

SEPT/OCT 2022

Vol 45 Issue 5

# The Morganeer



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



*Ugly  
Duckling  
to Swan*



## NEW CLUB MEMBERS

**Tristan D Amzallag** Saratoga Springs, NY  
BRG 1962 Plus 4 four seater

**Robert J Shusterman** Hull, MA  
black/white 1964 Plus 4 four seater

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### COVER PHOTO

A Morgan Plus 4 Plus at a Donnington Park auction in 2007 (John Chapman)

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## FROM THE PRESIDENT

Maura Hall

We started a unit on transposing today in the studio. Although I'm sure it's a term you're familiar with, in music it involves taking something and changing it while keeping it the same. Think of the baseball chant that keeps climbing higher and higher until finally we shout "Charge!" Or the ubiquitous "You Raise Me Up" which seems to raise itself up almost endlessly. But today's students were younger, so we started with something simple—"Shave and a Haircut." Although none of them knew the name, they all knew the tune.

We excitedly started at the bottom of the piano and slowly climbed to the top one painful half step at a time. One of my students gleefully declaimed, "My mother is going to hate this." Another parent, while retrieving their student, fondly recalled, "That's the ending of the Johnny Carson Theme song!" (No, none of the kids knew who Johnny Carson was!) There was a feeling of comfort in the familiar tune, and definite excitement as they played.

We talked more about the concepts behind transposing and the student seemed to enjoy the idea that although things change, they all stay the same. After class, I thought about it as I sat outside in the afternoon polishing the car before a ride.

Things change but they stay the same. Here we are once again getting ready for Autumn MOG. And as we plan, our brave volunteers are trying to give everyone a new and exciting experience. At the same time, we are trying to maintain our tradition, the known quantity which makes our event great.

What goes around comes around. My mother remembers a cold Easter when the family spent a large portion of the day working on the car. My grandfather, who never listened to anyone and didn't own a pair of jeans, came in his Easter best. His unhappiness is clearly visible in every photo, but Gladys, my grandmother, cooperated enthusiastically in all her finery. Dad had me cleaning the



spokes with a Q-tip. Dinner, when it came, was delicious.

Last summer we had a family cookout, and I spent my time trying to convince MY family to help clean. Dinner again was delicious, but I didn't get quite the hands I had hoped for. The car stayed the same, the venue just transposed slightly. I substituted a toothbrush for the Q-tips.

I am grateful that, despite a myriad of difficulties, this year's event will indeed come around. Transposed from its original but still a welcome tune to hear!

And this year, having just met a new member and enthusiastically discussing car maintenance, I think I will change the words of "Shave and a Haircut" to something more suitable. Something to get in the mood, relax, and get ready for a good time. As I sit on the ground getting ready to clean my spokes, I think the new words should be "wine and a toothbrush ...!"

Maura

## FROM THE EDITOR

Jonathan Kinghorn

**Y**ou can, it seems, have too much of a good thing. I always enjoy the warmth and sunshine associated with summer but this year, at least where I live, has seen heatwaves and humidity that I and my Morgan could well do without. My Morganeering has been somewhat limited as a result even though COVID-19 seems to have faded from front of mind for many people (even if the virus itself hasn't gone away) and many events are taking place. Some of these events are reported on in this issue, and a couple were even attended by yours truly.

As summers get hotter and the weather more extreme, I increasingly favor the shoulder seasons of spring and fall. In spring (blink and you'll miss it in New England) I find myself adjusting to the more moderate temperatures and busy getting my Plus 4 set up for the season. But by fall "Woody" is running sweetly and with fall foliage usually spectacular here in New England I can look forward to some of the most memorable rides and events of the season.

This year, thanks to the widespread drought conditions and the heat, fall foliage is likely to be 'shorter, earlier, less



exciting,' according to an article in *The Boston Globe* but there is still plenty to look forward to. We 3/4 Morgan Group members have a particular treat in store with our gathering at Autumn MOG taking place September 30-October 2 after a long COVID-related gap. Like many of you, I suspect, I was very much looking forward to enjoying MOG in Newport, RI (one of my favorite destinations) but those hopes were dashed when the Wayfinder Hotel went up in flames. Our organizing committee has since worked wonders at warp speed to resurrect MOG. To expedite matters they reprised arrangements made for the most recent MOG held at the Jiminy Peak Mountain Resort back in 2019—doesn't that seem like a lifetime ago! The dates may be different

for this year's MOG but the program is very familiar and the fun and good company should be much the same as ever. I, for one, am eagerly looking forward to MOG.

In this issue of *The Morganeer* we bring a slew of articles (well, three) intended to stoke up your enthusiasm for participating in the autocross event at MOG. **Steve Scheffbauer** sets the scene for the event at Lime Rock Park and to add to the growing excitement and throw in some fun, **Lenny Mandel** has some "Memories of Autocross" and a Morgan song!

Elsewhere in this issue we have reports on **Bob Britton's** Lake Sunapee tour and cruise in New Hampshire, **Gregg Pollack's** Fort Constitution Ride & BBQ/Picnic, the **Morgan Sports Car Club of Northern California's** epic Spring Tour of the Pinnacles National Park, and some photos of MOGWest from **Dennis Glavis**. And in addition to our usual suspects we have a fascinating and long overdue member profile of **Wes Fredericks** from **Steve Scheffbauer**. I hope you enjoy reading *The Morganeer* as much as you enjoy driving your Morgan, and I look forward to seeing you at Lime Rock for the autocross and at Jiminy Peak for the rest of MOG!

## Mailbag

To the Editor(s),

Jonathan/Schef: Congratulations old boys for setting a new world record for early publication of *The Morganeer*. Something I managed to NEVER do in my 10 years as editor. And also chock full of content, articles, and photos.

Maybe not *Guinness Book of World Records*-worthy, but nevertheless, I hoist a pint of Guinness to you both. Well done lads.

The Mad Hatter

*Coming from the Editor Emeritus of the Morganeer, great praise indeed.*

*Thank you Mr. M. Hatter.*

*We do acknowledge the Mad Hatter has been known to hoist a pint of Guinness for absolutely no reason at all.*

*Editor and Editor-at-Large*

Hi,

I was scrolling through the new issue of *The Morganeer* and took a double take at Jim Murphy's weathervane.

At first glance, I thought he slipped up here and took a shot of my weathervane, then realized his was much nicer.

I made this one about 40 years ago when I purchased the Plus 4. At first it was on our sugar shack roof, but moved to the gazebo by the pond when the building was replaced with a better one.



Speaking of taking a shot, notice there are no bullet holes in it. Cannot say the same thing about the original rooster vane.

