

The Morganeer

OCTOBER/
NOVEMBER
2010

Vol 33
Issue 8



LOBSTER MOG

HARPSWELL, ME
AUGUST 13TH - 15TH



CLOCKWISE FROM TOP LEFT: PERFECT
DAY AT THE LAKE! EVERYONE ON DECK
CELEBRATING @ COHN HOME, HERB
LOEFFLER SECURING THE BONNET!,
MORGANS OUTSIDE COHN CABIN



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

MESSAGE FROM THE ACTING PRESIDENT



**Laurence Sheehan,
Acting President**

WHEN ALL IS SAID AND DONE, we know how to have a great time. Just ask any of the twenty-nine couples who made it to Maine for LobsterMog. (I was going to say “up” to Maine but I would have been incorrect). Norm and Valerie Paterson drove two days in each direction “down” from Haileybury, Ontario, Canada. If you look it up on

Google Earth you will note that it's fully 400 miles North of Toronto. And Gladys and John McNaughton came in from southern California. But I digress.

There are others who will tell you elsewhere in the Morganeer what a great time we had thanks to the Maine members under the always terrific leadership of Frank Wnek. But rather than looking back, allow me to look forward. The run-up to AutumnMog is now upon us. As of this writing (as best I can tell) we have 80 some people and 42 Morgans coming from primarily the east coast.

We have been back and forth to Newport in recent weeks and everyone from the Preservation Society, the Best Western Hotel, and the Pier restaurant are delighted to have us coming. (The Herreshoff outing has been taken off the schedule due to a misunderstanding with the Museum ... who have now decided that they will be closed that day.) But not to worry gang, Fred Schuchard has come to the rescue and has made arrangements for the Yachting Museum at Fort Adams to open just for us. (Thank you Fred !) And ... one of the Directors from the museum will personally conduct the tour. So this will be exceptional.

In preparation for AutumnMog we have had the opportunity to stop and identify who is diligently working away on some aspect of AutumnMog. I am very happy to report that aside from the Officers of the club, an additional 26 club members are on the “Party

On” team. That is a solid reflection of the commitment by your fellow club members to ensure that you have a fun time while in Newport. By the time you read this, it will be two weeks to AutumMog XXXII. We fully anticipate over 50 Morgans and over 100 people. If you haven't signed up to attend, there is still time.

And for those who have signed up, please come with items for the Auction. Mary Leong Hunter and her faithful team tell me that this year promises to be “refined yet a little bit wild” with Scott Willoughby returning still again as Auctioneer.

In closing I'd like to remind you that we will have the Annual Member Meeting late Sunday morning at AutumnMog. You should have received the Agenda via e-mail by now. Due to time constraints, we will make every attempt to stick to that Agenda. Your club Officers ask that anyone who intends to stand for office please let me know immediately as the election of Officers will be part of the member meeting.

I want to personally thank all of you for having given me the opportunity to be involved with a great team in putting on a three day celebration of all things Morgan in Newport. All of your Officers send a hearty “Thank You” for another great year for the Morgan ¾ Group.

Party On!
Larry Sheehan

2010 BRITISH CARS DAY IN SAN DIEGO

From Gary and Milly Sartor

IT IS THAT TIME of the year again; the 31st annual British Car Day will be held on Sunday, October 3, 2010. Last year Morgan was the featured marquee and our display was the hit of the show.

This year we have decided to raise the bar just one more notch so we will not be forgotten; the trailer will once again be a part of the display only this year in addition to showing movies we will also provide popcorn as well as miniature soft drinks to those movie goers. We are also going to increase our movie screen from a 23 inch to a 42 inch for better viewing.

This year the show is at a new location which is larger, more assessable, better parking and allows for display vendors as well as food vendors. Last year we had 16 Morgans in our display area; this year we would like to see a minimum of 25. Word has it that some of the L.A. area Morgan owners are going to take the plunge and venture South to join us; that would be a welcome addition.

I apologize for the last minute notice of this event however; each and every one of you will be welcome to join in to make this an event to remember. If you like English cars from Rolls Royce to Mini's this is the event to attend. Additional information and entry forms are available at the following web site; <http://sandiegobritishcarday.org/>. Once you know you are going to join us, please let us know via e-mail so we can plan our space layout to accommodate your car. Thank you and we look forward to seeing you on the 3rd.

+4 SUPER SPORTS PHOTOBOOK – AVAILABLE NOW!

For the real devotees a special high quality, full color, Photobook of the +4 Super Sports has been produced. It will be a limited edition book only, printed to order. Each copy will be numbered and signed individually. Author, Hermen Pol, a Morgan historian living in the Netherlands, has also added a specific +4 SS page to his website a few days ago: <http://morganhistoryinfo.services.officelive.com/Plus4SuperSports.aspx>

The book is hard bound, printed on glossy photopaper, counting 64 pages inside, with over 60 photographs, several of which are two-page spreads.

The main theme is the special +4 Super Sports display at the Morgan Centenary at Cheltenham in 2009. It gives a nice overview of the different variations on the Super Sports model. For +4 Super Sports owners and Morgan collectors this is a must.

A copy can be ordered by writing an email to Hermen Pol at plus4plus@live.nl through the Contact Us form on this site (as well as phgm1919_2003@yahoo.co.uk).

Postage and packing of several copies works out cheaper per book than one copy.

Lobster Mog*, Harpswell, Me

Connie Schuchard, Roadstown, NJ, Annapolis, MD



Clockwise from top right: Umbrellas up to cool the afternoon, Frank Wnek, Three beautiful Morgans in a row!, Anneleise directing Cohn's Morgan

BEAUTIFUL PINE COVERED ISLANDS, A ROCKY coastline, lobster boats and buoys bobbing in harbors, and the discovery of lovely old villages as you wound your way down another Maine peninsula in your Morgan. This was all a part of the 3/4 Morgan Club of New England's Lobster MOG on August 13th to the 15th in Harpswell, Maine. Superbly hosted by residents Frank and Meredith Wnek, one couldn't ask for more. Included in this delightful Morgan weekend was a

seafood dinner on Friday evening at The Dolphin, a local seafood restaurant with superb views of the water and then on Saturday night, a real Maine lobster banquet for over 50 Morganeers expertly cooked and served by the staff of the Harpswell Inn. That was of course after cocktails on the front porch with samples of some of the fantastic local cheeses found



by Meredith at local Maine farmer's markets, and, of course, accompanied by glasses of wine.

The Harpswell Inn was the perfect setting for the perfect weekend. You couldn't have asked for better weather which made each event more enjoyable. On Saturday, one and all drove their Morgans to the Bath Maritime Museum where we were treated to an excellent tour of the facility. After lunch, many took to their Morgans and proceeded to follow the rally instructions. These instructions led us over many interesting Maine highways but mostly byways searching for the elusive clues. Kudos to the Wundermans who did the rally in their three wheeler. Kudos also to the well-traveled McNaughtons who placed 1st in the event. Back at the Inn, the Morgans were on display and the judging began (an offbeat concourse

to say the least). One had to think hard to decide which Morgan would James Bond have chosen.....? No one could help admiring David Crandall's spiffy 4/4, nicknamed "The Tangerine Dream" with its new paint job. It was a winner. Frank had spent all year collecting the coveted perfect matchbook car prizes which he handed to the winners that night at the lobster dinner.

On Sunday after a leisurely breakfast many took the drive to Bob and Jeri Cohn's cabin one hour inland on a beautiful lake. The Cohns had thoughtfully provided lots of floating toys for their guests and grilled some mouth watering locally-made sausages. It was a wonderful day spent relaxing and of course talking about..... Morgans. It was the perfect ending to a perfect weekend. Many thanks to Frank and Meredith and others in the club who made it happen. Thanks to the Cohn's for the barbecue at their cozy, rustic cabin on the lake.

*Additional notations from the Lobster Mog weekend.....

NOTE: Special thanks to those who traveled long distance: Norm and



From left to right:
Sue, Kathy, Beate, and
Marsha; Jim, Jay and
Bob; I. Dawn r. San



Valerie Paterson from Canada after driving seven hours two consecutive days to attend AND a special photo included of Anneleise at seven months of age directing the Cohn's Morgan to the Lobster Mog. She was the youngest of the 30 attendees at the lake in Maine.

And last but not least, a quote from Larry Sheehan "for those who haven't had the opportunity to visit Bob and Jeri Cohn's lake side home deep into the Maine countryside, I'd like to encourage you to plan now for next year. Also, thanks to the Wneks (Frank and Meredith) and the Flynns (Jack and Lorna) for their warm hospitality!"



**"...Once upon a time,
petrol was delivered
only to a select few..."**

*happened at our driveway a number of years back
when the fuel-oil truck delivered to the neighbors*

—SPIDER J.C. BULYK



car ran like a champ - pressure, charging, temp on "N" - never missing a beat. It took 3rd place among the 4-Seaters with its 25 year old restoration and 4th place in the 'Rally Through The Valley' with Stephanie-driver and Spider-navigator. There were ~50 Morgans at the meet.

