgalis

Morganeer Pen is Mightier Than The Wrench Award

Jin Nichol

Who Came the Farthest in a Morgan

Frank Wnek

The Enforcer Award

Betty CLouser



SNOWSTORM? WHAT SNOWSTORM?

Linda Baker

So, today was the Morgan's (and the Vette's) first snowstorm. If you have to bet on which one performs better on a steep snowy hill going around a stuck tractor trailer, go with the Morgan!! Mike told me to pass him and go ahead until a snow plow arrived to help him!! Dropped the car off at Morgan Spares for some much needed work. Now on our way to FL for a week to leave the Vette there. I checked the weather a million times and it kept changing but the latest had said only rain. And of course the wipers stopped working about a half mile before Eckler's turnoff!!



New Items for Your Badge Bar!

The Morgan V6
Roadster Badge



The Ireland Island Badge



80th Anniversary of
the Morgan 4/4 Badge



These and Many More Badges Available On Our Website

MorganCarBadges.com

Buy • Sell • Trade • Create

Available
Now!

1963 MORGAN 4-SEATER



ISIS IMPORTS LTD. (415) 433-1344

AMERICA'S MORGAN SOURCE SINCE 1968

1993 MORGAN PLUS 8



Now
In Stock!

WWW.MORGANCARS-USA.COM

3/4 MORGAN GROUP MINUTES of 10/2/2016 ANNUAL GENERAL MEETING

Call To Order

President Maura Hall opened the meeting.

Minutes of Last Annual Meeting

Minutes of the 2015 Annual Meeting were distributed to the members present. It was announced that the minutes had been approved by the Board.

Officers' Reports

Registrar Jack Flynn was not present and there was no Registrar's report.

Treasurer David Root was not present, Jim Nolan provided a summary of the Club's financial position: Approximately \$23,000 in bank

Expected to be approximately \$14,150 after Autumn MOG costs and collecting annual dues

Expectation was that Autumn MOG would result in approximately a \$1,000 loss.

(After wrapping up it turns out that Autumn MOG generated a small surplus instead of a loss.)

The President intends to work to keep Autumn MOG revenue-neutral.

Regalia discussion

Interest expressed in personalized items
Calendar

Old Business

There was no other old business.

New Business

Jim Nichol invites members to a repeat of this year's successful British Car Day at the Old Rhinebeck Aerodrome, scheduled for the 3rd Saturday in July, 2017.

Andrea Lucas asked for input to explain low event participation. There are no obvious explanations.

A desire was expressed to create more precise definitions for some of the concours classes.

Autumn MOG Discussion

At the President's request this portion of the meeting was led by Marc Wunderman.

It was explained that the Board had agreed to a deadline of January 1, 2017 and if no volunteer was found Autumn MOG would be folded into a larger existing event to relieve the Club of some of the work.

A motion was made and carried by the members to work with to a 1/1/17 deadline and to create a more modest event if a volunteer could not be found.

It appears that the preference of the members would be to continue with a traditional Autumn MOG if someone can be found to run it.

The members present said they had enjoyed the Cooperstown event and the majority would be willing to return for another year.

There are efficiencies in returning to a location after the initial year since there is a history of vendors, costs, and locations that can be completely or partially re-used.

The club now also has the resource created by Dean Meyer that provides a step-by-step guide for managing events.

It was agreed that in searching for volunteers the Club should use the broadest possible appeal using The Morganeer, e-mail and postal mail.

Close Meeting

A motion was made and carried to close the 2016 Annual Meeting.

Respectfully submitted:

Marc Wunderman

Secretary, 3/4 Morgan Group

FATHER TIME

Watching over us all
Autumn MOG weekend,
in this photo at the
Autocross (in the rain),
was Father Time
(actually the ageless
John McNaughton).

Until next year!



