

# The Morganeer

JULY  
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Issue 4

## A PERFECT DUSTOFF



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



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## FROM THE PRESIDENT



June is recital time here in my studio, and I am up to my ears in students getting ready for their concerts with music of all styles. The kids have been studying their pieces hard, and learning that it isn't just the notes we have to pay attention to. One of the most important things we work to understand is the use of terminology in their music. Believe it or not, there is a long-standing relationship between music and cars!

To begin with, Classic should not be confused with classical. A classic is an outstanding example of particular style; something of lasting worth or with a timeless quality, of the first or highest quality. In fact, on its website, Morgan lists the 4/4, Plus 4, Roadster and Plus 8 under its "Classic" description. In Music, classical generally refers to a style of music, technically it refers to music from a well-defined stylistic era. But beyond the initial term, there is a long and deep relationship between the music and the auto industry. Car makers have often used the appeal of music to market their cars, from slogans like "Born to Perform", to an extensive list of cars with musical names. I have a Sonata, but let's not forget the Austin Allegro, Buick Encore, the Etudes, the Prelude, the Cadenza, and even the Beat.

As far as names and terms go, the Tempo (Ford) is one of my favorites, as the tempo marking in music is a crucial point of interpretation for students. It is

fun to describe to students the requested tempo in terms of driving, which makes terms like *Accelerando* (gradually increasing the tempo) translate to hitting the gas, *Allegro* (cheerful or brisk, commonly interpreted as lively) like driving on a nice rolling country road, or *en retenant* (Fr. slowing a little), like exiting the highway or coming into a small town's main street, into concepts easier for a young student to picture.

Beyond the basic descriptions, tempo affects our own driving and mood. Certain music provides us with a more enjoyable driving experience. There are days and destinations when I choose music from Brahms to Miles Davis to Led Zeppelin., depending on where I am going and how I feel. Studies have shown that the tempo of music we choose, and even drive to, has a pronounced effect on how relaxed we feel. Some even suggest that music moves along at the same pace as the human heart, roughly 60 to 80 beats per minute. Yes, proof that car and music are both good for your heart.

Like a favorite composer or artist, cars also personify a love of a certain style, the thrill and expression of emotions. Whether is it the driving beat of Wilson Pickett's "Mustang Sally", the excitement of Beethoven's *Tempest*, the need for Janis Joplin's Mercedes Benz, or just getting your kicks, whether or not you are on Rt 66, the relationship between cars and music is a rich one, worth considering on your next road trip. What to listen to? Like songwriters and composers, our cars tell a story—about the person behind the wheel, the road we drive on, stories that drive us to keep on moving down the road.

Looking forward to seeing you all in concert at Autumn MOG this fall!

Maura

## FROM THE EDITOR

**F**INALLY – SUMMER! Here in Maine we wait patiently for this glorious time of year, and sometimes wonder if it will come at all, or just pass us by (trust me – it has happened before). Considering the many fits and starts of the spring weather this year, there were some anxious moments wondering if spring would ever truly come, never mind summer. But (sigh of relief) yes, Summer is finally here. It's Morgan time! Drive the Morgan to work, to the grocery store, the doctors – everywhere. And definitely to the many upcoming Morgan events.

Well, this is definitely and undeniably the 'Summer events' issue. From the 'FAR south' of New Jersey to the 'FARTHEST north' of Maine, and the in between of Connecticut, our Morganeers have been out in style and in great numbers. Not even some iffy weather and liquid sunshine kept our intrepid Morganeers from their appointed Morgan rendezvous.

Starting off is the Atlantic/New Jersey area dustoff hosted by **Jim and Corrine Volmuth**, as reported by **Fred Cohen**. The formula of a tasty breakfast followed by a lovely drive through the verdant green of the spring countryside culminating in lunch at a charming restaurant works every time.

Then, on the weekend before Memorial Day, Meredith and I really tested our clout with the weather gods by hosting a Farthest North Dustoff at the site of the 2015 Autumn MOG, the Samoset Resort in Rockland, Maine. **Sam Selby's** narrative will almost make you feel like you were almost there.

Next, we head south again for what has become a new club tradition known as the New Jersey Clambake, once again reported on by **Fred Cohen**. This event, with guest appearances by some party animals – real Maine lobsters – is of course hosted by **Jeri Cohn** and the lobsterman himself, **Bob**. A guaranteed crowd pleaser.

Finally, we bounce back to the very core of our club geographic area with two events in south central Connecticut.



First was the very popular British By The Sea car show at Harkness State Park in Waterford, as reported on by **Ted Lucas**, with photos by **Spider**. Southern New England Area Captain **Andrea Lucas**, played host and as usual proudly displayed the club flag. And several weeks later, the club banner was shown again at the Father's Day New England Auto Museum Show at the Lockwood Mathews Mansion in Norwalk. Morgan was one of the featured marques and definitely stole the show, **Marc Wunderman** picking up a good bit of swag for his trike. The event was co-hosted by **Steve Scheffbauer** and **Andrea Lucas**, along with daughter **Jackie**, brought in especially from New York City as a gourmet consultant.

In the general interest category we also have several other articles of particular note in this issue. Our Morgan racing reporter (and very competitive participant) **Mike Virr** sent in a report on the start of the VSCCA racing season at Lime Rock Park. And **Jonathan Kinghorn** provided a follow-up to his original story on NYC Morgan dealer Fergus Motors which covers the racing exploits of company founder JB Ferguson's son Joe. An interesting lot these Morgan people.

So, the Morgan season is off to an amazing start. The events continue for the next few months culminating in the BIG event of the season - Autumn MOG. Event chair **Alison DeKleine's** article lets us know what we have to look forward to in Cooperstown, and it's not too early to fill out and send in your registration.

Here's to many happy Morgan driving days, and remember,

The road goes on forever,  
Frank

## TO THE EDITOR

Hi Frank,

The May/June 2017 issue is yet another totally enjoyable Morganeer!

I especially enjoyed the piece on Peter Morgan's Ferraris as it again took me back to my 1972 visit to Malvern and my stay with Peter and Jane. While I did not make note of the restaurant we motored to, I do clearly recall the drive there and back as it was in Peter's 330GT. Peter's driving was fast and smooth while I, being unfamiliar with the byways of the Midlands, was a bit anxious. Youthful anxieties aside, the evening was quite a treat!

Unfortunately, the product of Maranello was obviously not a Morgan and so I took no photos of it (At least not that I can find!).

Jim Nichol

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I enjoyed the article regarding the recent event at Racing Restorations. I'm guaranteed muscle pain the next day from my jaw hanging open as I walk through their incredible shop. Looking forward to next year's event.

However, I do need to point out one error in the article. As much as it pains me to say it, I don't own the 4/4 I drove to the event. It is still owned by past Harry Carter award winner Henry Angel. Henry is also the best father in law a guy could ask for.

Thank you Henry!  
Paul Fredricks



# MID ATLANTIC DUSTOFF *Minus One*

Fred Cohen

It was with a bit of melancholy that we gathered for the Mid Atlantic Spring Morgan Dust Off. The weather was beautiful but there was a tinge of sadness in our hearts. For more than fifteen years this event had been hosted by Mary and Burt Hunter. With the Hunters' plans to relocate to the West Coast their neighbors Corrine and Jim Vollmuth had taken over the event. And tragically Mary has recently passed away.

Again this year the Vollmuths got the Morganeers going with a generous helping of pastry and coffee. We then had an opportunity to check over Jim's collection of British cars. In addition to his Morgan Flat Rad there were two Jaguars, and two TR3s. All are

very well turned out and in fine running condition.

After coffee we left on a drive through rural New Jersey with its lovely farms and many classic 19th century homes. We cruised through beautiful narrow winding roads and picturesque little villages. Perfect for Morgan driving.

We again this year had lunch along side Swartswood Lake. After our drive it was very enjoyable sitting on the pa-

tio with our six Morgans parked nearby.

Our group included Reny and Bill Willoughby, Louise and Bob Nunniick, Dawn Heflin and Jim Nolan, Bob Cohn, Nelly and Bob Koetzner, Lita and Fred Cohen and our host/hostess Corrine and Jim Vollmuth.