The Hope was dispatched from the factory on 12 December 1956, is registered as a 1957 and has a Triumph engine plaque date of 1 May 1956. The Chassis number is 3585 and Engine number is TS13100 which number is also stamped on one of the bonnet half hinge folds, on the toolbox, and on the cover plate over the rear axle. It was sold in 1957

through Fergus Motors in NYC and has a Fergus Dealer Plate with number #15672 on the firewall.

We've never been able to find the original buyer but do know the car was bought to race. After being beat-up in racing, Hank Ruppell bought it, rebuilt it completely and used it as a commuter for 12 years. He can no longer remember from whom he bought it. We acquired it shortly after he sold it and have rebuilt it one time completely, and two times partially. Between the miles Hank says were on the car when he bought it, what he put on it during his time, and what we've put on it, we estimate that it's covered some 175,000 to 180,000 miles. Pretty damn amazing, eh? Hank's daughter sent a picture of the car in its original factory livery of black with red leather - and our kids grew up in the back seat going to Mog meets some 500 miles away.

Give my regards to the club from the far side of the world.

Run cool.

** Article reprinted from Australian Morgan Club, The Morgan Ear, September 2010 issue, courtesy of Suzanne Chatfield.*

WANTED: A Good Boot*

Spider J.C. Bulyk

I've always wanted a good boot - thought about a Drophead 4-Seat - but I love this car and am never selling it. ¶ I found these on eBay. The saddle colored bag under the rack is a ~1959 leather Samsonite with all the fancy packing accessories inside and even came with the original key and key tag!!! The one on top of the rack is a ~mid-60's cream leather custom ladies Pullman by Hartmann. It's part of a two piece, matching ladies train-case set — the makeup box rides inside. The belts are a

men's size 56 (not so easy to find two of each) and the padding for the lower case is cut out to profile the spare/hubcap with a pipe insulation foam on the bumper. Works like a charm.

When I bought these, I also bought a bunch of repro "World Hotel" stickers: Peninsula (Hong Kong), Grand (Monte Carlo), St. Pierre (New York), Strand (London), Mark (San Francisco), etc. However, after mounting the luggage, it looked so classy that I didn't have the

heart to despoil these beautiful pieces.

The bags work wonderfully, have no stains or odd odors (gifts of previous owners), and are quite charming. In a rain, I have gigantic plastic bags to cover them. Meanwhile, Lexol does very well.

We bought The Great White Hope in 1973/4 and love the car. We just came back from a 1,200 mile round trip (including rally) in >100°F heat down to MOG 40 in Staunton, Virginia. The

RESULTS: Concours D'Elegance At Lyme Rock Park

SEPTEMBER 3-5

Historic Festival 28 Race Results and
"Sunday in the Park" Concours Winners



The Morgan 3/4 Group is proud to reprint the following results of the Labor Day Concours D'Elegance at Lyme Rock Park. We are especially excited to report that Mike Virr captured Third Place in Category 3, with his 1934 Riley Ulster Imp. His car also received First Prize for the best competition car built before WWII at the Greenwich Concours in June '10. Our hearty congratulations go out to Mike and Judy!

The racing on Saturday and Monday was really, really good, as Event Chairman, Murray Smith created great groups that resulted in lots of close action. You can find the race-by-race results for the Historic Festival on the website! www.limerock.com/index.php?option=com_content&view=article&id=107&Itemid=107 Click here.

The "Sunday in the Park" Concours, as part of Historic Festival 28, saw 197 entrants vie for awards in 24 classes on Sunday and at the end of the day Chairman Smith and Sunday in the Park Concours, Director Kent Bain presented the awards beneath beautiful skies and a large, appreciative crowd. There were a number of spectacular vehicles present and Smith was adamant that the quality of the field made for "wonderfully difficult" decisions amongst the judges, especially regarding Best in Show.

Ultimately, the 1938 Alfa Romeo 8C 2900B Touring Berlinetta owned by The Collier Collection was judged Best in Show and was presented a Rolex Oyster Perpetual Datejust watch in recognition.

(http://sphotos.ak.fbcdn.net/hphotos-ak-ash2/hs156.ash2/41148_432329654002_44115954002_5135366_8343764_n.jpg) Click here for photo) (If you are a "Facebooker," click http://www.facebook.com/pages/Lime-Rock-Park-The-Road-Racing-Center-of-the-East/44115954002?v=photos&ref=ts#!/photo.php?pid=5135366&id=44115954002&ref=fbx_album here to see hundreds of photos from the entire weekend).

"An incredible car, spectacularly presented," said Smith. "This beautiful machine won the first post-war (1947) Mille Miglia driven by Clemente Biondetti and Emilio Romano. A positively deserving winner of Sunday in the Park's Rolex Best in Show." Winning the Motorsport Magazine Best Competition Car was a vehicle never before seen in North America prior to this show: Oscar Davis's 1937 BMW 328 Mille Miglia Bügelfalte ('trouser crease').

(http://sphotos.ak.fbcdn.net/hphotos-ak-snc4/hs296.snc4/41148_432329659002_44115954002_5135367_5753516_n.jpg) Click here for photo)

(If you are a "Facebooker," click http://www.facebook.com/pages/Lime-Rock-Park-The-Road-Racing-Center-of-the-East/44115954002?v=photos&ref=ts#!/photo.php?pid=5135367&id=44115954002&ref=fbx_album here to see hundreds of photos from the entire weekend)

"Stunning. One of the rarest of the rare," said Smith. "A brilliant piece that elevated the concours single-handedly. My deepest thanks to Oscar for gracing the show with the 328."

Following are the winners in each class of the 2010 Sunday in the Park Concours at Lime Rock Park:

***Rolex Best in Show**

1938 Alfa Romeo 8C 2900 Touring Berlinetta, The Collier Collection, Naples, Fla.

***Motorsport Magazine Award for Best Competition Car**

RESULTS: CONCOURS D'ELEGANCE AT LYME ROCK PARK SEPTEMBER 3-5 (contd)

1937 BMW 328 Mille Miglia Bügelfalte,
Oscar Davis, Montvale, N.J.

***Class 1, "They don't build 'em like they used to," pre-1930 open and closed**

1. 1914 Mercer Raceabout Type 35J, Joe Freeman
2. 1914 Rolls-Royce Silver Ghost, Don Koleman

***Class 2, "Gatsby's Delights," very special automobiles from 1930 to 1940**

1. 1930 Packard Model 745, John Beveridge
2. 1938 Delage D6, Robert Keelips
3. 1935 Mercedes-Benz 500K Cabriolet B, Wayne Carini

***Class 3, "Wheels for All," making the world more accessible, pre-1940**

1. 1939 Fiat Topolino, Christopher Owen
2. 1930 Austin 7 Ulster, David Cox
3. 1934 Riley Ulster Imp, Mike Virr

***Class 4, "Risky 'n' Racy," pre-war competition**

1. 1915 Duesenberg Board Track Racer, Joe Freeman
2. 1930 Alfa Romeo Tipo B P3, Peter Giddings
3. 1933 Alfa Romeo 8C Monza, Peter Greenfield

***Class 5, "Sporting Standouts," open cars 1940 to 1957"**

1. 1949 Cadillac Convertible, Andrew Benenson
2. 1955 Ford Thunderbird, Harold Von Ahn
3. 1957 Turner 803/950S Transition, Paul Bova

***Class 6, "Fancy 'n Fun," open cars 1958 to 1965**

1. 1959 Austin Healey 100 Six (BN6), Bob Markovich
2. 1959 Austin Healey 100 Six, Bruce Male

***Class 7, "Environmental Elegance," open cars 1966-1980**

1. 1967 Ferrari 330 GTS Spyder, Karen & Doug Cushnie
2. 1966 Lotus Elan S3 SE, Charles Browne

***Class 8, "Off to Grandma's," closed cars 1940 to 1955**

1. 1951 Chevy Styleline Deluxe, Jack & Vickie DeLuca
2. 1952 VW Beetle, David & Tracy

Haviland

3. 1949 Cadillac Sedanette, Andrew Benenson

***Class 9, "Home from Work," closed sedans 1956 to 1970**

1. 1957 MG Magnette ZB, Ed Collins
2. 1957 Chevy Bel Air Beauville Wagon, Jeff Tannenbaum
3. 1965 AMC Rambler Cross Country, Kirk & Mary Benham

***Class 10, "Room for the Kids," world sedans, coupes with room for 4, 1966-80**

1. 1978 Citroen 2CV, Bill Garrett
2. 1973 Mercedes-Benz 280 SEL 4.5, Jerry Vartanian
3. 1974 BMW 2002tii, Kevin Bange

***Class 11, "For Road or Track," sporting machines 1945 to 1957**

1. 1953 Ferrari 166 Mille Miglia, RedLine Restorations
2. 1953 Alfa Romeo 3.5 Mille Miglia, Lawrence Auriana
3. 1954 Austin Healey 100, Bruce & Leslie Silvers

***Class 12, "A Sporting Proposition," Sports cars 1958 to 1965**

1. 1965 AC Cobra F.I.A. Roadster, Archie Urciuoli
2. 1962 Daimler SP250 Roadster, Steven Busch
3. 1963 Alfa Romeo Giulia Spider Normale, Larry & Debbie McKeough