John McNulty

John,

I love the Plus 4 and truth be told I'd love to have a 4 seater weathervane as well. Ain't nuthin' new under the sun!

C & HM, Jim

Hi Steve,

I received *The Morganeer* and thoroughly enjoyed the Goodson father and son team article. Great job.

Now to live up to my new undeserved reputation!

All best, James Goodson

*Many thanks for the kind words, it was fun and I enjoyed it. Hopefully, I can write about you winning Le Mans sometime soon.*

*Steve, Editor-at-Large*

## IN CASE YOU MISSED IT ...

### Classic Cars Are Greener Than Electric Vehicles

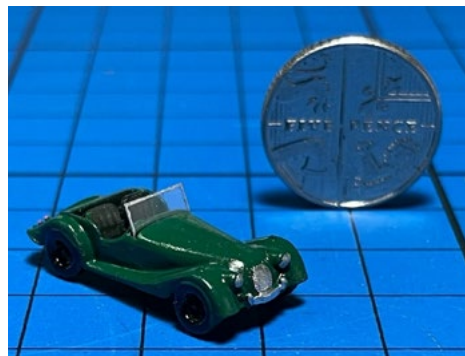
So says a study from UK insurance provider Footman James. The study argues that gas powered classic cars are better for the environment than new electric vehicles when looking beyond tailpipe emissions to consider pollution generated by the manufacturing process. Read about the report on Motorious (<https://www.motorious.com/articles/features-3/classic-cars-greener/>) or get the report itself at <https://www.footmanjames.co.uk/media/82379/footman-james-report-2022-180522-8mb.pdf>

### Morgan Motors' 2021 Sustainability Report

This report builds upon previous publications covering the sustainability topics most important to Morgan's business and stakeholders. The sustainability strategy reflects their mission to provide a unique blend of vehicle craftsmanship, heritage, and pure driving experience, while leveraging technology to create appropriately innovative products for the benefit of future Morgan customers. The outcome of this exercise is detailed within the report, which shares information about the highest priority topics for the business, including the targets for the next two to five years. The report has been prepared in accordance with the 'core option' of the Global Reporting Initiative (GRI) 'Global Reporting Standards', which are globally recognized standards for sustainability reporting and disclosure. The report can be found at <https://www.morgan-motor.com/wp-content/uploads/2021/11/2021-Sustainability-Report-V1-Web-HighRes.pdf>.

### The Smallest Model Morgan?

The British firm Replitek Road Vehicles has added a Morgan 4/4 roadster to its range of N scale 3D printed vehicle models for model railroad use. For those unfamiliar with N Scale, it is tiny—1:148<sup>th</sup> scale in the UK, or about 2 mm to the foot! The model, which is just 25 mm long and 11 mm wide, is available through eBay, just search "Replitek Morgan." It comes ready-painted in either BRG, blue, or "flame red" with right-hand drive only. The price is £5.95 plus shipping.



### Show of Dreams Bling

Congratulations to Bob Britton and Gregg Pollack, whose 1971 Plus 8 and 1967 Plus 4 respectively won first and third places in the British Classics 1970-1989 class at the July 23 Show of Dreams in Hudson, NH. These were the only Morgans participating in the show! Bob and his partner, Linda Hakala, also snagged a second place in the Jensen class with their 1974 Jensen Healey.

## The Morgan Song

(Janis Joplin's *Mercedes Benz* adapted by Lenny Mandel)

Oh Lord won't you get me to Jiminy Peak,  
I ain't got no paddle and I am up Schitt's creek.  
I know there be lots there for me to wet my beak.  
So Lord won't you get me to Jiminy Peak.

Oh Lord won't you buy me a Morgan Plus 4,  
I don't need side curtains, or even a door.  
Just the sound of the mufflers makes my poor heart soar  
So, Lord won't you buy me a Morgan Plus 4.

Oh Lord a new Trike won't you buy me,  
Go on call the Ecklers they should have two or three.  
If not they will get one no worries you'll see.  
So, lord a new Trike Oh won't you buy me,

Oh lord won't you buy me a shiny Plus 8.  
It's fast and it's comfy, my hemorrhoids can't wait.  
Drivin' 4/4s and dropheads at my age ain't great.  
So, lord won't you buy me a shiny Plus 8

To you who own roadsters, Aeros, 4 seaters too  
Don't get upset 'cause they're Morgans thru & thru.  
This song could go-o on and on till you turn bright blue.  
So, thanks all for coming, we're lucky to have you

Oh Lord won't you get me to Jiminy Peak,  
I ain't got no paddle and I am up Schitt's creek.  
I know there be lots there for me to wet my beak.  
So Lord won't you get me to Jiminy Peak.



# *The 3/4 Morgan Group Returns to Lime Rock Park for Autumn MOG 2022 Autocross*



**W**e were here in 2019 for the 110<sup>th</sup> Anniversary of Morgan. Now we're back to tackle the new, professional, FCP Euro sponsored, Autocross course.

September 30<sup>th</sup> will see us spending the morning, with professional guidance, having an absolute ball at the safety conscious environment of Lime Rock Park.

Hope to see you all at Lime Rock!





# Memories of Autocross

Lenny Mandel

I remember my first autocross in 2006, and I couldn't wait to try it again and again. A couple of years later at DCMOG, the autocross was held at Summit Point Motorsports Park in West Virginia.

The track we were on was a tight oval, and as I came flying around the final turn, my car spun out. I didn't think fast enough to put my foot on the clutch, throw the car into reverse and finish the race going backwards, so my car stalled and I sat there laughing hysterically. John Sheally was on the microphone and I heard him loud and clear. "Ok," he said. "Someone run onto the track and check Lenny's shorts."

I told him that I was laughing too hard to soil my shorts, and as I write this, some 14 or 15 years later, it's still a great memory.

A few years ago, at Jiminy Peak, I watched some of our "older" members driving the autocross course as if they were in rush hour traffic trying to get out of New York City. Maura Hall took one of the ladies for a "drive" through the course, and Maura, being Maura, drove it the way it should be driven (FAST).

She came to a stop at the end of the course and her passenger turned to her and said, "aaah, so that's what it's supposed to feel like!"

Truth be told, it's supposed to be FUN. That's why you own a Morgan in the first place, to enjoy driving it, and now, on a closed, private course, you can put the pedal to the metal and slalom to your hearts content.

Unless you are extremely competitive, it won't matter if you miss a cone, or even hit a cone, you're enjoying your Morgan in a way that most of us can't do on the street.