Autumn MOG Finale

*Thank
You
Maura!*

ADMINISTRATION

President

Maura Hall

Etudes4@verizon.net
518-587-7581 (c)
25 Webster Street
Saratoga Springs, NY 12866

Vice-President

Ruth Bonomo

ruthbusa@gmail.com
203-856-5609 (c)
364A Heritage Village
Southbury, CT 06488

Treasurer

David Root

djroot@me.com
617-723-5141 (c)
52 West Cedar Street
Boston, MA 02114

Secretary

Marc Wunderman

mw@mwunderman.com
914-649-7985 (c)
11 Topstone Road
Redding, CT 06896

Registrar

Jack Flynn

jvflynn@fvflynn.com
207-721-3232 (c)
388 High Head Road
Harpwell, ME 04079

Intl. Inter-Club Liaison

David Crandall

mogdriver@gmail.com
973-223-5081 (c)
23 NE Morgan Street
Portland, OR 97211

AUTUMN MOG 2016

Event Co- Chairs

Maura Hall & Pat Hennessey

Concours

Brent & Anne Follweiler

Ralleye

Jim Nichol

Autocross

Scott Willoughby (assistant needed)

Auction

Jeri Cohn, Scott Willoughby

Hospitality Suite

Maura and Pat

Regalia and registration (on site)

Doug and Karin Constant

Awards/Admin

Debbie Perry



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

SUBMISSIONS

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

EDITORIAL

Editor

Frank Wnek

Wnek_fm@comcast.net
207-837-1178 (c)
56 Headland Road
Harpwell, ME 04079

Editor-at-Large

Spider J.C. Bulyk

shiftright@icloud.com
203-640-5700 (c)
31 Field Brook Road
Madison, CT 06443

Graphic Design/Layout

Nicole Kachmar

nlkachmar@gmail.com

Webmaster:

www.morgan34.org
Bill Clark
billclark424@gmail.com
978-256-3778 (c/h)
20 Rack Road
Chelmsford, MA 01824

SALES

Club Regalia Merchant

Karen & Doug Constant

info@douglasconstant.com
631-463-7614 (c)
P.O. Bo 225
Orient, NY 11957

Advertising Director,

The Morganeer

(volunteer opportunity!)

Interim submissions
to the Editor

Interim payments
to the Treasurer



TECHNICAL

4/4 Cars (Post War)

Les Neuman

lesneumann@optonline.net
914-645-1919 (c)
9 Woodglen Drive
New City, NY 10956

Plus-4 Cars (Triumph Engine)

Spider J.C. Bulyk

shiftright@icloud.com
203-640-5700 (c)
31 Field Brook Road
Madison, CT 06443

Plus-8 Cars

Scott Willoughby

garudaville@earthlink.com
908-500-3184 (c)
P.O. Box 375 - 276 Main Street
North Creek, NY 12853

All Cars - Supporting

Morgan Dealer

Morgan Motors of New England

Linda & Larry Eckler
<http://www.morgan-spares.com>
morganspares@taconic.net
518-329-3877 (store)
70 County Road 7A
Copake, NY 12516

ACTIVITIES

New England North Captain

Larry Sheehan

larry_sheehan@post.harvard.edu
617-429-9220 (c)
32 Clowess Drive
Falmouth, MA 02540

New England South Captain

Andrea Lucas

andrea.lucas@snet.net
203-421-4650 (h)
16 Williamsburg Circle
Madison, CT 06443

Metro New York City Captain

Pat Cyrgalis

peyrgalis@gmail.com
(917) 509-4718
49 Hilltop Terrace
Staten Island, NY 10304

Mid- Atlantic Captain

Jim Nolan

illbetcha2@gmail.com
973-476-1151 (c/h)
507 Manchester Avenue
North Halendon, NJ 07508

If Undeliverable Please Return to:
Jack Flynn • Registrar
388 High Head Rd
Harpwell, Me 04079

PRESORTED STD
U.S. POSTAGE PAID
BOSTON, MA
PERMIT NO. 54302



bring on the curves

for everything Morgan

- Largest inventory of Morgan parts and accessories outside the UK
- Service, repairs and upgrades
- Award winning restorations
- Complete mechanical rebuilding
- Specialists in cars 1950 to current
- Buy, sell or trade a Morgan
- The best technical service anywhere
- Visit our comprehensive website
- Family owned and operated since 1977



Morgan Motors
OF NEW ENGLAND



Morgan Three Wheeler
Now Accepting Deposits for 2017 Production
Factory Authorized New Morgan Dealer

Our illustrated parts catalog available free online or call for a printed copy

www.morgan-spares.com • morganspares@taconic.net • Parts (888) 345-6647 • Tech (518) 329-3877