***Class 13, "Keep the Shiny Side Up," sports cars 1966 to 1975**

1. 1966 Austin Healey 3000 MKIII, Mark Goodman
2. 1973 Ferrari 365 GTS Daytona Spyder, Barney Hallingby
3. 1967 Austin Healey 3000, Dennis Angelillo

***Class 14, "Rapid Transit," GT cars 1945 to 1955**

1. 1952 Jaguar 120 Coupe, Robert Bodin
2. 1950 Aston Martin DB-2, Rob Burt

***Class 15, "Businessmen's Express," GT cars 1956 to 1965**

1. 1964 Alfa Romeo TZ Coupe, Michael Schwartz
2. 1964 Ferrari 250 Lusso, Roger Werner
3. 1963 Chevy Corvette Coupe, Michael Sutka

***Class 16, "Speed with Style," GT cars 1966 to 1976**

1. 1964 Ferrari 400 Super America, Peter Kalikow

2. 1972 BMW CS, Chuck Moss

3. 1967 Ferrari 330 GTC, Tim Lynch

***Class 17, "Carry your Weight," commercial vehicles, trucks and woodies**

1. 1955 Chevy 3100 1/2-ton Pick-up, Jeff Tannenbaum
2. 1974 VW Westfalia, Matt Meehan
3. 1981 Ford E-One C8000 Fire Truck, Rick Mileczanowski

***Class 18, "No Holds Barred," post-war competition cars**

1. 1959 Maserati T-61 Birdcage, Tony Wang
2. 1962 Alfa Romeo TZ1, C.H. Motor Cars
3. 1959 Ferrari 250 GT Spider, Martin Gruss

***Class 19, "Less is More," motorcycles, trikes and micro cars**

1. 1971 Norton Commando Roadster, Dean Mojon
2. 1953 Velocette, Roy Walzer
3. 1969 Norton Scrambler 750S, Randy Watson

***Class 20, "Torque it Up," cars with the urge to move you 1960 to 1980**

1. 1970 Boss 302, Bernard Turi
2. 1989 Ferrari 348 GTO "Factory Concept," Bill Gucker
3. 1968 Olds 442 Convertible, Joe Namnoun

***Class 21, "Imitation is Flattery," clones, tributes, quality recreations**

1. 2009 Aston Martin Zagato, Herb Wetanson
2. 2007 GTM Mulsanne Factory Five Racing, Allan Uzwiak
3. 1966 Ford GT40 replica, Scott Calabro

***Class 22, "Home-built Happiness," rods and customs**

1. 1932 Ford, Skip Matava
2. 1932 Ford, "The Goldenrod," Skip North
3. 1931 Chevy, John Namelin

***Class 23, "Virgin Vehicles," just as we found it or non-restored originals**

1. 1978 Citroen 2CV, Robert Lachman
2. 1976 MGB, Carlos & Kathy Heiligmann
3. 1928 Austin Gordon England, Murray Smith

***Class 24, "West Bend Corral**

RESULTS: CONCOURS D'ELEGANCE AT LYME ROCK PARK SEPTEMBER 3-5 (contd)

Awards

1. 1995 BMW 850 CSI, Ignatey Tarzian
2. 2010 Caterham Superlight R400 SV, Karl Johnson
3. 2003 BMW Z8 Alpina, Murray Liebowitz

Special Awards

- "From the ground up," restoration perfection all to 1965: 1954 Siata 208S, Michael Schwartz
- "Mom's Car," the Lime Rock version of Ladies Choice, 1974 Mercedes-Benz 280 SEL 3.5, Renea Topp
- "Sunday in the Park Award of Excellence," most deserving not otherwise recognized: 1914 Mercer Raceabout, Joe Freeman
- "Skip Barber's Award for a Sunday at Lime Rock," most deserving not otherwise recognized, 1930-1955: 1937 Graham, Tom Tkacz
- "Skip Barber's Award for a Sunday at Lime Rock," most deserving not otherwise recognized, 1956-1960: 1956 Alfa Romeo 1900 SS, David Yager

- "Skip Barber's Award for a Sunday at Lime Rock," most deserving not otherwise recognized, 1961-1967: 1967 Chevy Corvette L88 Roadster, Bill Shanahan

- "Skip Barber's Award for a Sunday at Lime Rock," most deserving not otherwise recognized, 1968-1980: 1973 BMW 3.0 CS, Michael Balaban

- People's Choice: 1956 Mercury Monterey NASCAR stock car, Russ Truelove

- Rolls-Royce Cub Award, 1962 Silver Cloud II, Larry Durocher

APOLOGY! The Lime Rock Park website (limerock.com) went down Sunday morning due to a technical issue with the hosting company's assigned server. We were unable to upload the latest information regarding Historic Festival 28. It is now up and running. Think fast!

The Staff at Lime Rock Park

AUTUMN MOG AUCTION: 2010

A note from Mary Leong Hunter

GUESS WHAT EVERYONE..... time flies & Autumn Mog is just around the corner. So if you haven't checked for those un-needed items in your household, it's time to do it now.

As we all know, items need not be automotive related; all interesting items are accepted for our auction. Let's not forget the old saying of "one person's junk is another person's treasure".

We will again have Scott Willoughby as our auctioneer, and we all know how much fun and entertainment he can generate for us. So please go look in that attic, and search your closets for items we can use at the Autumn Mog auction.

Please feel free to contact me at cazadors@aol.com for additional questions and suggestions concerning the auction.



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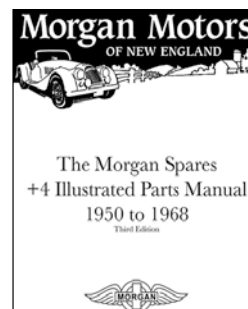
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Registration Form

October 15 - 17, 2010

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

Please send your registration to:

Marsha

Carter

7 Fernway

Lynnfield, MA 01940

Name(s): _____

Address: _____

Phone: _____ Please check accommodation: Best Western _____ Other _____

Name

(Please make accommodations directly with Best Western (401) 849-9880 , or other lodging.)

If possible, arrival date and departure date.

Arrive

Depart

Number in party: Adults _____ Children _____

Registration Information: Please circle all that apply for each car:

Car 1: Trike 4/4 Plus 4 Plus 8 Drophead Roadster Judged Class or Peoples Choice Class
Year _____ Color _____ State _____ Lic. # _____ Serial # _____

Car 2: Trike 4/4 Plus 4 Plus 8 Drophead Roadster Judged Class or Peoples Choice Class
Year _____ Color _____ State _____ Lic. # _____ Serial # _____

| | | | | |
|---|------------------------|---------------|-----|-----------------|
| One person, one Morgan | | \$85 | PP* | \$ _____ |
| Two people, one Morgan | | \$170 | PP* | \$ _____ |
| Additional adults | Number of people _____ | \$85 | PP* | \$ _____ |
| Additional Morgan | | Complementary | | \$ _____ |
| Additional adult Saturday night banquet tickets** | | \$65 | | \$ _____ |
| Children under 12 Saturday night banquet tickets | | \$32 | | \$ _____ |
| Breakfast on Saturday | Number of people _____ | \$13 | PP | \$ _____ |
| Breakfast on Sunday | Number of people _____ | \$13 | PP | \$ _____ |
| Box lunch at the AutoCross | Number of people _____ | \$15 | PP | \$ _____ |
| Box lunch on Saturday | Number of people _____ | \$15 | PP | \$ _____ |
| Grand Total Enclosed | | | | \$ _____ |

* Includes Friday Autocross, Friday night Complementary Cocktail Party, Police escorted drive to the Elms Mansion, admission to the Concours at the Elms, Saturday afternoon Rally, Saturday evening Cocktail Party and Banquet, Sunday Gymkhana. \$100 per adult after September 15th.

** Includes Saturday evening Cocktail Party and Banquet.

Banquet Saturday Night

Please Select Entrée Choice for each person in your party:

Baked Stuffed Breast of Chicken _____

Roast Prime Rib Au Jus _____

Backed Stuffed Jumbo Shrimp _____

Will attend Friday night dinner at The Pier Restaurant _____

Box Lunch Saturday

Please Select Choice for each person in your party

Turkey & American Cheese Sandwich _____

Roast Beef & Cheese Sandwich _____





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From top to bottom: Parking space reserved for Morgans only, Noggin attendees, British Beer Company Restaurant, Westford, Ma.



The Forty Eighth Anniversary Noggin

From Bill Jouris

IT WAS A VERY AUSPICIOUS OCCASION, THE FORTY eighth wedding anniversary of Beth and Bill Jouris and the first anniversary of his being laid off from his job of eleven years. A special venue was called for and was provided for a monthly noggin, the British Beer Company (BBC) pub in Westford, MA.