At the 2013 MOG, I awarded the autocross anti-Semite award (the first one of its kind—of course, I made it up on the spot) to Bill Willoughby. The people at the banquet looked at me as if I had three heads! I laughed, yes, I said, the first anti-Semite award goes to Bill Willoughby. He hit more Cones (which I exaggerated as COHENS) than anyone else this year.

You own a "rock Star" automobile, don't you wanna see how much fun driving it is (especially under supervision, in a non-public venue)?

Come on down to autocross, get in line, drive the course and have some FUN. If nothing else, you'll be amazed at what your car can do, and the more you do it, the more you want to do it (OK, no allusions here, Barrie).

You won't regret it!!!

On a more serious note, I sat at the banquet up in Saratoga Springs when Frank Wnek walked up to the podium to present the, prestigious, "Pen is Mightier Than the Wrench," award. It was a couple of years of articles that were published in *The Morganeer*, and Frank went through the list of names of the contributors who were in the running.

With one exception the list was made up of our members who contribute all the time, but Frank decided to read a little from the article that was chosen.

I heard the words: "I don't mind the one with my name on it. It's the one that says, 'To whom it may concern' that I don't like." (speaking about COVID), and my eyes welled up with tears; Frank had chosen my article.

Now those of you who know me say it's Lenny, he cries at the opening of a CVS, and that's true, but we are all coming through almost two and a half years of insanity, and I believe with all my heart, as the title of my article from the July-August 2020 *Morganeer* reads—WE ARE ALL FIRST RESPONDERS. We have been and continue to be.

I pray that y'all stay safe and healthy.

## Autocross at Autumn MOG 2015





# A Grand Day Out

The motto of this story is “don’t let the weather forecast put you off.” Bob Britton’s Lake Sunapee tour and cruise in New Hampshire had long been planned for Friday, July 29, but as the day drew closer the weather forecast promised thunderstorms and heavy rainfall. Fortunately, on the day the 29th proved to be glorious summer—blue sky decorated with a smattering of pretty clouds, neither humid nor too hot, and with a cooling breeze. Perfect for a classic car tour.

Bob organized and led the event for British Cars of New Hampshire and the Austin Healey Club of New England—both of which he belongs to—and further extended an invitation to members of the 3/4 Morgan Group—which he joined recently. Bob and his partner, Linda Hakala, had participants gather at their home in Hancock, NH, for coffee and donuts (and muffins and pastries) prior to the tour. The recently completed triple garage that is home to their classic cars was opened up to offer some shade and was much admired. One lucky participant had their car up on the lift to check out something underneath!

The tour commenced at about 11 a.m. Ten cars set off in convoy, with Bob leading in his immaculate two-tone Plus 8. Following were a Jensen Healey driven by Linda Hakala, Jonathan King-



Bob Britton's immaculate Plus 8



The recently completed garage for Bob and Linda's classic cars



Participant's cars gathered on the lawn at Bob and Linda's home



horn's Plus 4, two Austin-Healeys, an MGB GT, a new Mini convertible, a couple of modern Jaguar convertibles, and a splendid 1952 Riley sedan bringing up the rear.

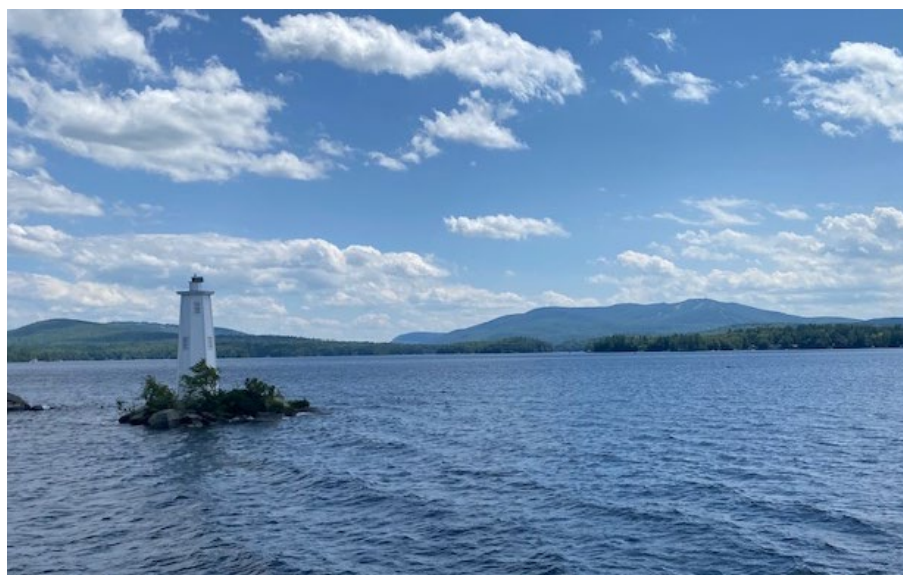
Scenic back roads had been promised and the tour delivered. We wafted along 46.8 miles of near-perfect Morganeering pavement—twisty, turny, hilly, largely empty, and in excellent shape. The tour took us out of Hancock on Route 123 to Route 9. Next, we enjoyed 18 miles of wonderful Route 31 before taking Routes 10 and 103 to the Salt Hill Pub Shanty in Newbury. The shanty is one of four Salt Hill Pub locations offering “a blend of honest Irish-American inspired comfort food, affordable craft beers, good humor and live music.” We didn’t get any live music, but we did get to enjoy some great food on the wide and shady porch.

Lunch over, we returned to our machines and were joined by a Jaguar E Type coupe for the 4.2 mile drive to Sunapee Harbor. We parked together on the hill above the harbor just as the *MV Mount Sunapee* began boarding her passengers for the 2 p.m. sailing. The boat has an enclosed lower level and an open upper deck, which is where most of our party chose to settle despite the availability of both AC and a bar downstairs. Covering 6.5 square miles, Sunapee is the fifth-largest lake located entirely in New Hampshire. Its shape is, however, extremely irregular with many inlets and 11 islands giving it about 70 miles of shoreline—most of which is lined with summer homes ranging from huge and gorgeous to modest and cute. The boat’s captain provided almost ceaseless commentary during the 90-minute trip, most of which concerned the value of certain homes or how little time they had been on the market before being snapped up, but a little local history did manage to slip in here and there; for some reason he was particularly fond of pointing out tennis courts and remarking how he had *never* seen anyone using them!