A wonderful Morgan day. With fond memories of Mary Hunter. Many thanks to Corrine and Jim for once again hosting and making it happen.








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photos: **This page**  
**TOP:** Ladies and Gentlemen –  
 START YOUR ENGINES!  
**MIDDLE:** Along the scenic drive in the  
 lovely countryside  
**BOTTOM:** And a perfect lunch by  
 the lake – BRILLIANT!  
**Opposite page:**  
**TOP:** Drivers and navigators pose  
 before the drive  
**BOTTOM:** The gathering of the  
 Morgans at Volmuths

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# NEW JERSEY CLAM BAKE WITH A FEW MORGANS

Fred Cohen

"Rain rain go away -- come again another day!" The children's rhyme would have been quite appropriate for Sunday June 4th in New Jersey. Jeri and Bob's Annual Lobster Fest was a rain or shine event and luckily they were prepared for the downpour. The Morgan drivers, however, were not.

The only Morgans present were those of the Garners, the Spiro's and of course Bob's four seater Plus 8. The

rest of us arrived in our wet tin tops. Not to worry. Our hearty upbeat group of Morganeers were together to celebrate our English cars with English weather.

Bob had installed a large plastic cover over our seating area, so we were all dry and comfortable when the clams and lobsters appeared at table side. The fresh from Maine lobsters were of course the hit of the meal along with corn and drinks of all kinds.

Taking the prize as the long distance drivers were Kira and Joel Spiro from the Albany, New York area and Kathy and Ron Garner from Hull, Mass. Such enthusiastic and brave souls and true Morganeers!

The balance of the group included the Perrys, Bob and daughter Debbie, Leslie and Hugh Heller, Burt Hunter, Jane Mattson and Steve Shapiro, Susan Rho and Dean Meyer, Dawn Heflin and Jim Nolan, John Ignozza, Soyoo and Greg Cal-

tibiano, and Lita and Fred Cohen. Although not many were present, there was much talk of Morgans in dry garages and summer driving plans. An excellent dessert of blueberries, ice cream and freshly made cookies prepared us for the trip home.

Many thanks again to our hosts Jeri and Bob. Their Maine Lobster MOG in New Jersey is an annual event we all look forward to as we welcome a hopefully dry Morgan driving summer. Repeat after me: "Rain, rain, go away . . ."

photos: **This page**

**LEFT, above:** Who's afraid of Lobsterman - not Susan Rho!

**LEFT, below:** Hostess (Mrs. Lobsterman) Jeri and Debbie Perry

**BOTTOM, right:** Guys with grappling hooks? Steve, Bob and Dean ready to take on the beasts.

**Opposite page:**

**TOP:** SO, where are the lobsters already? Leslie Heller, Dawn Heflin, the Garners, the Spiros and Burt Hunter patiently awaiting the main course.







## LEAPIN' LUPINE!

I've always admired Lupine. People plant them in their gardens, but mostly they grow and proliferate by the roadsides. They come in red, white, pink and blue. Well, actually bluish purple. A serious gardener or horticulturalist would call them 'semi-cultivated wild flowers'. Personality-wise, I can relate to that moniker.

In Maine they are a harbinger of long awaited, much anticipated Summer, coming into full bloom at or near the Summer solstice. Also close to our anniversary. Which seemed to me to be the perfect excuse to take the Morgan on our anniversary trip. Yes, yes, go ahead – call me a romantic. I'll only protest half-heartedly. ed



# I'VE ALWAYS WANTED TO LIVE IN A MANSION!

## *But If I Can't, At Least I Can Play In The Back Yard*

Steve Schefbauer

Father's Day 2017—The New England Auto Museum --- The Lockwood Mathews Mansion, Norwalk, CT  
Honored Marques: Morgan and Camaro

Marc (The Wonderman) Wunderman wanted to have more Morgans than Camaros at this event and we succeeded with our 7 to Camaros 2. Not only that but Marc, with his knowledge of so many years of Morgan history, gave an interview with local radio personality and Grand Marshal, Car Bob Costanzo of WKPN-89.5 FM. Marc did a great job of telling the history of our club and Morgan Motors and if that wasn't enough, walked away with two trophies, for his '34 SS Trike. Rod Griffith took home a trophy for his '53 Flat Rad Plus 4 and Chip Brown received a trophy for his '57 Plus 4 Racecar. Morgans 4 Camaros 0. HAH!

The Lucas Clan, Andrea, Ted and daughter Jackie provided us with a breakfast feast that we gladly consumed under the tent provided by the NEAM sponsors. Club members present included: Chip Brown, Marc Wunderman, the Lucas Clan, Jane Mattson, Steve Shapiro, and Luc their laid back Poodle/Golden Retriever, Rod Griffith, Erwin and Ellen Dressel, Jim Nolan, Steve Schefbauer and Ann Marie Daniel, Pat Hennessy, and Ruth Bonomo. *"Spider almost made it, but was called away at the 11th hour for a mandatory cameo in Paris".*

It was great to see Ruth back in the saddle of her '66 Plus 4, feisty as ever, as she bypassed the main entrance and came roaring across the lawn, past the Camaros, and into the Morgan Enclave as if she had a "Get Out of Jail Free" card.

What a great way to spend a Sunday in the, almost, but not quite, Summertime.





photos:

**This page:**

**TOP:** Janie Mattson in the sun,  
Steve Shapiro and Luc in the shade

**MIDDLE LEFT:** Rod Griffith's lovely flat rad

**MIDDLE RIGHT:** Vice President Ruth Bonomo  
is BACK!

**BOTTOM:** Marc Wunderman's trike,  
Steve Schefbauer's Plus 4 and Chip Brown's  
Plus 4 racer in prime parking spots

**Opposite page:**

**TOP:** The hosts Ann Marie Daniel,  
Steve Schefauer, Andrea Lucas and Chip Brown

**BOTTOM:** At the food tent - Pat Hennessey,  
Andrea, Jackie Ann Marie and Rod Griffith







# VINTAGE RACING REPORT

## *Spring Sprints at Limerock*

Mike Virr

**F**riday saw practice and one race on Friday to open the season at Lime Rock. Unfortunately it came onto pour in the one race and you could hardly see anything for spray.

Saturday was a lot better with practice on just a damp track which dried out in the afternoon clearing into a nice sunny day. My Morgan managed to get on pole in the combined large group 1 & 2. I made a good start and pulled away on what appeared quite a grippy track despite being still damp. Just as I thought I had got right ahead I see this silver bullet coming up behind me as we got into the back markers. Another lap



© Puck Stopper Photography  
PuckStopperPhotography.com





and Olga's Porsche is right on my tail into the downhill, I wave her past on the straight only to have them wave the checkered flag out. The Porsche has it by about a foot?

It was great to see Nick Grewal's just restored Super Sports out. This is the car that ran the Sebring races in 1963 and is the white car in the photos. There were also Chip Brown and Joe Fuller's Plus 4's there in the pack.

So a good meeting in the end.

#### ADDENDUM

Here are a few shots of Nick Grewal's Super Sports that ran the Sebring 12 hour race back in 1963 when shared by Alton Rogers and Richard Holquist. Unfortunately it blew ahead gasket at half distance. The restoration has been carried out to a high standard by KTR in Mass. Original roll bar and windscreen has been retained together with Sebring tech stickers.

Nick may have a few things to add for any Morganeer write-up?



photos: **Above:** Nick Grewal's Super Sports

**Opposite page:**

**Top:** Mike and Nick Grewal neck and neck **Middle:** Mike Virr loves a wet track  
**Bottom:** The pack weaves through big bend. Mike ready to take the lead.

## WHAT SORT OF MAN READS THE MORGANEER?



He is humble though defiant: mild mannered though a fierce competitor. He does not pay heed to modern dress or fashion trends. He is his own fashion statement. A hard helmet with full face shield? Bosh! For sissies! He needs to hear the heartthrob of his engine, feel the mist of oil spray on his face, taste and smell the unmistakable essence of carbon infused petroleum. It is the smell of VICTORY! For he is never satisfied with even second place. Winning is everything! He is a true Morgan man (regardless of what he is driving).