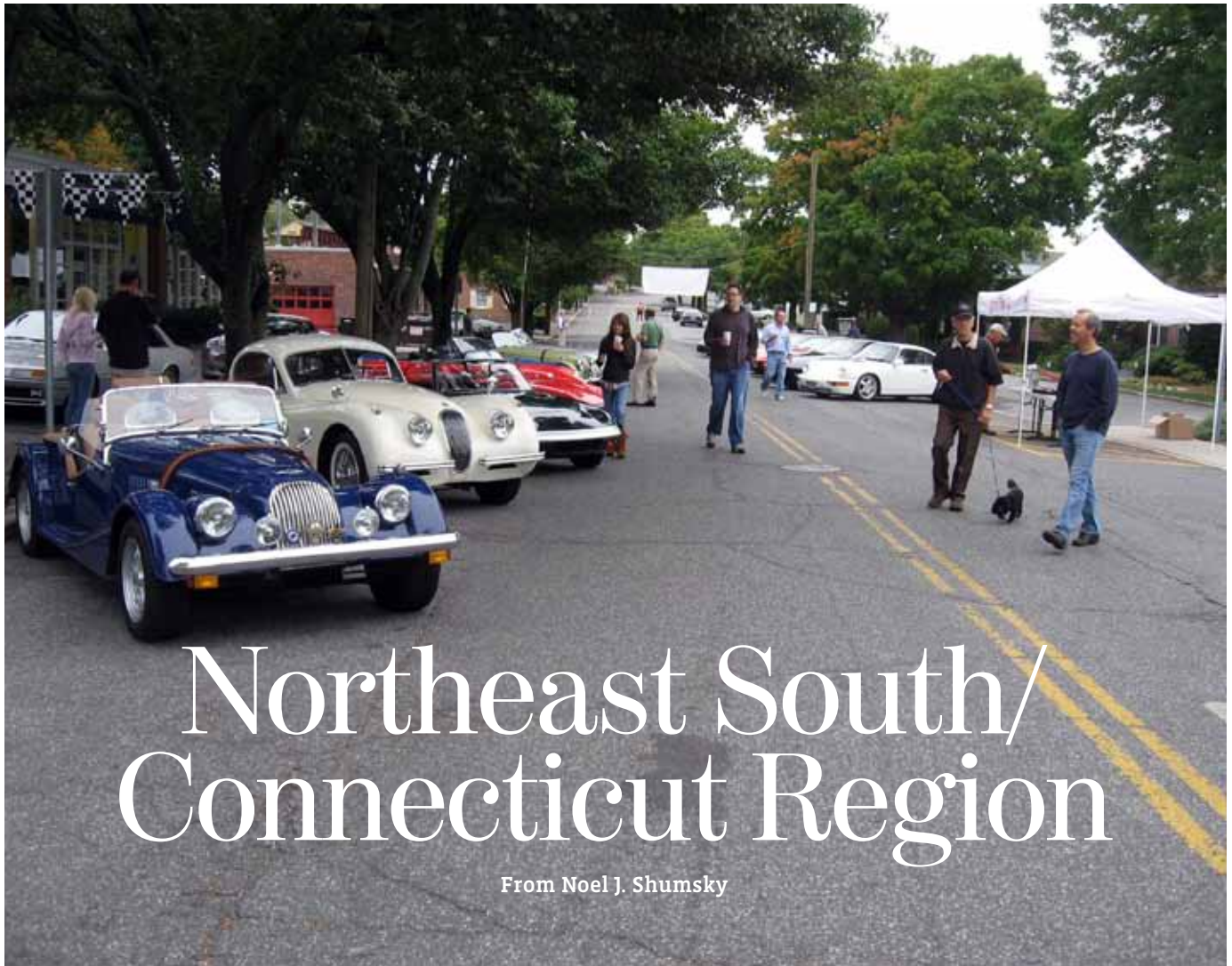
This fine pub opened only a couple of weeks ago in a building formerly used by an Applebee's. All the fixtures were imported from England from genuine pub furnishings suppliers including the stained glass windows. To be sure of adequate arrangements for such an esteemed group a bargain had been struck with the management to provide contiguous seating for twelve for dinner and six parking spaces in the choicest location, right near the door. Five Morgans were expected and an additional space was reserved for the unexpected. In the event, only three attended accompanied by wives and family in additional tin tops.

The esteemed and fortunate ones were Nancy and Tom Aldrich, Bill and Ruth Clark, Larry and Sue Sheehan and the guests of honor, Beth and Bill Jouris accompanied by their son Brian. Those unfortunates who should have been there and weren't are legion!

In addition to the sumptuous authentic British surroundings the menu was replete with authentic British food, bangers and mash, pot roast in the British style, pasties of several varieties and, one of my favorites, Mac and cheese British style. More importantly they offer a complete beverage list featuring a number of great British beers and ales including Old Speckled Hen.

As well as could be determined a good time was had by all swapping lies and stories and being regaled by our illustrious president on the wonders to be expected at the forthcoming AutumnMog. Brian Jouris, who had been spending the last couple of weeks working for the Army Reserve, appeared in fatigue uniform and was toasted by all as a representative of our youth in service. Many of the other guests to the pub also had a good time inspecting the Morgans and bemoaning the fact that they had never followed there brighter instincts to buy one or lamenting the fact that they had given up a cherished sports car of their youth for more mature pursuits.

The management was delighted with our presence and fell all over themselves to serve us. They look forward to many repeats of our noggins and have promised to make the alcove we used our permanent home complete with pictures and paraphernalia Morgan should we wish to have it. I for one would embrace the idea.



Northeast South/ Connecticut Region

From Noel J. Shumsky

MANY OF US ENJOYED A MORGAN FILLED weekend. Saturday, September 11 was club day at the Fairfield County Concourse. Henry Angel and his '73 Morgan 4/4 represented us well, however no other members were able to attend. Dr. Norm Hugo went on the Nutmeg drive for Autism and Norm told me the route was around 140 miles in duration through the most beautiful roads he has ever seen in CT. Norm highly recommends the Nutmeg drive and had a wonderful time.

Sunday, September 12 started at 8:00 in the morning with the Caffeine and Carburetors event sponsored by Zumbach's Coffee Shop in New Cannan, CT. Three Morgans; Tom and Tony Smith, Steven Weston and Suzanne and I showed up along with a variety of great cars and motorcycles. The Caffeine and Carburetors event is great fun and I would encourage all of you to attend at some point when you

are able. About 40 Cars and a number of motorcycles departed in convoy from New Cannan to attend the Fairfield County Concours held at the Fairfield County Hunt Club in Westport, CT. Two of our members were showing their Morgans at the Concours. Eric and Joanne Singer entered their 1966 Morgan Plus 4 and Norm Hugo entered his 1995 Morgan Plus 8. Our entrants were cheered on by Tom and

Tony Smith, Suzanne and I and Jane Mattson. There were many fabulous cars at the concours and the Morgan 3/4 club had a winner at the event (see the sidebar to see who won what!)

Later in the day we joined over 20 Morgan 3/4 members at the home of Jane Mattson for a pool party and barbecue. The weather was overcast



From top: Caffeine and Carburetors—Sept 12th, Pool Party & BBQ at Jane Mattson's home,



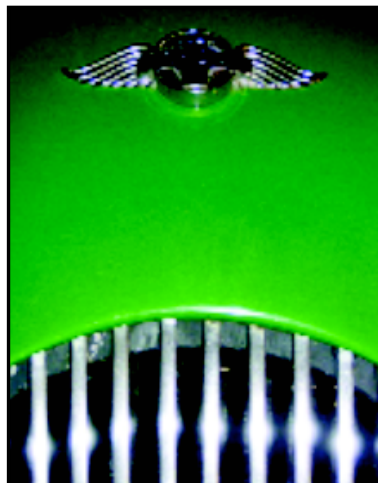
Eric and Joanne Singer, FCC, Sept 12th

and in the 60's which eliminated the desire to swim in the pool. Weather never seems to matter when members come together and everyone who came was treated to great food, great fun and Jane's hospitality and generosity. Thanks to Jane for treating us all, on this and several occasions, to her beautiful home and the hard work she puts into all of the events she is kind enough to host for our club.

Sunday August 19, Welcome to Fall, proves to be another fantastic Morgan event at the home of Jane and Steve

Rosenstein. The day starts with coffee and many goodies and will be followed by an exuberant drive throughout the countryside to a favorite restaurant of the Rosenstein's for lunch. Those with energy left to spare will be invited to have fun with Steve and Jane enjoying cigars and cognac at their home with an equally spirited drive back. Check our web site for details.

I wish all of you going to MOG 2010 in Newport, RI a great time and I am certain that Larry has planned an awesome event that will be fun and memorable.



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FAIRFIELD COUNTY CONCOURS MORGAN 3/4 WINNER

By Noel J. Shumsky

ON BEHALF OF the Morgan 3/4 Club and the New England Region South we extend our congratulations to Dr. Norm Hugo for winning two prestigious awards at the Fairfield County Concours. Norm's Corsa Red 1995 Morgan Plus 8 was awarded:

Second Place in the People's Choice Award from the FCC AND Second Place in the Judges Award from the FCC

Our congratulations also goes out to Eric and Joanne Singer for the entry of their 1966 Morgan Plus 4 and all the hard work they put in to show a truly fabulous example of a Plus 4.

The Fairfield County Concours is a nationally recognized concourse and taking a prize at the show or having your car approved for entry is very significant in the concourse world. One of the judges this year was Wayne Carini of the well known TV program Chasing Classic Cars.