After the *MV Mount Sunapee* docked at the end of the cruise tour participants



Parked for lunch at the Salt Hill Pub



One of the three lighthouses on the lake (Bob Britton)



The *MV Mount Sunapee* at her dock



said their farewells and went on their various ways. The tour was a simple one, with a straight-forward drive that was interesting and fun without being challenging or too short or too long. There were no busy intersections or complicated towns to break up our convoy and we only once briefly lost our tail. Excellent directions were provided to each participant, but were not actually needed. The lunch stop was a great choice and because Bob had booked us in our whole party was accommodated on two tables so long that we had the porch almost to ourselves. Having three very different clubs participate ensured a refreshingly unusual mix of vehicles and occupants, some familiar and others not. And the boat tour provided a very different activity for us to enjoy after all that driving and formed a wonderful conclusion to what was truly a grand day out. Thank you, Bob and Linda!



Enjoying the boat cruise



We spotted a couple of classic power boats on the lake



One of the grander homes gracing the shores. (Bob Britton)



The Riley (Bob Britton)



One of the Austin Healeys (Bob Britton)





### THREE WHEELERS

#### **NEW 2023 Morgan Super3**

**THREE WHEELER** – Order yours today as US vehicles soon to begin production

**2021 Morgan THREE WHEELER** – Sport Black, Black Leather // **ONE OFF BLACK KNIGHT AEROSQUADRON ED.**

**1933 Morgan MX4 SUPER SPORT** – Silver, Matchless water-cooled engine // **GROUND UP RESTORATION**

**1930 Morgan AERO VAN** – MX4 Vee twin engine, Pozzi Blue, Scarlet red leather // **FULLY RESTORED**



### ROADSTERS

**NEW 2023 Morgan Plus Six** – the new era of performance and refinement // **ORDER YOUR EXAMPLE**

**NEW 2023 Morgan Plus Four** – automatic, eight speed paddle shifter or six speed manual transmission

**NEW 2019 Morgan 3.7 LITER ROADSTER** – Sports Ivory, Black Leather

**2019 Morgan Plus Four** – Polished aluminum with BRG wings // **0.85K MILES!**

**2005 Morgan AERO 8** – Connaught Green / Harvest Moon Beige // **4.4-LITER BMW**

### ANNIVERSARY EDITIONS

**2003 Morgan Plus 8** – Ivory exterior, Black Yarwood Leather // **10.8K MILES!**

**2003 Morgan Plus 8** – Royal Ivory, Mulberry Leather // **18K MILES!**

**2002 Morgan Plus 8** – Rolls Royce Garnet Metallic, Gray Leather // **35K MILES!**



**2001 Morgan Plus 8** – BRG, Tan Leather // **6 LITRE LS2 CORVETTE POWERED!**

**1998 Morgan Plus 8** – BRG, Tan Leather // **12K MILES!**

**1984 Morgan Plus 8 Isis TURBO CONVERSION** – Special Corsa Red/ Cinnamon leather, Propane-powered car // **HUGE PRICE REDUCTION**



**1967 Morgan Plus 4 LOW BODY** – Burgandy body/Black wings, Black vinyl // **BEAUTIFUL DRIVING EXAMPLE!**

**1963 Morgan Plus 4 SUPERSPORT** – Dark Blue, Black leather, Black 72 spoke wire wheels // **LEGENDARY RACING RECORD!**

**1954 Morgan Plus 4** – Yellow, Black interior, interim-cowl example // **RIGHT-HAND-DRIVE**



**1929 Morgan/GN BLACKBURNE AERO** – Single seater, racing history // **ONE OF A KIND**

### OTHER MARQUES

**NEW 2022 Allard J2X MkIII** – Coming soon!

**1974 Lotus EUROPA** – Twin Cam 5-speed!

**1965 Sunbeam TIGER Mk1A** – Race Rally Prepped!

**1962 Fiat O.S.C.A. 1500S CABRIOLET** by **PININFARINA**. Perfection!



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# EVENT CALENDAR 2022

The 3/4 Morgan Group Ltd.

As far as 2022 events are concerned it is early days yet and few dates and details have been published. This calendar is therefore just the first appearance of a work in progress, and we'll post updates from time to time to keep you informed. These events have already been confirmed, so mark your calendars now! With the COVID pandemic still wreaking havoc, however, we can still expect reduced numbers, social distancing, and maybe mask requirements. Some events may be cancelled or postponed so best to check with organizers ahead.

DATE	EVENT	HOSTS
Sept 3	<b>MILLBURY LIONS FOUNDATION ANTIQUE AND CLASSIC CAR SHOW</b> Herbert Candy Mansion, Shrewsbury, MA	<a href="https://www.newenglandautoshow.com/event/ma-shrewsbury-millbury-lions-foundation-antique-and-classic-car-show/">https://www.newenglandautoshow.com/event/ma-shrewsbury-millbury-lions-foundation-antique-and-classic-car-show/</a>
Sept 2-5	<b>HISTORIC FESTIVAL 40 GATHERING OF THE MARQUES</b> Lime Rock Park, Lakeville, CT	Steve Schefbauer <a href="mailto:sschefbauer@aol.com">sschefbauer@aol.com</a> <a href="https://limerock.com/labor-day-historics">https://limerock.com/labor-day-historics</a>
Sept 11	<b>BRITISH MOTORCAR GATHERING AND PICNIC</b> Wickham Park, Manchester, CT	<a href="https://ctriumph.wordpress.com/about/">https://ctriumph.wordpress.com/about/</a>
Sept 11	<b>CONNECTICUT CLASSIC CAR SHOW</b> South Windsor, CT	<a href="https://www.newenglandautoshow.com/event/ct-south-windsor-connecticut-classic-car-shows/">https://www.newenglandautoshow.com/event/ct-south-windsor-connecticut-classic-car-shows/</a>
Sept 9-11	<b>THE BRITISH INVASION</b> Stowe VT	<a href="https://www.britishinvasion.com/">https://www.britishinvasion.com/</a>
Sept 16-17	<b>OLD ORCHARD BEACH CAR SHOW</b> Old Orchard Beach, ME	<a href="https://web.oldorchardbeachmaine.com/events/AnnualOld%20Orchard%20Beach%20Car%20Show%202022-12068/details">https://web.oldorchardbeachmaine.com/events/AnnualOld%20Orchard%20Beach%20Car%20Show%202022-12068/details</a>
Sept 17	<b>AMHERST LIONS CAR TRACTOR &amp; TRUCK SHOW</b> Amherst, NH	<a href="https://e-clubhouse.org/sites/amherstnh/">https://e-clubhouse.org/sites/amherstnh/</a>
Sept 18	<b>BRITISH CAR DAY</b> Oakville, ON	<a href="http://www.torontotriumph.com/BCD/">http://www.torontotriumph.com/BCD/</a>
Sept 24	<b>BRITISH WHEELS ON THE GREEN</b> Farmington, CT	<a href="http://www.britishwheelsonthegreen.com/">http://www.britishwheelsonthegreen.com/</a>
Sept 29- Oct 2	<b>AUDRAIN CONCOURS</b> Newport, RI	<a href="https://www.audrainconcours.com/">https://www.audrainconcours.com/</a>
Sept 30- Oct 2	<b>AUTUMN MOG</b> Jiminy Peak, MA	Details to follow
Oct 8	<b>PIONEER VALLEY ANNUAL CAR SHOW</b> Brimfield, MA	<a href="https://www.newenglandautoshow.com/event/ma-brimfield-pioneer-valley-annual-car-show/">https://www.newenglandautoshow.com/event/ma-brimfield-pioneer-valley-annual-car-show/</a>
Oct 9	<b>CARS FOR KIDS AUTOMOBILE SHOW</b> Litchfield, CT	<a href="https://www.ctjuniorrepublic.org/page.cfm?p=587">https://www.ctjuniorrepublic.org/page.cfm?p=587</a>