*Can you identify this 1910 - 25 vintage British racing car? Answer on page 33.*

# FURTHER FERGUS

Jonathan Kinghorn

A few months ago I wrote an article about Fergus Motors in which J B Ferguson's son Joe was mentioned only briefly. In this sequel I'll try to outline the not inconsiderable part he played in the final phase of the Fergus story.

Joe joined his father, J B Ferguson (JB), at Fergus Motors Inc. in New York City when he returned to civilian life after serving five years in the USAF during World War II. According to Joe, Fergus Motors' business had doubled during the war; after which the United States developed an insatiable demand for British sports cars—including Morgans. Fergus imported a variety of marques and both retailed them directly to customers and distributed them wholesale to dealerships in many other states. JB increasingly focused on looking after the financial health of the company, and left sales to Joe.

After a few years with losses, however, 75-year-old JB decided to retire in 1955 and negotiated a deal with three senior employees. Fergus Motors Inc. was dissolved and the Dube Group (the senior employee's new entity) established Fergus Imported Cars, Inc. to continue the dealership. As vice president Joe remained actively involved in the business, but he held only a token number of voting shares in the new parent company.

## A KEEN RACER

As well as selling high performance cars, Joe was "an avid sports car en-

thusiast." He was an active member of the Sports Car Club of America (SCCA) and in 1954 reportedly co-founded the New York-based Sports Car Owners and Drivers Club (SCODA) with Bill Claren, who became its president.

In 1948 Joe replaced his personal 2.5-liter Healey Westland with a Cisitalia 202 SC coupe powered by the latest modified 1,509-cc FIAT engine. These are iconic cars, and one famously re-



sides in the permanent collection of the Museum of Modern Art in New York City. They were coach built by Pininfarina and cost twice as much as contemporary Jaguar XK 120s; only about 170 were built. Joe drove his Cisitalia—which was naturally obtained through Fergus Motors—to 11th place in the 1949 Watkins Glen Grand Prix and was second in his class. The car was entered in the Bridgehampton Road Races on Long Island in June 1951, where Joe was 5th in the 10-lap Sagaponack Trophy race and 15th in the 25-lap Bridgehampton Cup Race. He was clearly fond of this rather special car, and kept it until 1960.

In 1952 Joe drove a Siata Daina in the very first 12 hour race at Sebring, Florida, only to have head gasket problems force him to retire. He also raced a Siata Daina (the same car?) in the Giants' Despair Hillclimb and Allentown Con-vair Trophy Races that same year. Joe participated in many other races and hill climbs over the years. He piloted an MG in the 1953 SCCA National Race in Bridgehampton for example, and was listed as a reserve driver for the Morgan Plus 4s that finished 30th at Sebring in 1955 and 28th in 1963, but did not actually compete on either occasion.

In addition, Joe took part in a NAS-CAR international race (an event for

foreign cars) at Linden Airport in New Jersey in 1954. On this occasion he borrowed his wife's maiden name and raced as "Jack Farnell" to avoid risking his amateur status and SCCA licence by being caught participating in this professional event! He placed 41st out of 43, but still won \$25. Writing in 1995, Joe lamented that because he was always so busy looking after customers, he "never had the time to get really into racing fully."

## SPONSORSHIP

Unlike his father, Joe believed that racing helped sales. He described JB as "a hard-nosed business man first, last, and always" and complained that he





was tough to get sponsorship from. Joe nevertheless tried to do what he could to support drivers by providing them with parts, technical support, and on occasion, cars—usually Morgans that were later sold on to customers. With so few Morgans to sell, however, Fergus' income from them was limited and JB evidently grumbled that most of the Morgan profits went supporting Joe's racing and hill climbing friends. Morgan Motors apparently "did a bit ... but only a small bit" to help, and Joe confessed to spending about \$700 per month on auto parts for racing. He realized years later that his father was averse to racing largely because he was trying to keep the company solvent!

The technical help provided to drivers before (and sometimes at) races included assistance from Joe's personal friends. Ray Errikson in particular, although he worked and drove for others, did many a night-before-the-event-fixing of Morgans so they could race. Joe recorded that Ray also "did more beefing-up, setting-up, and/or realigning of Morgans that had been spun, flipped, smacked and/or whacked than anyone else (including Lou Spencer)." He also noted that "we spent hours trying to make them into American race and rally machines ... and they just weren't ... they were just Morgans ... wonderful Morgans." (Ray evidently became a salesman in the Fergus showroom for a while before taking on the management of the repair and engineering shop.)

Fergus sponsored two Plus 4s at Sebring in 1955, one driven by Mike Roths-

child and Hal Kunz, and a new machine ordered for John Weitz and Gordon MacKenzie. A massive total of 124 cars registered for this event but only 80 could qualify. The new car arrived from Morgan Motors just 10

days beforehand and was immediately tweaked by Fergus. Joe had the team photographed outside the Broadway showroom before the new car was run in on the drive down to Florida.



While they were taking a break during practice at Sebring, the new car's drivers were surprised to see it out on the track—Joe was demonstrating it to a potential customer! Both cars qualified; Rothschild and Harold Kunz placed 27th overall and were 3rd in their class; MacKenzie and Weitz followed in 30th place and 5th in class.

Two Fergus-sponsored Plus 4s were prepared for the 1956 race, but one was rolled by a substitute driver in practice

and the other broke a stub axle after 87 laps. The rolled car was later rebuilt by Fergus to become Joe's personal road transport and racing wheels. Another pair of Plus 4s (fitted with strengthened front ends) was entered in 1957, but their drivers accepted other offers and neither Morgan raced. Fergus lent one of these cars (#3604) to a string of drivers for East Coast races until they sold it on in 1961. There were no Fergus sponsored cars at Sebring in 1958 but a Plus 4 piloted by Rothschild and Arch McNeill finished 26th in 1959.

## FERGUS' FINAL YEARS

Fergus Imported Cars quickly proved to be a far more successful business than Fergus Motors had been in its latter years, but the agreement that led to its creation was challenged in the courts. The result was a negotiated

photos:

**Top:** Joe Ferguson beside the Turner he sponsored at the Vineland Divisional race, April 26, 1964, with Don Greimel at the wheel. (Russell Filby, Don Grimmel)

**Middle:** Norm McNamara at the wheel of Plus 4 #3604 during the 1957 Thompson National Championship Races in Thompson, Connecticut. (Richard Flasck)

**Opposite page:**

Joe's 1948 Cisitalia 202 SC (chassis #103), which was originally pale green, sold for \$385,000 in 2013. (Conceptcarz.com)

compromise in 1958 that replaced the 1955 arrangement with an unusual settlement designed to satisfy a diversity of interests. As part of this complex new deal the small amount of voting stock in the parent company held by Joe had to be surrendered in return for \$1,250.

Despite the turmoil developing behind the scenes, Fergus Imported Cars grew their business and had a boom year in 1959, but things changed for the worse in the early 1960s. Morgans, by virtue of their limited production numbers, were always a small part of the picture—albeit one that the Fergusons particularly enjoyed. Other marques were sold, but the larger British car makers were buying back distribution franchises and Borgward sales came to account for as much as 90% of Fergus' business. Then, in September 1961, Borgward's cash flow problems forced it into an extended liquidation.

Borgward's demise evidently dealt a fatal blow to Fergus Imported Cars. Sometime shortly after April 30, 1962, the company was dissolved and on May 3 the business was sold back to JB. The 1958 agreement was torn up and a new corporation—Fergus Fine Cars—was organized by Joe “and others” to continue the dealership using the same Broadway showroom. Morgan Motors' board of directors recorded in their minutes that Fergus Fine Cars of Long Island City had merged with its predecessor and was requesting that 30 cars per month be delivered to them (only 20 or so could be supplied).