Well Done!



top: Norm Hugo's with his Corsa Red '95 Plus 8 and awards, Hugo's 2nd Place People's Choice Award & 2nd Place Judge's Award

The Mystery of the Points-Activated Wiper Motor

From Eric Schneider, Olde World Restorations

WE FREQUENTLY RECEIVE CALLS from customers complaining that some Lucas-branded bauble bolted to their Morgan doesn't work, and how they would rather that it not smoke and spark when current is applied. Generally the charred remains of what once was an electrical bit can be resurrected or replaced without drama, but occasionally a Lucas bit will fight back.

Such was the case recently when Larry Sheehan's wiper motor was resisting the influence of electrical current. We went through the basic diagnostics over the telephone without producing the desired result - so Larry disassembled the motor and phoned back about some preposterous internal connections and an imaginary set of contact points inside the motor casing. Unable to diagnose things further over the phone, the bits were collected and boxed, and arrived at Olde World Restorations the next day.

The imaginary breaker switch in Larry's hallucination is pictured below (1). Surely this was a swap-meet motor which once graced the scuttle of a Humber or Reliant - but impossibly, the Lucas stampings matched the Morgan listings in the Lucas parts books. For the record, the motor was a single-speed, 3-wire parking variety - Lucas model DR3A, number 75414B. While similar breaker switches are common

to later multi-speed motors, I still have yet to find any reference to it regarding the DR3A model, Morgan or otherwise.

Essentially the switch is a bi-metal thermal breaker - when the electrical current becomes excessive, the bimetal strips deflect and the contacts separate, breaking the circuit. The parking type motors are controlled through parallel ground circuits - the wiper switch, and the parking mechanism - so the breaker is wired to the hot side of the circuit. Interestingly, the switch itself is staked to the field coil casing - the only barrier between the full current of the motor and ground is a thin insulating strip, although I'm certain it (once) was finest British waxed cloth and impervious to any number of invading electrons.

Given the uncertainty of the unfamiliar design and the presence of mysterious, blackened componentry, the easy solution would have been to sell Larry a replacement motor.... but that night I could hear the wiper motor (2) taunting me and making derogatory remarks about my mother. Perhaps I shouldn't have brought it home with me, or placed it on my nightstand next to my bed...

Fortunately the next morning, Larry agreed to let me attempt a repair. I can report that removing the switch and bypassing the connections is a straightforward process, and the motor functions perfectly without them.

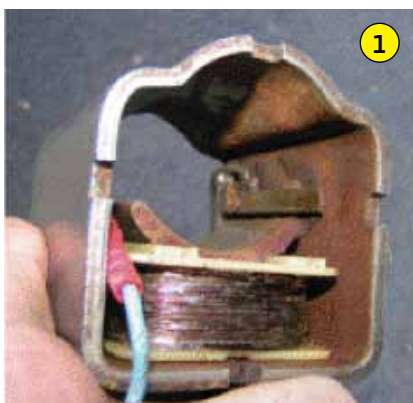
On final assembly, I also discovered that a brush spring insulator was missing. A spring connects to the 2 brush holders, pulling them together and holding the brushes under tension against the commutator. The insulator is the T-shaped bit (3), fitting between each brush holder and the common spring. Without the insulators, the brush holders will short out across the spring.

This spring insulator is a tiny 2-pence bit molded from asbestos-impregnated unobtainium, and was only available in a genuine OE Lucas 7-piece kit specifically labeled "sundry parts". Although this \$3 kit was discontinued some time before the advent of tubeless tires, the shop actually stocks a complete, original kit - located only after countless months of searching ebay, and snatched up for the sum of \$38.95 plus shipping from Liechtenstein. The idea of breaking the kit for a stupid insulator was.... disheartening.

I won't say I cheated (Penny did it), but rumor has it that a reasonable facsimile can be fashioned from a plastic divider in those sectioned organizer box thingies you find at tool stores - and by sheer coincidence, we had an unused one here at the shop.

I would finally mention that when rebuilding a wiper motor, the commutator should be trued. They are sneaky buggers. Although I tested the armature, and the motor tested fine on the bench after assembly, it didn't function under load when installed. Generally, truing the commutator is done on a lathe, but can be done by chucking the rotor in a drill press, and filing the commutator flat using a light pressure with a good, sharp file.

The wiper motor once again graces Mr. Sheehan's scuttle, and in working order. These are the types of challenges that make Morganeering fun. Thanks to Larry for allowing me the opportunity to attempt the unknown. The process was worth sharing - not only because it's a story worth telling over a frosty beverage, but also because the mystery of the breaker switch is unresolved. If anyone has encountered another one, please call. I'll sleep better.



Original Charter of the Harry J. Carter Memorial Esprit de Vent

(Reprinted from The Morganeer, 1980-2)

"Serious stuff first, there are always a few people around who consistently capture the SPIRIT of Morgans, of Club Motoring, and the Brother and Sisterhood which lies therein. I don't have to tell you about that SPIRIT: when you see it, it is unmistakable, and it will never fail to put a smile on your face and warmth in your heart. The SPIRIT of the Master Morganeer, much like the wind, cannot be faked. Although it can be learned, it cannot be worn as a badge. It is as difficult to describe as it is simple and obvious. Therefore, I state: when you see it, you know it!

I can give you some clues, but for each characteristic I give you, I know you can give me ten more. It is the Person whose face you remember smiling at many meets; the one who always remembers your name; the one who drove top-down to a winter event; the one whose tweed cap or leather flying helmet you can still see in your rear view mirror; the one whose name appears in The Morganeer; the one who'll show up with just the right part; the one whose underwear must be emblazoned with the MORGAN crest; the one you saw helping out at a recent meet.

If you're still reading, you're getting the picture...this person is a little of each of us. However, when one person can consistently embody this spirit of the wind, they deserve the recognition of their club: they keep it alive and they keep Morgans on the road. To this end, the 3/4 Morgan Group, Ltd. will present its first ESPRIT de VENT award during the ceremonies at the Second Annual Autumn MOG. The recipient will be selected by the executive board of the Club. The board will accept nominations from any club member and Club officers (elected and appointed) will be excluded."

The Harry J. Carter Memorial ESPRIT de VENT

Alec Knight 1980

John Erickson 1981

Stephanie & Spider Bulyk 1982

Cindy & Bob Mitchell 1983

Sue & Henry Angel 1984

Lee Gaskins 1985

John Griffith 1986

Marilyn & Dave Bondon 1987

Brian, Reny, & Bill Willoughby 1988

Chip McKinley 1989

Chris Towner 1990

John Jennings 1991

Scott Willoughby 1992



*presented by
The 3/4 Morgan Group, Ltd.*

The Original Charter of the Harry J. Carter Memorial Esprit de Vent was authored by Spider J.C. Bulyk long ago. It is reprinted here exactly as it originally appeared in The Morganeer 1980-2. Please note that this pre-dates Harry's death on 20th August 1980. It was in the Memorial Edition of The Morganeer 1980-4, that the award was officially renamed The Harry J. Carter Memorial Esprit de Vent. Harry had been the Editor and was waiting for his term to expire so that he could become eligible for the award himself. Most members would have given it to him anyway, in spite of the "no officials" rule.

HARRY J. CARTER MEMORIAL ESPRIT DE VENT*

My Brother & Sister Morganeers:

About six lifetimes ago, I was sitting in Fraunces' Tavern knocking-back black-n-tans with Wes Fredricks and Harry Carter. We were high on the success of The First Annual Autumn MOG. President Emeritus Harry was then editor of the prestigious Morganeer, I was president and Wes was running the Second Annual Autumn MOG. The club virtually percolated with energy and it was a time of high adventure. Harry looked up, wiped the suds from his lips and pronounced, "This club needs a 'most valuable player' award and ... damn it all I want to be the first one to win it!!!"

At that moment was born ESPRIT DE VENT (Spirit of the Wind), the esteemed good clubmanship award of the 3/4 Morgan Group, Ltd. Unfortunately, Harry's life ended before the first presentation of the Award at The Second Annual Autumn MOG in 1980. Rather than just give him the award posthumously,--most would have agreed that he deserved it--the officer cadre decided to let Harry Carter's legend live on by naming the award after him. It became The Harry J. Carter Memorial Esprit de Vent. I called Reg Beer in Ontario and talked him into hand-carving the trophy. I think its beauty is a result not only of Reg's talent but also of the love he put into the project.

Putting Harry's name on the Esprit de Vent changed the nature of the award indelibly. We now had a real role model with which to compare nominees. We could ask questions like, "Does this guy or gal measure up to Harry?" Very few did.

Stephanie and I are recipients of Esprit de Vent and I frequently doubt that I could hold a candle to him. Harry truly was The Master Morganeer. Anyone who wants a clearer picture of this club legend can find one by reading 1980-6 of The Morganeer.

About half the current club never knew Harry but they do know those Morganeers who have been chosen to receive the award. From the very first, each recipient has added their own brand of club spirit to how we view Esprit de Vent and the nature of the award subtly changed over time. Today, it's a different club, different times, different economics and different lives.

Still, the fundamental things apply. Your heart feels the same today as it would have then when you witness in someone those sterling qualities that the award represents. As I reflect on the list of recipients, I am struck... not in awe of the list but rather in awe of all that club energy that dwells in people whose names have not yet made it onto the list. I can think of several who easily exemplify Harry's standards but who have been deprived of it by time and circumstances.