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



# Get in Gear, Rev Engine While Releasing Clutch and ... Head Towards the Berkshires!

The Autumn MOG Organizing Committee

**P**reparation for our three-day joyous Autumn MOG reunion in the Berkshires continues at a fever pitch! (We had several weeks intermixing really hot weather with heat waves here in the Northeast. That pattern broke, fortunately, in the second week of August but we're still in a period of drought despair.)

Important news: Attendance should meet or exceed what we had last year in Saratoga Springs. Don't miss out and don't disappoint your friends who'll be looking for you too.

The Autocross is ON and it will be at Lime Rock Park on Friday, September 30. We're expecting up to 20 participants. It comes with dedicated use of a great, professional course and an experienced, professional instructor. There's a \$50 surcharge for each driver to cover a small portion of what this event costs us to run. Be there by 9:45 a.m. (and plan to leave after 1 p.m.) If you haven't signed up for Autocross yet, *do it now!*

The world famous Jiminy Peak hotel we'll be staying at is filling up! If you want to come and stay, call the resort and reserve a room (requesting the Morgan Club discount rate.).

The Friday optional dinner at the 6 House Pub in Williamstown is likely to be packed with partygoers and good food. Did you forget to sign up for this dinner?

T-shirts! People who registered on the paper form forgot to order their T-shirts! Let us know if you want to add them on to your already-filed registration-form. (Let us know unisex size requests too.) Paul's done a great job acquiring and developing the graphics.

Concours, Saturday morning at the picturesque Hancock Shaker Village where we can strut, oogle, joke around, compare our cars and, wait for it, award awards to the most remarkable rides. Frank and Paul are planning five classes for this event. Come one, come all. Everyone can vote for the People's Choice Awards (you don't have to have a car in the hunt to come and vote.)

The Rally will run from the Shaker Village back to Jiminy Peak! This is a brand new gimmick course being developed for this event by none-other than the President of the Pittsfield MA based Berkshire British Motor Club, Al Chicote, someone who knows the area like the back of his hand. We'll drive around the Berkshire Hills covering twice the distance of our historical rallies — and with perhaps twice the farm implements! Once you're done with this rally, you'll know more about the area too! This should be a fun Saturday afternoon.

Are you geared up for the Saturday night auction? What are you bringing to the auction? Let Jeri and Bob Cohn know beforehand so they're not shocked! And they'll clue in our great and humorous auctioneer, Lenny, who will be back again in his famous role.

Of course, the auction is but one part of the Saturday night festivities which include a dinner (naturally) and awards ceremony too.

10 Sunday's time for a general meeting of the membership and a chance to say goodbye, until we meet again, to all the friends, old and new.

We thought we'd close this note with a comparison between Autumn MOG and a very special, four-day event that *Road & Track* is promoting at <https://experiences.roadandtrack.com/hudson-quattrocento-2022>. Just so you know how much better our event will be.

*Road & Track's* Hudson Quattrocento includes:

... An exciting track day at Lime Rock Park—guests will even get the chance to compete against your fellow attendees for Hudson Honors awards during our epic autocross competition.

... *Road & Track* editors will be leading scenic drives with breathtaking stops including Bear Mountain Lookout, the Hudson River, and the Catskills Mountains.

... Luxury accommodations like Troutbeck, The Adelphi Hotel, and Callicoon Hills, and indulge in delicious dining experiences, including a five-star feast prepared by world-renowned chef David Burke.

*Road & Track* offers their four day long prize at —get ready for it—  
SINGLE CAR ENTRY (DOUBLE OCCUPANCY): \$11,500

Us too? Nope. Autumn MOG is priced at around ten percent of this (give or take a couple of points depending.)

So, what about us, eh? Well, they've got nothing on us, no sir or madam! What more could you ask for? A prize dinner? Yep. A fantastic auctioneer? Yep. Lenny's back. A hospitality suite for us to meet and schmooze at? Yep. Alison's on it. And many other treats. Oh What Fun! And Friends!

So, what are you waiting for, eh? Decide on which optional items you want and register and pay for the event. Reserve a hotel room. Wash and polish the car. Gather items to donate to the auction. And don't dawdle!

**See you on September 30!**



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## 1963 4/4 2-Seater For Sale

The last Series IV to leave the factory. Engine upgraded to 1500cc. Other upgrades include Pertronix electronic ignition; custom exhaust header with Ansa tip and Cherry Bomb muffler; aluminum radiator; thermostatically controlled puller fan; Delco one wire alternator; new brakes, brake lines, and dual master cylinder; Panasport wheels and Vredestein tires. Koni rear shocks and SuperSports bucket seats with competition belts. Instruments recently reconditioned by Nisonger Instruments. Interior needs carpet; Olde English White exterior has typical paint chipping, scratches. An article featuring this car may be found at: <https://www.motortrend.com/vehicle-genres/1961-63-morgan-44-series-iv-collectible-classic/>.

This is a very solid driving, reliable Morgan reasonably priced at \$32,500.

[1963Morgan44sale@gmail.com](mailto:1963Morgan44sale@gmail.com)

<https://www.motortrend.com/vehicle-genres/1961-63-morgan-44-series-iv-collectible-classic/>



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Call Bill Alexander, 207 799 7614



## 1948 Morgan F4 Three Wheeler for Sale

Right hand drive 1948 Morgan F4 imported to USA from Nottingham, England, in 1968. Shown at the Connecticut Concours d'Elegance in 2009. Chassis #1146, Vin #MOR78595634, 1958 Ford 100E engine, 22,000 original miles. Current Location: Long Branch, New Jersey.