Perhaps because of the issues the business was experiencing at the time there was no Fergus car at Sebring in 1960 and the dealership did not sponsor another until 1963. In that year Morgan Motors was listed as the entrant for the Plus 4 driven by McNeill, Bill Claren, and Al Rogers. Following the Le Mans style start McNeil couldn't get the engine to turn over and was the last to leave the grid, but the car still managed to finish a very respectable 28th. Fergus' final fling at Sebring proved to be 1966. During that year's race the Super Sport with Ben Hall and Al Costner at the wheel was black flagged (disqualified) after 35 laps for hindering faster cars' passing.



Details of the Fergus Fine Cars business are far from clear; it does not appear to have incorporated and it didn't place many advertisements. As well as selling Morgans, Fergus Fine Cars imported and raced Turners. Of the 670 Turners built, only about 170 reached dealers in the United States. Fergus Fine Cars also handled Jensens and there is a story online about two rather special left-hand drive CV8s sent to Fergus Fine Cars for the New York motor show in 1964. One was for display and the other a demonstrator lent to members of the press and others—which reportedly went missing and was never recovered.

Jake Alderson's article about the Morgan America republished in the March/April issue touches on Fergus' downsizing and amalgamation with other dealerships in the mid-60s and Joe's attempts to launch the Dutch DAF car in the U.S. This was done through an electing small business corporation formed by JB and called Ferguson Automotive Imports. The address given for this company was 184 Bellmore Road, East Meadow, Long Island—a modest ranch home in a residential neighborhood. This entity imported Turners and, from 1963 until it folded in 1966, was the U.S. distributor for DAF. In that year, following a string of accidents, the U.S. Government's Highway Safety Department gave DAF twelve months to modify the design of their Variomatic

transmission; this they declined to do, and further imports were banned, killing Fergus' hopes for the cars.

When JB died in 1967 Joe had to deal with his estate and serious “problems with the tax people.” These distractions “tore him away” from the business for a while and the history of the dealership becomes even more obscure at this point. The Automobile Mile “mega-dealer” known as Charlie Chrysler reportedly bought the business, and the Broadway showroom closed in about 1968. Joe and his brother Bruce evidently traded for a while at some point as Deluxe Auto Sales Ltd. of Long Island City, and Joe wrote about trying unsuccessfully “to get something worthwhile” going for Morgan “in the late sixties and early seventies.” Ultimately, however, he chose to leave the hustle and bustle of New York City and relocated to Dadeville, Alabama, whose population had swollen by the time of the 2010 census to 3,230.

*In compiling this article I am deeply indebted to Morgan researcher Jake Alderson for sharing his extremely informative correspondence with Joe Ferguson in 1995.*

photo:

**Above:** Plus 4 #3604 restored with wire wheels, but otherwise as it left the Morgan factory for Sebring in 1957. (Richard Flasck)





## PLUS 8 FOR SALE

Shelly & Lenny Mandel's  
Cadillac Cranberry 2000 Plus 8 is for sale.

The car has been garaged, and meticulously serviced and all major work was done at Morgan Spares. The original owner added about \$11K in extras and Lenny also added: *an RPI V8 Morgan +8 Polished Stainless Steel Exhaust System—2 1/4 bored Manifolds, 100 Cell Sport Cat & Link Pipe (stock Morgan Cats are 400 cells), 18" Sports Silencer and Sports Tail Pipes, Carbon Fiber Injection Trumpets, ECU Performance ReChip, Aluminum Radiator, Moto-Lita Steering Wheel, Leather door pouches, and much much more.* They are buying a 4 seater so that their grandsons can enjoy the Morgan along with them.

Contact Lenny @ 201 618 0716.



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# FARTHEST NORTH DUSTOFF

Sam Selby

May weather in Maine is notoriously fluky. Late Spring snowstorms are not uncommon nor are weeks of unending drizzle and somber skies. Yet, a hardy group of Morganeers actually signed up for this year's Northernmost Dustoff way back in snowy March. Our hosts Meredith and Frank Wnek chose the Samoset Resort in Rockland as the venue. Located about 100 miles down the coast from Portland, the Samoset sumptuously hosted Downeast Autumn MOG in 2015, and promised to provide the same comfort and amenities for a special weekend get together.... as long as Mother Nature cooperated.

Just a few days before Dustoff it looked as though an agonizing stretch of wet, cold weather might break for our leaky, breezy, wood-framed vehicles. It was promising when Thursday May 18th turned out to be the warmest in history.... thirty degrees hotter than normal. Even along the chilly Atlantic



the mercury hit the mid to upper nineties before thunderstorms ushered in seasonable, crystal clear weather for the weekend.

On arrival Friday afternoon many of us gathered around Ty and Kathy Phillips' Morgan under the portico of the resort. The Phillips' latest project is a stunning 1969 DHC recently restored to perfection and sporting one of their typically spectacular paint jobs. (Note the red accent stripe along the bonnet)

After check-in fourteen attendees met in the comfy bar for drinks before a delicious dinner in one of the hotel's attractive private dining rooms. At meal's end no one ordered dessert because we all had sinfully delicious 'welcome pack-





ages' of Meredith's famous cookies and brownies back in our rooms!

Attending the dustoff were: Tom and Elaine Austin, Gordon and Kathy Baxter, Jack and Lorna Flynn, Jane Mattson and Steve Shapiro, Ty and Kathy Phillips, Sam and Kayda Selby as well as Frank and Meredith.

Saturday's weather was ideal for the scenic outing the Wnek's had designed. Following breakfast, well-bundled crews lined up in the Samoset driveway before heading east toward Camden. It was a cool but gorgeous day under an intensely blue sky. The new leaves of oaks and maples were just emerging to provide a many-hued backdrop for our colorful fleet. The first stop was just down the road in the quintessential harbor of Rockport where the cars were lined up along the waterfront for the first of many group shots.

Our colorful parade arrived next in bustling Camden, after taking a lovely country drive past the Belted Galway farm, and managed to park together along the busy waterfront. A pleasant hour was spent exploring this attractive coastal village before the group mounted an assault on Mt Battie, a thousand foot ascent in nearby Camden Hills State Park. After our leaders Frank and Meredith assured the gate atten-

dant that they were Maine resident seniors, all the cars were waived through with no entry fee before the attendant noticed a few out of state license plates. Perched above Camden and accessed by a bumpy road, the mountain offered a breathtaking, almost 100 mile view from Acadia National Park to Monhegan Island and beyond.

Back at sea level we continued east on US Route 1, the Atlantic Highway that connects Maine to Key West. At our northeastern terminus we stopped for refreshments at another high spot above Penobscot Bay, Point Lookout Resort, (to establish our 'farthest north' credentials) before turning south and west. The last stop on this glorious

day was at the Cellar Door Winery, nestled in the hills of Lincolnville, where we sampled cheeses and the local vintners treats before making the 25 minute trip back to the resort. Amazingly, there were bigger treats awaiting at the Samoset!

To punctuate a very special day Meredith and Frank had arranged a delicious private evening event. It began with drinks around the pool overlooking the ocean. As the last rays of sunlight splashed over the offshore islands lighthouses came alive. Under stars flickering in the chilly twilight the group repaired to an indoor dining room in the golf club for a sumptuous buffet of rich clam chowder, savory salad, sweet corn on the cob, hot rolls and steamed lobsters! Dessert was a warm blueberry-dense cobbler topped by homemade vanilla ice cream.

The weather held for Sunday, which was a minor miracle since 2017 had yet seen three nice days in a row! To the best of our knowledge every Morgan returned to its home garage dry! Thanks go to the Wneks for arranging such a special event, and to all the participants who made the Dustoff so much fun. Let's do it next year!!

photos:

**Top:** Dusting off down the mountain

**Bottom:** Second stop Camden Harbor

**Opposite page:**

**Top:** Ty Phillips' newly restored Drophead making its club debut. Note fancy side striping

**Middle:** Atop Mt Battie Morgans and owners admire the view

**Bottom:** Friday night dinner Gordon, Kathy, Steve and Janie







# FARTHEST NORTH DUSTOFF





# BRITISH CARS BY THE SEA





# BRITISH CARS BY THE SEA 2017

Ted Lucas



memorial State Park was originally a private estate with beach access and has spectacular views of Long Island Sound including Fishers Island and the tip of Long Island, New York in the distance. Entry into the concourse field was via a side road specifically intended to minimize interference with the main public entry point. Staffing volunteers quickly processed the show cars and directed them to their viewing sections on the large open field.