It is easy to say, "... these legends are all larger than life and from long ago..." but it is not true. Both Esprit de Vent and the spirit it represents dwell here among us tonight. All you have to do is set your sights on next year, reach into your heart, and act like you want it.

May the FORCE ride with you.

*Spider J.C. Bulyk
Madison, CT
September, 1993*

**This is a description of how the award came to be, so that the reader has some context for it. These two pieces, written by Spider J.C. Bulyk, were produced at the request of President Emeritus (1993) Paul Levit - now fooling with Morgans in Hawaii - after asking Spider to speak at the banquet in 1993. Spider turned Paul down suggesting that he should get someone to talk about the future, or maybe at very worst about the present, rather than Spider's musings about the past. As a thank you gift, Spider produced a "place setting bifold" document that was put on each plate at the Autumn Mog banquet, incorporating these two pieces. Taken together, they give you a sense of the award and of the man whose name it bears.*



Mango Miracle Makes Many Miles, Until...

From David Crandall, steward of same

Part 1 – Ready, set ...

THOSE OF YOU WHO'VE BEEN FOLLOWING THIS adventure to date know that my wee 1966 Series V 4/4 was rejuvenated this year after a fifteen year absence thanks to the help of many Morgan pals, most specifically Frank Wnek, Bill Alexander and Jeff Bartosiewicz, all of whom are current or former Mainiacs. It's possible that there is a unique Down East atmospheric element to their generosity, although Larry Sheehan, Peter Castner and Herb Loeffler have pitched in at various times to move the ball forward. History aside, my goal

was to have the car on the road in time for the annual LobsterMog vhootenanny in Harpswell Maine this August. As the date approached, it seemed like plenty of time.

When a car's not been on the road for fifteen years, undergone a complete ground up restoration that includes a different engine and transmission from the original [a Robert Couch rebuilt Ford 1500cc GT engine and Ford T9 five speed gearbox fitted via DIY means], a shakedown run would seem a good idea. Might's well check out just how well those new dual circuit brakes stop the wee beast and just how many parts fall off when encountering rough patches, right? Suggestions were for a run from Rowley to Rockport where Steve Vavak might be called upon for rescue and, if uneventful on the "to" leg, a run home. Equipped with the trusty AAA card and a fully charged cell phone, of course. And a jack, a hefty hammer to remove the knockoffs should a flat tire interrupt progress, a complete range of wrenches, screwdrivers, pliers, sockets, etc. But first let's verify that the throaty four cylinder power plant fires up as smoothly as earlier.

This crucial test took place in the parking lot of Glynn Motorsports in Rowley MA, temporary home of Anderson Automotive, the young proprietor of which, Ian Anderson, is the master painter responsible for the eye-popping custom color of the Miracle and an all around skilled mechanic and electrician. Ignition on, another quarter turn, contact. Engine running but ...nasty sound. Crap! Sounds like it's running on only two cylinders. Consensus: a timing related issue. OK. Plugs checked, no issue there. Plug wires going to the right plugs, distributor cap not rotated one eighty. Let's take a look at the points. Hold on, these babies are pretty badly burnt!

Oh, but you Morgan guys always carry spare points and condenser, rotor, and dizzy cap, right? Sure, say I, I'll just zip home and get them; they must be somewhere because I am, if nothing else, someone who has enough

parts to outfit two cars. I just have to find where I put them when the 4/4 went off the road in 1995. Search successful! Back I go with backup parts. Arrive, display collected items proudly. Uhhh, yeah, David, these would be great if you had a Lucas dizzy but this is a Bosch.

The penny drops! The GT engine I bought years back was set up by the late Dr. Couch for a race oriented guy and somewhere in there a Bosch unit was fitted. "Don't suppose you've got any of those around at home?" Nope. OK, says Ian, I'll take a look in our stores. Time passes. Then, voila! Seems the points used for this unit were also used on early Alfas, the marque specialty of Glynn Motorsports, wouldn't you know, and a NOS pair of points and crispy clean condenser are rapidly fitted.

Key on, quarter turn, contact,

ignition! Now running on all four cylinders, excellent! But there is a funny clicking noise, like something's hitting the valve cover. Inspect. Hmmm, two rockers are hitting the finned aluminum valve cover. Not OK. A little Dremel work takes care of that. Just for good measure, let's check the valve clearances. All set. Timing checked, OK. Ready to go. Quick drive around town, no headlights fitted, no inspection sticker, no working wipers but running nicely, thanks.

However, there were several nice to dos that consumed the days and suddenly it was Friday AM with a target departure time of noon. Scooted over to Glynn Motorsports to see where things stood. "Hey guys, I wouldn't mind being able to power my GPS on this Maine run, can we fit this cigar outlet? And, yeah, it's good you fashioned a temporary shield for the

front U-joint so we don't have to worry about skirts and scarves creating an Isadora Duncan moment for my bride but that open gearbox would look nicer with a bit of temporary cover, don't cha think?"

The discovery that the entire body of the car is electrically "live" so that when you screw in a bracket for your cigar/GPS outlet that makes contact with a screw through the scuttle you toast the wires added a note of drama to the last minute scramble but before you could say "Damn, it's 3 o'clock!" we were loaded and ready to hit the road to Harpswell.

Part the first endeth here.



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Mango Miracle Makes Many Miles, Until...

From David Crandall, steward of same

Part 2 – Go!

IT'S AFTER 3:00, SWMBO IS STEAMED BUT WE'RE underway. So much for the shakedown to Rockport and return; our shakedown is going to be Harpswell and north, ready or not! ¶ Pulling smartly, the little Morgan moved up to speed on I-95 with a strong, sexy growl, oil pressure at 50, temp at 160, pleasant exhaust note at cruising speed, me with permagrin [aka s***eating grin here in the NE]. San trundling along behind in borrowed chase VW Bug. We'd bet I'd zip through the Hampton tolls with my EZ Pass way ahead of her, but nope, she's not far behind when the landscape ahead turned to four lanes of bright



red brake lights. For the next half hour plus, it was stop and go, with the temp needle moving inexorably toward the boiling point as the sensor, properly mounted in the thermostat housing, provided accurate readings on the result of the construction delay that ran past the Kittery Outlets exit, where we departed for the serenity of two lane travel. No steam, no spewing antifreeze, and all without having added Water Wetter, the historical liquid safety valve of Morgan drivers in hot climes.

Brief side note. At the last minute, Ian and colleagues at Glynn Motorsports, where a frenzy of activity had enabled us to hit the road with minimal risk of losing limbs to a spinning driveshaft, had persuaded me that the minimal Morgan suspension travel at the rear meant that removing the rear shocks would likely soften the ride and hence constitute an interesting experiment. "David, think about it. You're going to be driving the car anyway. If you don't like it, putting the shocks back on is a piece of cake." Half persuaded, and being an experimental type at heart, I acceded. Shocks on the parcel shelf next to the jack, big hammer, flares, top, tonneau, workshop manual, tool roll, prayer mat. Back to main story line.

Bopping along at a cool 50-60, I was enjoying the sounds, the wind whistling by, the gentle ride, the occasional "boing" sound of the exhaust pipe hitting the pavement going over a large rise in the roadway. Wait a minute, there's not supposed to be any boinging sounds in this symphony of serenity! Maybe that's why San's been flashing her lights behind me for the past several miles. Better find a spot to pull over for a look see. Of course, we're in farm country with no shoulders or rest areas and darn few people, what are the odds of a nice big parking lot where I can jack up the car if need be. Whoa, here's a huge one and it's part of a vacant tavern or inn. Perfect.

Did you know that those nifty rubber thingies with bolts out both ends we use under our radiators are made to work under compression but not extension? This meant that using one as a hanger for the tailpipe was a dumb idea; the rearmost one had separated, allowing the pipe to hit the pavement when the unshubbed [no rear shocks, remember], gently riding Morgan encountered a rise

of sufficient height. The “boinging” cause revealed. OK, nothing a little wire or coat hanger can’t fix and, of course, I didn’t think to carry any and we’re in the middle of few people land.

While I’m on my knees inspecting the situation, a pair of work boots getting out of a shiny black car says, semi-friendly-like, “Uhhh, what’s the problem?” I explain and ask if a coat hanger might have inadvertently bespoiled his black Lexus ragtop. “Nope, would some mechanic’s wire do it?” “Follow me.” Turns out he’s guy’s the owner of the property. A short walk around the back brings us to a door “Auto Techniques”. The guy’s a car guy; I’ve been saved! Not only does he have a spool of heavy duty wire and tools, he drops to the ground and does the repair! We have been blessed for sure, this will be a good shakedown cruise now that something has indeed shaken on down! On the road in fifteen minutes, the Miracle tight once again.

No further incidents delayed our arrival at the Dolphin as darkness fell, just in time to join the last of our group to be seated for a late dinner. A couple of beers, good food and many Morgan stories later; we tucked into our bed at Chez Wnek, thoughts of a sunny Saturday, a great maritime museum visit and a fun rally dancing through my besotted brain like so many little Morgan elves.