Email or text Marcia or Tom Blackwell for further information, [tjblackwell68@gmail.com](mailto:tjblackwell68@gmail.com), [marciaserioblackwell@gmail.com](mailto:marciaserioblackwell@gmail.com), 732-539-9181



# How the Other Half MOGs

MOGWest was held Friday, July 8-10 in Cambria, California, based at the Cambria Pines Lodge. For those who don't know it, Cambria is a seaside village in San Luis Obispo County midway between San Francisco and Los Angeles.

On arrival registrants received their packets, dash plaques (provided by Dennis Glavis), food tickets, and legal waiver forms to be signed. There was a good turnout with 81 attendees in 44 cars. The concours (9 classes) occupied the first morning. After a box lunch, cars lined up along two blocks for a rallye through every climate except snow and sleet! It started in local Cambria neighborhoods, then went up into the hills on a narrow, twisty, sometimes paved road, down into the coast towns of Cayucos and Morro Bay, and back up to Cambria. The event schedule did not include Autocross but did have a darts tournament in which 37 people participated.

After a slow Sunday morning MOGWest ended with a BBQ featuring "age-appropriate" live music and the presentation of awards. As well as awards for the rallye and concours there was an award for most points overall during MOGWest, a Hard Luck Award for club president Paul Marchant (whose engine blew up on the rallye), and a special prize (a Morgan-specific break-down kit with lots of fun bits) for Derek Willburn's role in saving many Morgan owners after their break-downs.

Photos courtesy of Dennis Glavis



2022 AWARDS	
37 played	
MEN'S DARTS	
1. 209 STEVE HUNCH	
2. 192 DENNIS GLAVIS	
3. 162 MIKE HATTEN	
WOMEN'S DARTS	
1. 189 SARAH HATTEN	
2. 181 ELLIE JO BARON	
3. 124 KAREN EMBALYN	
RALLYE - 4 WHEEL MORGAN	
1. 47 early Halletts	neo
2. 15 47 late BILL BREWER	back
3. 15 49 MIKE JAVIER HATTEN	"
RALLYE - 3 WHEEL MORGAN	
1. 11 mid STEVE HUNCH/LARRY DALPHY	"
RALLYE - NON-MORGAN	
1. 10 57 late KATHERINE BARR/Doug	
RALLYE - CAPTAIN WRONG WAY PEACH FUZZ	
1. DICK + TOBY TUTTLE	Tabor
FURTHEST IN A MORGAN	
1. 350 mile Michael + Peggy Luper	
HARD LUCK AWARD	
1. Paul Marchant	
PERPETUAL TROPHY	
1. SARAH HATTEN	
CONCOURS - BEST OF SHOW	
1. PETER MORGAN AWARD	
1. Michael + Debra Luper	
2022 AWARDS	
CONCOURS - MORGAN DROPHEADS	
1. LARRY DALPHY 1955	
2. DANIEL WAYS 1951	
CONCOURS - PLUS 8 ROADSTERS	
1. 1923 DR. ALAN SCHWARTZ	
CONCOURS - 4 & 4/4 ROADSTERS	
1. DAVID PLATT 67 4/4	
2. BRYKOUPI/TALWORKY-ROADES	
3. GILL BREWER 54 PLAT 60th	
CONCOURS - 4 SEATER ROADSTERS	
1. SARAH HATTEN 62 4/4	
2. CHRIS HALL 63 4/4	
3. TIM DAVIS 68 4/4	
CONCOURS - MODERN MORGANS	
1. BRIAN/HARLEY LEWIS 2018	
2. SEVERLY SWEET 2005	
CONCOURS - 3 WHEEL MORGANS	
1. LARRY ALEX 34	
2. DENNIS GLAVIS 2013 Brookhous	
3. JOHN WILLBURN 1930 FAMILY	
CONCOURS - LIMITED PRODUCTION MORGANS	
1. DENNIS GLAVIS 60 DHC 6000	
2. RICHARD WITTE 60 4/4 Luper	
3. JOE CIRIT 68 4/4 Luper	
CONCOURS - PREMIER CLASS MORGANS	
1. DAN REDMON 54 4/4 4 pass	
2. MICHAEL HATTEN 87 PLUS 8	
3. JIM TAYLOR 2002 + 8	
CONCOURS TERMITE MOTEL AWARD	
1. JOHN WILLBURN	
2. 3 Wheeler Family	







## MEMBER PROFILE

# Wes Fredericks

*Today we have the pleasure to interview one of the 3/4 Morgan Club's "Old Guard", a Counselor extraordinaire, and savior of Lotus in North America. Quite the bio I'd say, and yet he has never been interviewed for The Morganeer!*

*Well, we'll correct that oversight right now.*

**Steve Schefbauer, Editor-at-Large**



May 2022, retrieving our Plus 8 from Morgan Motors of New England, with of course Linda E. Larry had the day off!

### Wes, what is/was your profession and are you still active in it?

I am an attorney by profession and although I'm basically retired, I have not been disbarred! For a period of ten years, I worked on the business side, heading the U.S. Lotus operation and later, a Tier 1 parts supplier.

My law practice traditionally emphasized international matters and much of it was connected to the auto industry. I represented several automobile companies such as Toyota, Volvo, Lotus and

Carbodies (makers of the London taxi cab)! I also acted for several component and parts suppliers, mostly overseas. For a period of ten years, I worked on the business side, heading the U.S. Lotus operation and later, a Tier 1 parts supplier. I was pleased to represent the Ehrich family in the sale of *Hemmings Motor News* to American City Business Journals in 2002.

During my career I headed my law firm's world-wide corporate practice and became its Deputy Managing Partner, chaired the American Bar Association's International Business Law Committee and served on the Editorial Board of

*The Business Lawyer*, the preeminent national business law journal. Thomson Reuters honored me by naming me a New York Super Lawyer.

Now I limit my practice to pro bono and board representation.

### When did your love of automobiles start and what was your first car?

Fascinating question, Schef. Until now I never thought much about that. It's interesting. My mother, who was an American citizen, was educated in Germany before World War II. She and my aunt lived with relatively well-off relatives in the wine-growing region near Koblenz. The relatives would regularly bring Mom to Grand Prix and other major auto races where she got to meet several of the stars of the day. When Hitler came to power, she had to leave the country. In the 1950s she became reacquainted with René Dreyfus and delighted in talking with him at his restaurant Le Chanticleir in New York City. She would always drive interesting cars, but never acquired her dream car, a Jaguar Mark II sedan.