Hundreds of British cars of every marque were lined up on the gently sloping field. MG's and Triumphs

The annual British Cars by the Sea event, organized by the Connecticut MG Club, took place June 4, 2017 at Harkness Memorial State Park in Waterford, CT and was a great success even though the forecast was for rain expected that afternoon. The warm, bright sunny blue skies in the early morning provided a perfect Morgan driv-

ing experience. Memories of early Morgan days came back to remind me why I purchased this unique car. The long winter days were now over and I was heading to the first major British car show of the season in CT which I have attended annually for many years.

The travel on the I-95 from Madison was uneventful and disappointingly over before I knew it. Harkness Me-

were predominant. The off-road Land Rover group had a impressive turnout as usual. Classics such as Rolls Royce, Jaguar, Lotus, TVR, etc. along with Morgans were present. All of the attendees were there to rekindle nostalgic feelings of owning a classic British car.

The organizers graciously permitted Area Captain Andrea Lucas and





our daughter, Jackie, to park our 1995 Range Rover Classic near the Morgan car lineup to dispense food and drink to the Morgan 3/4 Group in attendance. Barbara Fuller also kindly provided fruit and dessert to share. The perimeter of the field is normally reserved for food trucks and auto related merchants. The Morgan banner was proudly in full view of the spectators.

A good showing of Morgans began arriving along with Marc Wunderman's 1934 Trike. Such a unique Morgan threatened first prize right off the bat to the rest of the Morgans! Dr. Steven Colsen made his yearly appearance with his modified four seater Plus 4. Other club members included Barbara Fuller, Andy Traggis, Ken Mull, and Rod and Pam Griffith. Carl Kaufmann, a regular, had made a valiant attempt to attend but was unable to retrieve his Morgan from Morgan Spares in Copake, New York.

And of course any Morgan event is incomplete without the appearance of Spider Bulyk. Spider made his entry with his trusty British Triumph motorcycle. Spider's Plus 4 four seater restoration project is still in work. Numerous photos taken by Spider appear in this article and many more are available on our website for your viewing pleasure.

As the show continued past the noon hours many of the cars began to exit due to approaching rain clouds. I left at 2 PM with plenty of time to return the Morgan to the safe shelter of my basement. Rain drops began at 4 PM and Andrea returned home just in time to miss a downpour.

Marc Wunderman stayed for award presentations which started about 2:30 and kindly agreed to collect any Morgan awards. The majority of cars were gone by then including Andrea who needed to get Jackie to the train station

to return to NYC.

Congratulations to Marc for coming in First Place. I came in Second and Ken Mull in Third. Overall, the event was a great success although shortened for many with the arrival of rain (from the UK, no doubt).



photos:

**Top:**  
Rod Griffith's fabulous flat rad

**Middle:**  
Marc Wunderman's totally awesome trike

**Bottom:**  
The Harkness Park mansion and gardens

**Opposite page:**

**Top:** The Morgan lineup

**Bottom Left:** Steve Colsen's purple Plus 4

**Bottom Right:** Pretty Morgans all in a row



## From Our Club Regalia Team

Doug and I just wanted to let you know that in addition to the 3/4 logo we can now offer embroidery in the old style Morgan script and the Morgan profile as it appears on the magnetic name badges. I have attached a copy of both.

Members can also have their names embroidered on any apparel. We are willing to source out any suggestions members may have in regards to regalia items.

We have also just placed an order for 40 more car badges!

Karin Constant



## FOR SALE

Plus 4 Four Seater

1957 Morgan plus 4 - 4 seater, cream body with red interior. Triumph engine. Purchased from and had last major work done by Morgan Spares. Clean, reliable car. \$35,000  
Additional pics on request.

David Hoder, 732-241-4543,  
[dhoder@hoderassociates.com](mailto:dhoder@hoderassociates.com)



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### NEW MORGAN 3 WHEELERS:

NEW **2017 Morgan 3 WHEELER**  
Polished Alloy Land's End Trials  
Edition, 3 of 5 for the World

#### **2016 Morgan 3 WHEELER**

Triple Black

#### NEW **2015 Morgan ROADSTER**

'65: Montblanc White/Chocolate  
leather, 340HP 3.7 liter V6/6 speed

**2015 Morgan 3 WHEELER**,  
SUPERDRY EDITION, (no longer  
in production), 820 miles,  
absolutely as new condition

**2015 3 WHEELER** Black,  
Electric Blue leather

**2005 Morgan 3.0 ROADSTERS**,  
choose from: Maybach  
Himalayan Grey Metallic body/  
Black wings; Two Tone Blue  
Metallic; BRG Metallic/tan, 1,800  
miles, or Ferrari Pozzi Blue

**1998 Morgan PLUS 8**, Connaught  
British Racing Green/Tan Biscuit  
leather interior, Black Ambla  
top and side curtains, 7,000  
miles, all fluid changed one year  
ago. Alloy wheels, photo build  
book signed by Peter Morgan.

#### **1998 Morgan PLUS 8**, Rosso

Corso with Tan leather & weather  
equipment, 5.6k miles, 2 owners  
from new, stainless steel wheels,  
stereo, luggage rack, as new

**1989 Morgan PLUS 8**, Gasoline  
powered, LHD, British Racing  
Green body/Black wings, Tan  
leather interior, 28k original  
miles, beautifully kept

**1973 Morgan PLUS 8**, 13k orig.  
miles, Grey Metallic/Dark Red  
leather, 1 owner since '76

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

#### **1963 Morgan PLUS 4**

SuperSport, BRG/Black  
leather // ARRIVING SOON

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

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

**1958 Morgan PLUS 4** FOUR  
PASS, Ivory/Green leather,  
older beautiful restoration  
// BIG PRICE REDUCTION

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

**1935 Morgan F2** VIN #F246

### OTHER MARQUES:

**Allard J2X, Mk III**

**2008 Tesla ROADSTER**, almost  
new, every option, Red

**1965 MGB** Iris Blue

**1959 Triumph TR3** Black

# Morgan

WEST

Authorized Morgan Motor Car Dealer

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[WWW.ALLARDWEST.COM](http://WWW.ALLARDWEST.COM)

[WWW.PERANAWEST.COM](http://WWW.PERANAWEST.COM)

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

# MY FIAT POWERED PLUS 4

John Ignozza

*The following narrative grew out of a series of emails after John sent me a few photos of his FIAT powered Plus 4 (one of the outliers mentioned in Tom Surrency's article of last issue). ed*

I really enjoy the car. As Tom Surrency mentioned, the first and second gears are high ratio and you must shift quickly. But 3rd, 4th and 5th are great. I enjoy 3rd gear scooting around curves. The 5th gear is considered an overdrive, but its ratio is high for an overdrive. The fifth gear has the same ratio as 4th in the Moss box. At 3,000 RPM you are going 60 MPH. The difference is that the FIAT engine is a dual overhead cam engine. The car is somewhat comfortable at 3,000 RPM. The inertia is greater with the TR4 engine than the FIAT 125 engine.

My car was first brought into the US with a propane running engine. At some point it was converted to gasoline. I believe that the car was first imported to Canada and later to the states. I believe that Bill Fink was involved with the bringing of the car to the US.

Because of the conversion and other modifications, like bucket seats and bumper changes among others, I had to get much of the work "fixed". The biggest problem was the clutch. It just did not disengage. For all the "repairs", Jim Perman was the mechanic and engineer that really made this car roadworthy. I must confess, I'm not a mechanic. If it wasn't for Jim I would have been in a HEAP of trouble. Also, my friend Fred Cohen gave me support and direction when I needed it.

By the way, I bought the car 2 years ago from a guy in Arizona. Small world. Today, I have a great car. I plan on using it at as many of the 3/4 Club events.