Saturday dawned as expected and the day unreeled in a most fine fashion, an early highlight being the gigantic model of an early commercial schooner that looms over the lawn like some sun bleached skeleton of the glory days of shipbuilding in Bath. A most enjoyable starting point for the afternoon’s rally. Off we go, flagged away by Captain Wnek, event maestro and rally route honcho. First stop, somewhere to eat! Headed for Spinney’s at Frank’s suggestion. Found a parking spot, San goes to dismount. Huge white cloud billows out from under the dash and envelopes her exiting posterior. What the hell!!!

Did you know that all they use in those fire extinguishers was baking soda? I didn’t and I’d have preferred to have been told rather than have it demonstrated when one resting in the footwell loses its safety pin and discharges. And the choir sung in unison, “Ohh, what a messy mess that made!” Mopping up the discharge with the aid of a Kreuzer-carried roll of Bounty took some time but fortunately Gordon and Kathi Baxter had secured a view table and

a pitcher of cold beer so the cleanup labors were washed away in pleasant company. Fueled up and wiped down, we returned to the rally route, sure that the most exciting moment of the day was thankfully past. Ha!

The rally route unfolded and our inevitable disagreements about directions and clues were tempered by the gentle unshocked, non-boinging ride as we enjoyed the scenery on the back roads of the route. Right up until my clutch pedal went to the floor and wouldn’t come up. Hmmm, this is not good. At least it’s not the brakes and I’m not approaching an intersection with cars stopped in front of me in a repeat of one of Frank’s more land-based, trouser-moistening episodes. But jeez, do bad things really have to come in threes? Let’s try pulling it up and pushing just once to be sure. Noise of metal to pavement to metal bonking noise heard, much lower pitch than that tailpipe boinging sound, probably more serious. OK, back to the “where’s a decent place to pull over where I can see what happened” sequence. Here? Nope. Here? Nope. Well, better make it here because that’s a stop sign not far ahead. OK.

Bonnet up. Squint. “Maybe it needs fluid,” says San. “Nah, that couldn’t be it, say I,” unscrewing the reservoir top to stare into the totally empty cylinder. And what’s that big wet spot under the engine? Other bonnet up. Squint. The hydraulic clutch slave cylinder is hanging at either end, having spewed its guts out onto the road back a bit. Remember the bonking sound? Tape slave body to safe spot, wrap up remaining bits, ponder possible next steps.

Starting a car in third gear is much easier with a gear reduction starter and a strong motor that’s been broken in and well tuned. We were able to limp back to safe haven at Chez Wnek’s. A flat bed transported the chagrined little Morgan back to Rowley the next day. Shakedown we did indeed.

Postscript: *Turned out the problem was caused by a too large circlip that holds the slave into the engine housing. Thanks to superior service by Penny Bates and her faithful sidekick, Eric, the necessary parts were able to be sourced and all was right with the world once again. Now, if only the run to Newport for AutumnMog can be calmer. Stay tuned to more adventures of the Mango Miracle and its team of mighty Morganeers.*

TGIF SHORELINE MORGAN GATHERING

From Spider Bulyk

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2005 MORGAN AERO 8 BMW Cool Blue exterior Magnolia leather w/blue piping, Tawny ash dash and door top trim, Factory side Exhaust Top Boot w/contrasting piping, 8k miles!

2003 MORGAN PLUS 8 35th Anniversary Edition Rosso Corsa. Badge bar with badges, tan mohair top, bonnet strap with mouton, hood/ bonnet prop rods. Interior: red/tan with red leather seat inserts. Engine: 4.0, V8 16 valve, 6,650 miles. Factory alloy wheels.

1965 MORGAN PLUS 4 Sage/Champagne wings 5513 miles since rebuild. 2.5 litre GM 4 cyl. two 45 Webers added by Robert Couch as well as all aluminium body aft of doors. 160 bhp. New chassis and tub in 1988. Five speed.

1964 MORGAN PLUS 4 Raspberry Brown Leather, Alloy low profile SS body, 167 dyno'ed HP, turns 1.54 at Laguna Seca, 2.02 at Sears Point. Recent vintage race victories, highest standards

1954 MORGAN PLUS 4 Roadster Twin Spare Beige Body/Chocolate Wings Full restoration by Robert Couch; 1 of 43 twinsparses, fold down windshield; you can buy this car for 1/2 the price of restoring one!

1953 MORGAN PLUS 4 Four Seater FlatRad Frame up restoration with new rubber, leather, top side curtains and tonneau. Yellow with black wings

1948 MORGAN 4/4 Series 1 Roadster BRG body/dark BRG wings/ Black leather; recent restoration by Light Car and CycleCar Company, Birmingham, UK; correct EZ clean 17" wheels // **Big Price Reduction**

1934 MORGAN MX FAMILY Black UK/2nd owner; nicest all original 3 wheeler extant! Original correct sidevalve Matchless engine, original nitrocellulose lacquer paint-irreplaceable! All upholstery is the original rexine and the hood and side screens are original duck material, having never been re-trimmed.

other marques

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'68 JAGUAR E Type
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'65 AUSTIN-HEALEY 3000 Mrk III
'57 PORSCHE Speedster Custom



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9AM Dec 19 2009

MORGANEER CLASSIFIEDS

MORGANEER classifieds are FREE to 3/4 Group members, subject to space limitations and usually run for 3 issues

For Sale: Morgan 1947 Series One two seat roadster. Standard Special engine. Car is complete but disassembled. All parts new or rebuilt. Excellent basis for show car or vintage racer. Many spare parts. \$11,000 or BO. Call Greg 201 244 1757.

For Sale: 1963 Plus 4 two seater. Frame off restoration in 2007-8. BRG with light brown leather interior; ss exhaust; Very Clean; 55,000 miles, 1000 miles since restoration. Speedo and multi-gauge need restoration. \$28,000. David Hoder; 732-241-4543 Dhoder@maserconsulting.com

For Sale: 1967 Plus 4 Four Seater. Great condition: recently painted, new interior and new tires. Southern New Hampshire. \$35,000. Phone: 603-522-3969 or e-mail sanbornfarm@roadrunner.com.

For Sale: 1972 Plus 8. Moss Box. LHD BRG. Chassis # R7492. Two owners since new. Current owner 23 years. Mostly original with careful upgrades. Multiple spares. Photos and further details at moffjj@msn.com <mailto:moffjj@msn.com> or tel. 215.914.2480. Asking \$55,000 or near offer. John Moffatt

3/4 GROUP CALENDAR OCT/NOV 2010

"The hard craftsmanship and classic design make Morgans unique among sports cars. The love of such antiquated features help to make Morganeers unique among sports car owners."

Check your email for news of our fall social events coming up! All club members are welcome at all of the following Area events. See the club's web site (www.morgan34.org) for more information, maps and contacts.

Southern New England Area
Noel Shumsky (203)431-6847, NShumsky@aol.com

Northern New England Area
David Crandall (978)-948-3309, davidc@thenetworkinc.org

Metro New York Area
Les Neumann, (845)634-1911, lesneumann@optonline.net

Atlantic Area
Jim Nolan, (973) 616-0885, illbetcha@aol.com

All Areas Club Wide

FRI, OCT. 15 – SUN., OCT. 17, "AUTUMN MOG 2010" hosts – Best Western, Newport, Rhode Island <http://book.bestwestern.com/> or (401)849-9880. Concours d'Elegance @ Elms Mansion; visit our website www.morgan34.org.

org for registration form.

TGIF - CONNECTICUT SHORELINE MORGANS 3rd Friday of Every Month, 5pm - 7pm (and maybe beyond). The Penny Lane Pub, Old Saybrook, CT (www.pennylanepub.net); with or without a Morgan, contact: Spider J.C. Bulyk, arachus@mac.com, (203)-640-5700 (more information in this issue).

SUN., OCT. 3 - 2010 British Cars Day in San Diego, CA; hosts Gary and Milly Sartor. Additional information and entry forms are available at the following web site; <http://sandiegobritishcarday.org/> (more information in this issue).

Northern New England Area NOGGINS – first Wednesday of each month; meet at Emerald Rose in Billerica, MA. or Paddy's American Grill in Portsmouth, NH. Make sure David Crandall has your email for information.



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The 3/4 Morgan Group, Ltd. welcomes advertisers for The Morganeer which is published 9 times per year including 6 monthly electronic issues—May, June, July, August, September and December and 3 printed issues—January/February, March/April and October/ November which are mailed.