Probably, though, the most direct influence was the doctor who lived across the street from us in the 1950s in our little Bergen County, NJ, town of Harrington Park. He was the coolest guy in the neighborhood. He went through a fascinating assortment of British cars beginning with an MG TD, which he and



Jeanne and Baby Carolyn and the Fredericks late Plus 4 at the 1982 Lime Rock Autumn MOG. Note the John Erickson "crib sticker" (\$2 each, 3 for \$5).





Wes and Mike Kimberley, Lotus Cars Managing Director, at U.S. headquarters in Norwood, NJ.



Wes and a cast of many at Lotus

his extremely tolerant wife drove to and from the Gaspe Peninsula. That MG was followed in quick succession by an MGA, an Austin Healey, a Jaguar XK140, and finally a Mercedes 300 SL Gullwing. He still owned that the last time we chatted in 1968. He told me he had paid \$3,000 for it!

My first car, purchased in 1970 just before I graduated from Johns Hopkins and went off to law school at Columbia, was a very used MG Midget (couldn't afford even a used MGB!). It was followed shortly by an MG TF, then a TR4, and finally a Jaguar XK120. I purchased that one for \$675 and sold it, regrettably, for \$1,275—to pay for repairs on our newly purchased Morgan. That led me to believe that I was an automotive genius!

### So, when did the “automotive genius” join the 3/4 Morgan Group and why?

Jeanne and I joined the group in approximately 1974. We had just acquired our first Morgan, and I saw a classified ad in *Road & Track* for the 3/4 Group. Living in New York City, what more could one possibly do? It has certainly been one of my most rewarding automotive decisions!

### Wes, can you talk about your experience with saving Lotus in North America?

Wow, Schef, this could fill a book! Beginning in the late 1970s, I had been doing legal work for Lotus, mostly involving the series of changes in its U.S. distribution network. To briefly sum up: Lotus had decided to move dramatically up market and build fewer, higher priced,

more luxurious, and higher performance vehicles. The new series of three cars was launched over a three-year period from 1974 through 1976. The new cars were never marketed here effectively ... or successfully. By 1982, the U.S. market had essentially gone dead after some activity in 1980.

Probably the best way to summarize the situation in 1982 is to paraphrase one of the more notable U.S. auto writers. He observed that Lotus had exhausted most of whatever goodwill it still had in the US. We financed a new distribution operation through a limited partnership modeled after real estate transactions. Upon closing we made a large payment to Lotus Cars that came at a critical time in its history. We also gave each investor a Special Edition Turbo Esprit with enhanced performance and visual features. Today those fifty Special Editions trade at a substantial premium.

By the first half of 1987, the Lotus Turbo Esprit was outselling the competitive Ferrari 328 in the States. I left Lotus December 31, 1987, a year after the GM acquisition. In 1988 the president of Ferrari North America (who had become a close friend), told me that Lotus was the only marque that concerned him competitively.

One of our major aims was to improve the credibility of Lotus in the U.S. with the automotive press and within the industry, with the goal of enhancing its reputation with consumers. We sponsored a press introduction of the new federal specification Turbo Esprit at the Lotus Cars factory in Norfolk, England in the spring of 1983. It was extremely successful and resulted in strong reviews, and positive comparisons with our competitors, from all four major auto magazines.

Of course, it helped that Lotus had



Wes in the Turbo Esprit from “For Your Eyes Only”



introduced a fabulous car that considerably outperformed the competition.

Those were the days of performance-strangling emission controls, but Lotus was able to deliver a car with a 0-60 time two seconds faster than anything else legally available here. In addition, the Turbo Esprit developed over 1 G of lateral acceleration on the skid pad—a number rare in those days even for race-cars. It also helped that Lotus worked with Goodyear to develop a dedicated tire that maximized the potential of the light weight and high power of the car.

To the surprise of many, the federal Turbo Esprit was built to a new and much higher standard of reliability than Lotus' previous products. We were shortly able to introduce a two-year warranty, while our competitors were still offering only one year. Our warranty costs were on average about \$250 per car, and we reimbursed our dealers at their retail labor rates and parts prices.

In 1986 we launched the fuel-injected version of the Turbo Esprit with a higher compression ratio and even better performance. As a result, we started seeing repeat buyers—to the extent of 40% of sales in 1987.

We also actively participated in industry affairs. For example, I served on the boards of both the British Automobile Manufacturers Association and the Automobile Importers of America (the U.S. trade organization of the import auto industry).

And we even spent significant dollars on advertising and marketing.

We teamed up with Chase to offer factory lease and finance arrangements that cut the monthly costs for owners by about one-third.

As you can imagine, we were able to put together a marvelous team of experienced and highly skilled automotive managers, including the former General

Manager of Ferrari's North America operation. We also engaged folks such as automotive writer Mike Knepper and graphic artist Chuck Queener.

There were some disappointments, too. We were never able to import the Excel, a lower priced, normally aspirated front-engine car. Also, several initiatives I was working on before I left were dropped. We were to have been the featured marque in the 1988 or 1989 Monterey Historic Races, and we were organizing for our buyers a no-cost driving school on the East and West coasts with one of the preeminent racing schools.

There's a lot more, but do you really want to hear it!?

For a more complete story, view *The Lotus Forums* interview with Wes: <https://www.thelotusforums.com/latest-news/our-news/back-in-the-us-of-a/>

**A three part question Wes, when did you discover Morgans, how long did it take for you to find "The" Morgan for you and when did you fulfill the dream?**

The first time I saw a Morgan was, I recall, in the early 1960s. We were on

the Garden State Parkway pulling up to a tollbooth. All of a sudden alongside on the right was what turned out to be a Morgan, apparently driven by a St. Bernard wearing a beret. A bearded gent in leather flying helmet and goggles sat in the right hand seat. It left quite an impression, even though it was RHD and the dog was only a passenger!

Jeanne and I purchased our first of three Morgans on a 1974 visit to friends in Baltimore. We noticed a classified ad in the *Baltimore Sun*. We had no plans to buy any car, living in New York City, but the Morgan was hard to resist even though it had a mushroom growing out of the sill under the passenger door! It was a very late Plus 4 with the low body and factory bucket seats. See the photograph taken at the 1982 Autumn MOG. By the way, it broke down on the way home. The only time we've ever been left stranded by a Morgan!

**What would you be driving if there were no such things as Morgans or Lotus?**

Assuming a collectible, sports car, it would be our Jaguar XK120 SE, (the early competition version with a high com-



Summit meeting at Wes's fishing club with yours truly (left), Walter Irvine, VP Lime Rock (back right), and our host, Wes.

pression cylinder head, dual exhaust, stiffer suspension, and wire wheels).