This is not a scientific evaluation but my experience and opinion regarding a comparison of the performance of the TR 3/4 powered versus FIAT powered Plus 4:

1. We know that the FIAT engine is dual



overhead cam (OHC) engine with 5 main bearings. It is a smoother, free revving engine compared to the TR engine.

2. The torque curves are different. The TR engine peak torque comes on earlier than the FIAT engine. The peak torque in the TR engine comes on in the 2500 RPM up to about 4000 RPM. The Fiat engine comes on about 3000 RPM up to about 4500 RPM. This is my best guess.

3. Because the FIAT OHC engine has 5 main bearings vs. 3 in the TR engine, at speeds like 60 MPH the engine sounds less stressed from inertia.

4. For a "jack rabbit" start I would rev the FIAT engine higher than the TR. This would bring in the torque curves at the appropriate RPM.

5. The TR engine has a slightly throatier sound.

These are my observations and view of the two engines. I hope to meet more of you Morgan guys – interesting bunch, Or call me 732-804-1590.

## Tom Surrency's responses:

Interesting - we have one other FIAT engined one here (*in Arizona - ed*) running on propane with conversion done by Bill Fink. There was another one owned by a lady with Honeywell but with an automatic transmission for the previous owners wife. To my knowledge she took it with her to Ireland when Honeywell transferred her there. I gave her all the contacts for shipping, so assume she did so. Only other niggling issue I have is that the gearshift knob is very close to the bottom of the dash so I am often banging my knuckles on the bottom of the dash. My bumpers were anodized alloy when I bought the car from the factory and I had them polished back to chrome like luster by local chrome plater.

---

photos:

**Above:**  
John Ignozza's FIAT powered Plus 4

**Opposite page:**  
David Philpot's FIAT powered Plus 4



Some comments on the comparisons. John is correct on almost all counts. There is such a huge difference between a basic pre-war design engine and transmission and a higher spec. twin cam.

My '58 Plus 4 four seater has the TR-3 engine which in stock form has 105 BHP @ 4,750 rpm and possibly 105 mph top speed. The '86 FIAT twin-cam Plus 4 two seater is rated at 122 bhp @ 5,300 rpm (injection model). Various top speeds have been written about, but 112-115 mph seems to be average. My understanding is that it is the standard FIAT transmission of the time.

My TR engine in the '58 is running 87 mm pistons, fast road cam and moderately higher compression head. About 125 bhp with a great deal of torque. Off the line up to 80 mph it is quick.

In Asia where I raced this car for 30 years, racing was under FIA rules, thus every race was from a standing start. Same as what you see in an F-1 race today. I never raced against a FIAT-engined car that I can recall; however, I raced against a lot of Alfa twin cams. On a track with long straights, they would usually have a higher grid position and often in the slot immediately in front of me. A very dangerous situation. When the lights would turn from

red to green I would be up the back of the Alfa so fast it was tricky. I learned to head to the outside at the same time as the clutch was let out. By second gear, the Mog would be on the tail of the pole sitter unless it was a much more powerful car. Since first gear was only required for the start the Moss box was not an issue. The great advantage of the Moss is that it was used in much more powerful cars such as the Jaguar, etc., so the much lower HP and weight of the Mog is never an issue.

For touring, the '86 is a delight, especially as you get in 3rd gear and up. But, in my opinion, the '58 has the greater "fun factor". Sounds and feels far faster and more powerful than it is. In all the years of racing I have had only one DNF (broken crankshaft). However—it does not like women! Put my wife in the car and I have an 80 percent chance of not getting home. She would say that number is 100 percent. Beginning with the re-introduction of the Plus 4, Morgan went from 5 to 4 leaf rear springs giving it a more comfortable ride. Steering box also went to Gemmer.

As the Brits say—there are horses for courses so the preference is with the driver/owner. None compares with the Miata box in the M3W! That is a hot

knife thru butter. If only I could put it in the '58! Actually I would not, but an interesting thought.

Ending in a final bit of Morgan history trivia; when looking for an engine to replace the out of production TR 4, Maurice Owen, the Morgan development engineer of the day (Morgan Plus 8, etc.) looked at the Lancia twin cam, BMW straight 6 and the SAAB. All rejected for cost reasons. It has been written that the Lancia was the preferred choice but cost was prohibitive. (*Why oh why didn't they choose the Ford 289 V-8?* ed)

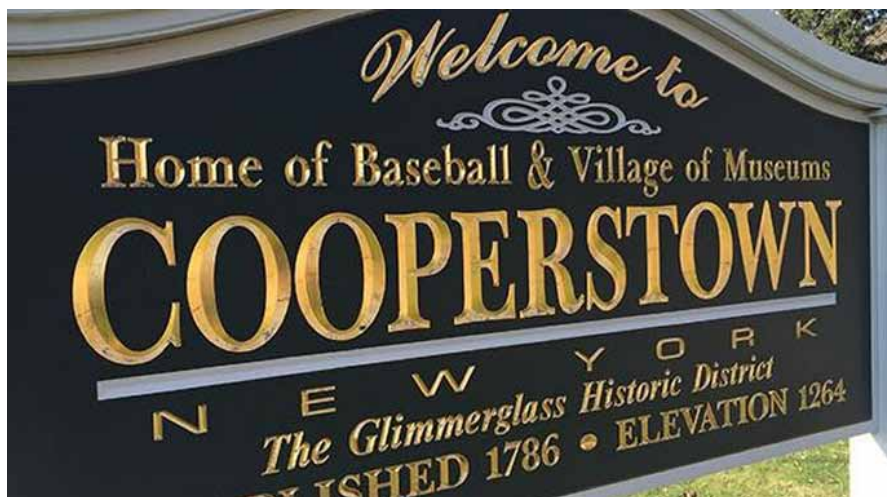
## EDITOR'S ADDENDUM

*This whole FIAT powered Morgans series started off with an article by Brit David Philpot on the history of Morgan coming to use the FIAT twin Cam engine in the Plus 4 series in the interim between when the TR 4 engine went out of production and Morgan had not yet gotten the Plus 8 (Rover V-8) into production. When going through my files recently, I found a photo of David's car, which should have accompanied his article 'The Morgan With The Thoroughbred Engine' in the last issue. Apologies David.*



# Autumn MOG 2017 Update

Alison DeKleine



Please join me in Cooperstown: a warm and welcoming host town for our 39th Annual Autumn MOG event. This quintessential small town is nestled among New York's lush fall-colored landscapes. For a most enjoyable detour off the expressway, I highly recommend a drive on scenic NY Route 20 as part of your ride into Cooperstown. Rolling hills, spectacular views, working landscapes, tranquil communities, and deep history are all found along the route. It is also the longest highway in the United States, stretching 3,365 miles from Boston, Massachusetts to Newport, Oregon. You can plan your route at [nyroute20.com](http://nyroute20.com).

The area surrounding Cooperstown is home to a wide variety of winer-

ies, breweries, and distilleries. A local highlight is the Cooperstown Beverage Trail, which is a nice driving excursion through the town and the neighboring countryside featuring several recommended stops. You can collect stamps at each stop you visit to earn a free glass. Learn more about the Beverage Trail at [cooperstownbeveragetrail.com](http://cooperstownbeveragetrail.com).

A private tour has been arranged for Friday afternoon at one of the Beverage Trail destinations. We'll learn how their products are made and enjoy a tasting of their small batch products. Space is limited for the tour, so be sure to include the number of guests attending on your registration.

The Lakefront Restaurant is hosting our Friday night dinner with beautiful sunset views of Otsego Lake in downtown Cooperstown. This family owned

eatery serves up gourmet food with gracious and warm hospitality in a casual atmosphere. Be sure to wear your dancing shoes because a live band is going to play the night away with vintage tunes we all remember. It's sure to be an evening that will entertain and delight us all.