AD SIZE ANNUAL FEE

Full Page \$300 per year

Half Page \$200 per year

Quarter Page \$100 per year

Business Card \$40 per year

Commencing in 2010, all advertising will be billed on an annual basis with full pre-payment due by January 15, 2010. Payment and new ad materials must be sent to:

Susan Gessner, Advertising Director

3/4 Morgan Group, P.O. Box 1208

Ridgefield, CT 06877

(203)727-8566

Email: sfgcomm@msn.com



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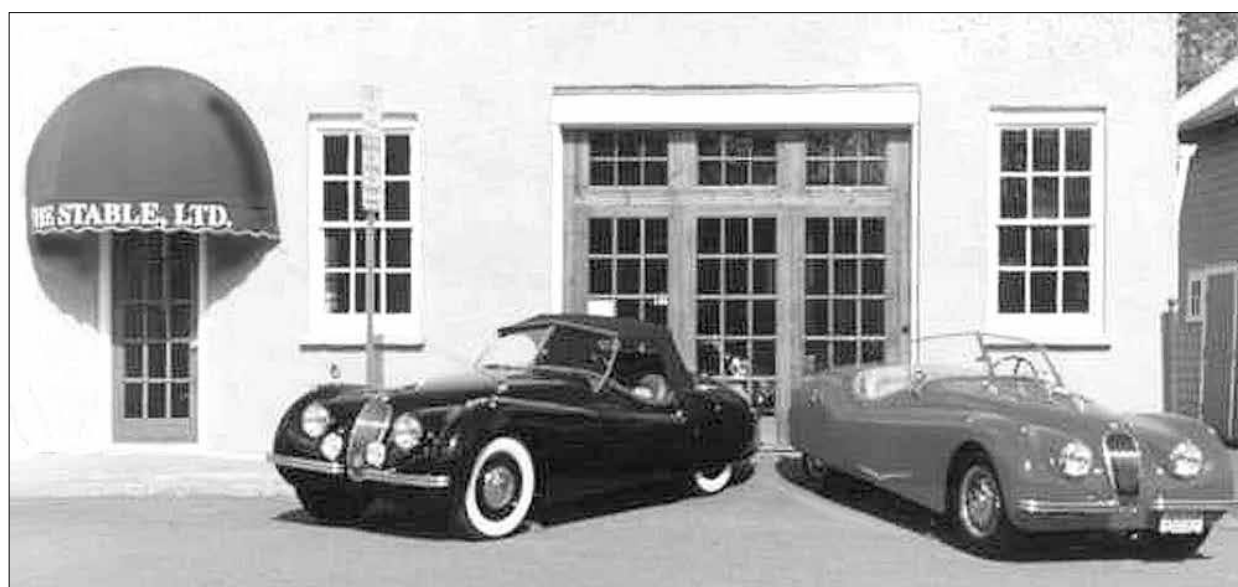
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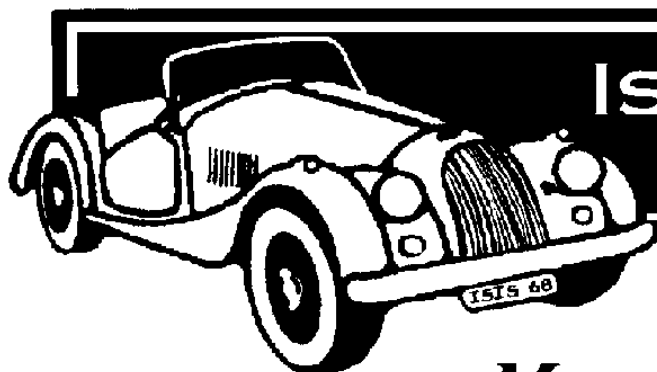


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3/4 Morgan Group Regalia Store Order Form

Check our website www.morgan34.org often for Colors, New Items and Sale items
Most items are custom embroidered; please allow 3-6 weeks for delivery

PLEASE FILL OUT COMPLETELY, INCLUDING QUANTITY, COLOR, SIZE & TOTAL

| QTY | ITEM | COLOR | SIZE | PRICE EA | TOTAL |
|-----|--------------------------|-------|------|----------|-------|
| | T-Shirt | | | \$ 20.00 | |
| | Youth T-Shirt | | | \$ 18.00 | |
| | Women's T-Shirt: v neck | | | \$ 20.00 | |
| | T-Shirt: Long Sleeve | | | \$ 24.00 | |
| | Mock Turtle Neck | | | \$ 26.00 | |
| | Golf Shirt | | | \$ 40.00 | |
| | Women's Golf Shirt | | | \$ 40.00 | |
| | Crewneck Sweatshirt | | | \$ 28.00 | |
| | 1/4 Zip Sweatshirt | | | \$ 35.00 | |
| | Denim or Twill Shirt L/S | | | \$ 45.00 | |
| | Fleece Vest | | | \$ 45.00 | |
| | Micro Fiber Jacket | | | \$ 72.00 | |
| | Baseball Hat | | | \$ 18.00 | |
| | Fleece Beanie | | | \$ 18.00 | |
| | Fleece Scarf | | | \$ 22.00 | |
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| | 3-4 Group Badge | | | \$ 45.00 | |
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| | 3-4 Group Lapel Pin | | | \$ 5.00 | |
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ORDER SUB TOTAL: \$

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TOTAL AMOUNT DUE: \$

6/09

Send order form with your check payable to

3/4 MORGAN GROUP LTD and mail to:

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Email: joannerics@aol.com Fax: 845 354 5777 Tel: 845 354 5484

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Address: _____

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Phone: _____





3/4 Morgan Group Ltd. Registration Form

☐ NEW MEMBERSHIP

☐ RENEWAL

| | |
|----------------------|---|
| Name: _____ | SEND WITH US \$40 to: Charles Robbins, Registrar 3/4 Morgan Group, Ltd. P.O. Box 1208 Ridgefield, CT 06877 |
| Joint Member*: _____ | |
| Address: _____ | |

Office address: _____

Email address: _____

Phone: Home: _____ Office: _____ Cell: _____

Others (boy/girl/cat/etc): _____

Job: _____

| Dispatch date/year _____ CAR 1 _____ | CAR 2 Use extra paper if needed for additional cars. |
|--------------------------------------|--|
| Model: _____ | _____ |
| Serial number: _____ | _____ |
| Colors: _____ | _____ |
| License (State, Number): _____ | _____ |
| Car nickname: _____ | _____ |
| Modifications: _____ | _____ |

WAIVER AND RELEASE OF LIABILITY & ASSUMPTION OF RISK AND INDEMNITY

In consideration of my membership in The 3/4 Morgan Group, Ltd. ("Club"), being permitted to participate in any way in Club events and **BY SUBMITTING THIS FORM**, I do hereby, for myself, my heirs, executors and assigns, release and forever discharge, and agree to indemnify and hold harmless the Club and its respective directors, officers, event coordinators, volunteers, and assistants (all of the foregoing herein referred to as "Released Persons") of and from any and all claims, demands, obligations, causes of action and lawsuits and all damages, liabilities, fines, judgments, costs and expenses associated therewith, arising out of, either directly or indirectly, my membership and participation in any Club event including, without limitation, all planned meals and activities incidental to an event, including, without limitation, any claim or demand for injury of any person, or damage to property, including, without limitation, such as may arise out of or be alleged

to arise out of the negligence of the Club and/or Released Persons.

I have fully read this WAIVER AND RELEASE OF LIABILITY & ASSUMPTION OF RISK AND INDEMNITY and fully understand its provisions and further understand that I assume the risks of membership and participation in Club events and agree to indemnify and hold harmless the Club and Released Persons with respect thereto. I acknowledge that neither the Club nor any Released Persons is authorized to vary the terms hereof, or provisions, or to make any representations contrary to the provisions thereof.

I acknowledge and agree that any vehicle I shall use in connection with a Club event, as well as any vehicle used to tow any such vehicle, will be covered by current automobile liability insurance that meets the requirements of the State in which registered.

*Joint Membership: Membership in the Club may be held in the name of an individual or jointly with a spouse, other family member or significant other. Only one adult member, however, shall be entitled to vote.

Data will be used only for 3/4 Morgan Group Ltd. business and communication among its members.

CLUB OFFICERS

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Email Davidc@thenetworkinc.org

Atlantic Area

Jim Nolan
(for contact info see above)

TECHNICAL ADVISORS

All models, Morgan Spares,

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Phone (518) 329-3877
Email MorganSpares@Taconic.net

Trikes, Jim Perman

Home (203) 375-6095
Fax (203) 375-6769
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4/4s, John Jennings

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+4s, Spider Bulyk

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Email Garudaville@earthlink.net

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3/4 Morgan Group
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Email kevinmurphy995@comcast.net

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DEADLINES

THE 15TH OF THE MONTH PRECEDING PUBLICATION.

THE MORGANEER is the official news magazine of the Morgan 3/4 Group, Ltd., a nonprofit corporation dedicated to furthering the use and appreciation of Morgan sports cars. It is published 9 times a year; electronically May-September and December except for 3 printed/mailed issues January/February, March/April and October/November.

Address all copy and photographs to the editor. Please observe the following guidelines:

Copy: Send text as e-mail attachments in Microsoft Word format to the editor. For all PRINTED/MAILED issues, articles are limited to 800 words and four photos OR 900 words and no photo. No word limitation is imposed for the ELECTRONIC ISSUES. If you do not use Word, then send copy as a text (.txt) file or rich field text (.rft) file. If you do not use e-mail, send to the editor's address. For fax (978-486-9065) please call ahead to schedule set-up.

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To place ads, please contact the Advertising Director. Submitted material which has appeared in a copyrighted publication must include written permission from the copyright holder for reprinting.

For changes of address allow 4 weeks for change.

Event hosts: request updated mailing labels and email lists two weeks prior to the April/May, July/August, October/November mailings

Registrar, Charles Robbins

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Email morganrobbins@msn.com

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