Saturday is a festive day in Cooperstown as they close off Main Street to celebrate their Cooptoberfest Beer Festival. We'll start our day early, taking a meandering route through the countryside to help avoid the downtown closures. So be sure to stick with the caravan escorts as we make our way to Glimmerglass State Park for the Concours. The park's beautiful historic Hyde Hall estate is excited to host us once again and has been promoting our arrival all year long. The public is invited to view our Morgans from 9 AM to noon and there will be catered lunch available for purchase provided by the Black Cat Café. Discover Hyde Hall's rich history at [hydehall.org](http://hydehall.org).



Our day continues with a quizzical rally through the autumn stained backroads surrounding Cooperstown. There's no shortage of beautiful views as we cruise around gathering clues and competing with our fellow Moggies, noting local oddities while taking in the scenery. Afterward there will be plenty of down



time to relax back at the Best Western or take in some of the Cooptoberfest fun downtown. Main Street may be closed to traffic, but it will be full of brewery booths serving local craft beers to locals and tourists alike.

Saturday evening's highlight will be a spectacular banquet at Templeton Hall. Cooperstown's premier caterer, Lucy Townsend, will be hosting a cocktail hour with tempting appetizers before serving up a delicious dinner buffet. Take your time perusing this year's prestigious auction items before placing your bids on custom artwork, Cooperstown regalia, and swanky Morgan gear. The night's finale is capped off with a celebration of club member achievements at an entertaining Awards Ceremony.

Sunday is another activity-packed day featuring the Autocross competition at the newly renovated Clark Sports Center. Situated half-way between the Best Western hotel and the downtown shopping district, the Clark Sports Center is a prime meeting place, offering use of their conference room for the Autocross Awards Ceremony and Club Member Meeting in addition to their recently constructed, freshly paved parking lot. It's hard not to get excited about zipping through bright orange cones on silky smooth new pavement.

To keep lunch simple on Sunday, the Black Cat Café will have sandwich options available onsite, but beautiful downtown Cooperstown isn't too far away for those who prefer more dining options, a little shopping, or a visit to the Baseball Hall of Fame. There are so many great places and activities to try while in Cooperstown, I can't possibly describe them all. I just hope you take the time to enjoy the warmth and hospitality of this friendly community and make this Autumn MOG a truly memorable one.

See you down the road!

photos:

**Opposite page:**

Lake Front Restaurant – Friday dinner location

**Top:** Hyde Hall – concours location

**Bottom:** Templeton Hall – Saturday banquet location





# AUTUMN MOG 2017 REGISTRATION

Cooperstown, NY October 6th - 8th

Please print neatly.

## General Information:

Driver \_\_\_\_\_ Navigator \_\_\_\_\_  
 Others in party \_\_\_\_\_  
 Address \_\_\_\_\_  
 Phone \_\_\_\_\_ Alternate phone \_\_\_\_\_  
 Email \_\_\_\_\_

## Morgans at the MOG:

Model \_\_\_\_\_ Year \_\_\_\_\_ ☐ 2 seats ☐ People's choice  
☐ 4 seats ☐ Judged\*  
 Model \_\_\_\_\_ Year \_\_\_\_\_ ☐ 2 seats ☐ People's choice  
☐ 4 seats ☐ Judged\*

\*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? ☐ yes ☐ no

## Event Details:

Friday Distillery Tour (limited availability) \_\_\_\_\_ # of guests x \$0 per person = \$ 0.00  
 Friday Dinner (not included with registration) \_\_\_\_\_ # of guests x \$50 per person = \$ \_\_\_\_\_  
 Please choose your dinner options. See next page for menu.  
 Saturday Banquet ONLY (no other events) \_\_\_\_\_ # of guests x \$75 per person = \$ \_\_\_\_\_  
 Saturday Activities & Banquet \_\_\_\_\_ # of guests x \$0 per person = \$ \_\_\_\_\_  
 Includes Concours, Rally, Hospitality & Banquet.

Full Event Registration - Entire Weekend \_\_\_\_\_ # of singles x \$130 per person = \$ \_\_\_\_\_  
 Includes Concours, Autocross, Rally, Hospitality & Saturday Banquet.  
 Does NOT include Friday Distillery Tour or Friday Dinner. or \_\_\_\_\_ # of couples x \$240 per couple = \$ \_\_\_\_\_

Please register by September 5th. After September 5th add a \$10 late fee. \$ \_\_\_\_\_

TOTAL REGISTRATION FEE \$ \_\_\_\_\_



Please include a check for the TOTAL REGISTRATION FEE above

Make check payable to: 3/4 Morgan Group Ltd.

Mail check and registration form to: Maura Hall  
 25 Webster St.  
 Sarasota Springs, NY 12866



# Lake Front Restaurant & Bar

## Autumn MOG Friday Dinner **Menu Options**

Please indicate the quantity of entrees you'd like.

### \_\_\_\_\_ **Black Canyon Black Angus Prime Rib**

with au 'jus and a side of horseradish sauce

### \_\_\_\_\_ **Beer Battered Haddock**

with tartar sauce and lemon

### \_\_\_\_\_ **Sun-Dried Tomato Pesto Chicken Penne**

with a vodka Italian cheese cream sauce and grilled garlic bread

### \_\_\_\_\_ **Vegetarian Sun-Dried Tomato Pesto Penne**

with a vodka Italian cheese cream sauce and grilled garlic bread

### \_\_\_\_\_ **Grilled Chicken Breast**

with a spinach parmesan and chardonnay cream sauce

### \_\_\_\_\_ **Boneless Grilled Pork Chops**

with pineapple sweet and sour sauce

### \_\_\_\_\_ **Broiled Seafood Platter**

haddock, stuffed shrimp, sea scallops, and stuffed baked shrimp

### \_\_\_\_\_ **Pan Seared Jail Island Salmon**

chili shrimp roasted corn tomato salsa

Your name as it appears on the Registration Form: \_\_\_\_\_

Enjoy LIVE music during your meal.

**\$50 per person** includes gartuity. Dinner includes N/A beverage, potato, and vegetable.  
Fully stocked cash bar is available.

Learn more about the Lake Front Restaurant: [lakefrontcooperstown.com](http://lakefrontcooperstown.com)

## Autumn MOG **Schedule of Events**

### **Friday**

11 am Event check-In begins at the Best Western  
2 pm Private tour of a local distillery/brewery  
4 pm Hospitality room opens  
6 pm Cocktail hour at Lake Front Restaurant  
7 pm Dinner at Lake Front Restaurant

### **Saturday**

8 am Gather for caravan to Hyde Hall  
9 am Concours opens to public at Hyde Hall  
noon Concours finish - lunch onsite at Hyde Hall  
1 pm Rally begins from Hyde Hall  
4 pm Hospitality room opens  
6 pm Cocktail hour at Templeton Hall  
7 pm Dinner, Auction & Awards Banquet at Templeton Hall

### **Sunday**

9 am Officers meeting at Clark Sports Center  
10 am Autocross begins at Clark Sports Center  
noon Lunch available by Black Cat Café  
1 pm Autocross Awards Ceremony at Clark Sports Center  
2 pm Club member meeting at Clark Sports Center

### THE HOTEL:

### **Cooperstown Best Western Inn & Suites**

Reservations: 607-547-7100

We have set aside accommodations conveniently located just minutes from downtown Cooperstown. There are two room choices available to you:

Standard rooms with 2 queen beds:  
\$140 + 12% tax per night

Jr Suites with 2 queen beds & a sleeper sofa:  
\$165 + 12% tax per night

It is important that you make your reservations by August 6th in order to receive our group rate. When you call, ask to book under the Morgan 3/4 Club. Nothing will be charged at time of booking, but a credit card is required to make your reservation. You will have until 4pm the day prior to arrival to cancel the reservation. Check-in is available any time after 3pm. Requests for early arrival will be taken but cannot be guaranteed. Call 607-547-7100 for reservations.

# MORGAN BUYS BACK ITS 103-YEAR-OLD MALVERN HOME

Daniel Strohl Hemmings Motor News

*This article first appeared in the Hemmings Daily News blog. Reprinted with Permission of Hemmings Motor News and the author. ed*



Not many companies get to call a single factory home for more than a century. Morgan, on the other hand, isn't like many companies, and the company recently proved that fact yet again when it bought back the land on which its Malvern factory stands.

In December 1913, Henry Frederick Stanley Morgan bought a plot of farmland on Pickersleigh Road just outside Malvern Link in Worcestershire. He'd started building his eponymous three-wheelers four years prior in a garage on Worcester Road about a quarter-mile away, but demand for the vehicles warranted a larger facility, one he had built on the Pickersleigh Road site over the next several months.

While construction on the new factory wrapped up in the summer of 1914, World War I delayed commencement of production there until 1919. Since then, the Works – as the factory came to be known – expanded to encompass at least 10 separate buildings, each dedicated to a specific task

in hand-building Morgan's sports cars. According to Morgan History Info, the production process appeared chaotic, at best:

The sequence of the different Factory bays did not match up to the production process. This resulted in partially finished cars, on slave wheels, being pushed outside, either up or down the slope, depending on which stage of production they were in.

Morgan officials apparently straightened out the process sometime in the 1990s, likely as part of the initiative to reduce the storied waiting time for a Morgan from six years to 18 months.

Then in January 2006, the company sold the land under the factory to Stirling Investments and agreed to a lease arrangement with Stirling to continue operations. According to a company press release, Morgan made the move to fund product development; indeed, in the 11 years since, the company has not only introduced a number of new and revived models, including the new Three-Wheeler and the boattail AeroMax, but also celebrated the centennial of the Pickersleigh Road site.

With that investment panning out and company fortunes improving, Morgan announced last week that it has bought the land – along with the nearby Morgan Visitors Center, built in 2009, back from Stirling. According to a press release, Morgan officials believe the purchase “helps to provide stable foundations for Morgan's future growth plans.”

The purchase price was not disclosed.





# Junkyard Angel Identified

*I am somewhat embarrassed to admit that WAY back in February I received this email and photos from Rob Davies in the UK. He had identified one of the forelorn Morgan bonnets peeking out from a garage in the "Junkyard Angels" Centerfold of the January/February 2017 issue of The Morganeer as his Morgan, now returning to life under his care. Yet another great Morgan restoration story. ed*



Dear Fellow Morgan Folk,

Greetings from Suffolk, United Kingdom. The car you have on page 17 of The Morganeer is our Plus 4 1958 car TAA737. She is currently undergoing restoration and this week she is having a new bonnet and rear wings with Steve Barns of Vintage sheet metal (a former metal shop supervisor for Morgan)

We are intrigued on how you came by our car photo and if you have any more please?

We are interested in your 3/4 Morgan Group and view your website and newsletter with great interest!

The rebuild of this 1958 Plus 4 is intended to be original back to factory spec and any help from tr4 plus 4 owners will be much appreciated!

Please see 'Constance' on her transporter on the way to hospital!

Rob & Ali Davies



photos:

**Clockwise from Top:**

Rob's barn find car as it appeared in Morganeer centerfold;

The restoration in progress; Constance on the way to hospital; Rob's completed restoration



# The 3/4 Morgan Group, Ltd. EVENT CALENDAR 2017

*Including Multi-Marque Classic Car Events*

<u>DATE</u>	<u>EVENT</u>	<u>HOSTS</u>
Jul 15	<b>British Car Day at Old Rhinebeck Aerodrome</b> Car show and 'History of Flight' show <a href="http://www.olderhinebeck.org">http://www.olderhinebeck.org</a>	Jim Nichol <a href="mailto:jhalfdime@aol.com">jhalfdime@aol.com</a> Phone: 845-229-5088
Jul 22	<b>Show of Dreams</b> Hudson, New Hampshire <a href="http://bcnh.org/blog/show-of-dreams/">bcnh.org/blog/show-of-dreams/</a>	British Cars of New Hampshire
Aug 26	<b>Faneuil Hall Car Show</b> Faneuil Hall Market Place Boston <a href="http://bostonareamg.org">bostonareamg.org</a>	Boston Area MG Club Kurt Steele <a href="mailto:kurt.f.steele@gmail.com">kurt.f.steele@gmail.com</a> Phone: 508-395-5800
Sep 1-4	<b>Lime Rock Historic Festival</b> , Lakeville CT Vintage Sports car racing/concours <a href="http://limerock.com/labor-day-historics">limerock.com/labor-day-historics</a>	
Sep 19-21	<b>British Invasion</b> Stowe, VT <a href="http://britishinvasion.com">http://britishinvasion.com</a>	
Oct 6-8	<b>The 39th Annual Autumn MOG</b> Cooperstown, NY. Premier event of the 3/4 Morgan Group, Ltd.	Alison DeKleine & Morgan Malone <a href="mailto:autumnmog.2017@gmail.com">autumnmog.2017@gmail.com</a> Phone: 508-409-7900

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

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# OPINION EDITORIAL

## *Morgan Drivers - Humans in the Raw*

Frank Wnek

Finally, we have had some seasonably warm sunny days here in Maine. I was out in the Drophead the other day for a nice drive when I encountered a late model sports car approaching in the opposite direction. I won't say what marque (starts with P). I always wave to fellow sports car drivers, and as the car went by I noticed that it was a rag-top, but with the top up and windows rolled up as well. I couldn't believe it! (What are roll up windows anyway?) I wanted to yell "PUT THE TOP DOWN" as he went by, but of course he wouldn't have heard me. I'm sure the air conditioning was cranked (A/C in a sports car?) Probably had the stereo cranked also. (No, I won't go there).

So what's my point? I know I'm a troglodyte as far as the classic sports car experience is concerned, but, if I may be so bold, aren't we all? Isn't that why we drive Morgans?

For the primal environmental experience of being one with the road, one with our machines, wind in our face, sun in our eyes – right? If we wanted something else we'd be driving sports cars with initials starting in W or X or Z or something.

My encounter with the P driver reminded me of a thesis of one of my favorite authors – Canadian Farley Mowat. Farley is most famous for his book, made into a Disney movie (which I would highly recommend) *Never Cry Wolf*. After returning home from Europe in WW II he spend some time in the Canadian Arctic observing and researching the Inuit on Baffin Island and the northern Indian tribes that live alongside the caribou herds in the northern Northwest Territories. In researching and writing these books he actually lived among these people for extended periods. See his books *Snow Walker* and *People of the Deer*. He also wrote an excellent *Top of the World Trilogy* covering all the expeditions of discovery in northern Canada and the Arctic. These were tough dudes that did this arctic exploration stuff!

It is in the introduction to his trilogy where Farley espouses his theory that the primitive tribes of the north may actually be more natural, and perfect in a way, examples of human beings than Western 'civilized' man. His feeling is that our luxuries to which we have become so accustomed and how effortless our lives have become have made us less human. Think about it. We (and I use the term WE in the broadest generic sense) try to control our environment instead of adapting to it, We don't

want to be too cold in the winter or too hot in the summer. So we create artificial environments isolated from nature. We indulge ourselves in fine food and wine. We drive our SUVs as far and as often as we like with no consideration of MPG or our carbon footprint. I must say that I think if I ever drove an SUV all the molecules in my body would destabilize, my DNA helix would unravel, and all that would be left on the seat would be a quivering pool of protoplasm!

Expanding just a bit on Farley's thesis, I think we should establish a new name for this (civilized) sub-species of the human race. We shall call them – Homo Sapiens Luxurus Americanus.

I guess what I'm saying is that we humans would be more – well – HUMAN if we lived more in concert with nature than continually trying to control and change it and isolate ourselves from it.

But of course we all fall into the former of these categories. Right? We ALWAYS drive with the top down, taking in the fresh air, oblivious to rain, snow, sleet, whatever; reveling in our environment. We are Homo Sapiens in the raw. We are MORGAN DRIVERS!

So, anyone up for a drive to the Arctic Circle? And oh yes, while you're thinking about that, could you please pass the Grey Poupon and Chardonnay old boy?



## AT THE PARIS AIR SHOW

Who is this handsome, debonair, well dressed man of mystery international arms dealer spotted at the recent Paris Air Show? Could it possibly be our very own Spider?

And what is he selling – and to whom? The mystery deepens!



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# The Morganeer

## CROSSHEAD

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

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

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