However, if we are talking about something modern for reasonable everyday family use, it would be a Volvo XC-60. I just drove one a few weeks ago and it is astonishing! The performance and handling are unbeatable. If the next generation plug-in hybrid version gets closer to 40 or 50 miles on electric power, I am definitely a buyer!

It's interesting to reflect that Volvo developed what are probably the two most significant modern advances in auto technology. The three-point retractable seatbelt is now universal (I understand Volvo made the technology available free of charge to the industry). Some would think even more significant, is Volvo's technology of the lambda sensor combined with electronic fuel injection and the three-way catalytic converter. Without that, cars today would not have the neck-snapping performance we enjoy. While I'm not certain, I believe Volvo also made that available without charge.

### **When you're not acting as Counsel or driving your special cars, what are your other interests and passions?**

I enjoy clay target shooting. I got serious in the mid-1980s after starting at Lotus and tiring of seeing sports cars every morning when I arrived at work! While I don't do it competitively any more, at one time, I was actually nationally ranked in all three disciplines.

I also very much enjoy fly fishing, which I do at my small club in Kent, Connecticut.

### **Wes you've been a 3/4 Club member since approximately 1974, what changes have you seen in the club and how should we go about keeping the club alive and of interest to new members?**

Well, there have certainly been many changes. Probably the most significant is the aging of the club membership. Back in the 1970s, we were a bunch of 20-year-olds who bought our Morgans to drive and because they were both iconoclastic and relatively cheap. I went through the club roster the other day. There are more than two dozen present members from

the 1970s and early 1980s whom I still consider wonderful friends. Just look at some of the photos from those days and from today and you'll see many of the same folks!

Another significant change is the expansion of the club's geographic reach. Back in the old days it was centered around New York City and many members worked in the City. We had monthly noggins uptown or downtown and regular casual lunches. Harry Carter and I worked a block and a half apart and Allen Kone worked in the World Trade Center, three blocks away. We'd lunch at Harry's favorite Japanese restaurant. When Spider would deign to come downtown, we'd of course dine at Frances Tavern. It was at one of those lunches that Spider announced his concept of a fall gathering, to be called the "First Annual Autumn MOG." I thought it was a fine idea, but I was a little skeptical of the "First Annual" part. How wrong was I?!

It was also at one such lunch (maybe the same one?), that Spider, or maybe it was Harry, suggested the "Esprit du Vent Award." Now it is referred to simply as the Harry Carter award, since tragically he passed away before it was first awarded ... to him. And as Spider has reported, Harry did in fact say, "Damn, I want that award!" He was certainly most deserving of it!

Another big change is *The Morganeer*. It was always an excellent club newsletter. Thanks to the tireless work of our most recent editors and many others, it has become quite a professional magazine, in every respect. Back in the olden days, my law firm's reproduction department would offset *The Morganeer* on five sheets of letter size reproduction paper plus a heavier bond cover, folded to 5 1/2 x 8 1/2 inches (and often "forget" to charge us). Those six sheets would, in theory, weigh under an ounce, requiring just one first-class postage stamp. I would cart the load home on Metro North. Dear friends Spider and Stephanie, Bob (then editor) and Cindy Mitchell, would arrive with pizza and beer then the six of us would stamp and address to our heart's content.

As for the second part of your question, I don't think there should be much concern about keeping the club alive. It is made up of wonderful and interesting people who work hard to fulfill its mission.

Maybe the composition of events might do with a change. One suggestion I would have is to borrow from Walter Irvine's very successful Litchfield Lotus Club (to which 3/4 Group members have been welcome), and organize smaller, more frequent and localized events. As Walter has organized them, they are monthly in the warmer months, commence with a brief get-together or short preliminary event, followed by a 45-minute or so interesting and scenic tour, concluding with an atmospheric and casual lunch. That provides a pleasant and not overly time-consuming opportunity to get together with our cars.

### **Anything we didn't cover that you would like to talk about?**

One of the most memorable experiences in my Morgan life occurred in January 1982. I was off to England to visit clients Carbodies and Lotus. On the morning of my arrival, I drove to Malvern Link to pick up some parts I had ordered. I pulled my rental car up to the big double doors and walked right in. I found the parts department and Mr. Walwyn, the manager, suggested I look around the factory while he packed up my parts. After 45 minutes or so of wandering and chatting, I returned and he mentioned that Peter was in his office and would I like to say hello? I certainly could not pass that up! What followed was a totally delightful, near hour-long conversation with the man who to me personified the Morgan Motor Company. That evening I stayed at the Abbey Hotel and had drinks and dinner with Chas Smith, Secretary of the Morgan Sports Car Club.

So, if we're looking at more to discuss, how about favorite road music? My favorites, as of today anyway, would be the three greatest concert albums ever recorded: *Crosby, Stills, Nash and Young, 1974*; *Simon & Garfunkel, The Concert in Central Park (1981)*; and of course, The Band's *The Last Waltz*.

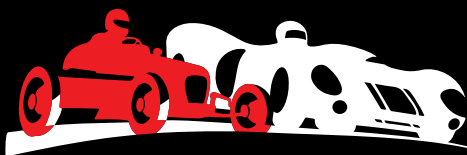
So Schef, at the risk of boring everyone even more, I will put down my electronic pencil and wish everyone happy motor-ing in their Morgan ... or Lotus!

Wes, many thanks for your fascinating and insightful responses.





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# A Soupçon of Seacoast

Jonathan Kinghorn



Arriving at the Great Commons

Heatwaves are neither fun nor Morgan-friendly, but after several hot and humid days and an actual heatwave, Saturday August 13 was picture perfect for Morganeering in New England. Gregg Pollack's second Annual Fort Constitution Ride & BBQ/Picnic was a great way to spend a chunk of time. Gregg organized the ride for British Cars of New Hampshire but, as a Morgan owner and member of the 3/4 Group, invited our members to tag along too but I was the only one to show up.

Participants met up outside Brit Bits—purveyors, restorers, and servicers of “fine British automobiles”—on Sagamore Road in Rye, NH, parking alongside the tempting row of British wheels for sale outside on the lot. Our convoy included Gregg's '67 Plus 4, my '59 Plus 4, a TR3, two modern Jaguar tin tops, an E Type Jaguar, a Lotus Elise, and a brace of MGBs. (To digress for a moment, I wonder what the best collective noun for MGBs would be, or for Morgans for

that matter? Perhaps we should run a contest?)

Gregg got us rolling at 10:35, having waited a few minutes for stragglers like me to show up. His route had us follow Route 1A down coastal New Hampshire past lobster shacks and vacation homes great and small. The big mansions north of Hampton Beach were particularly

impressive. The approach to Hampton Beach itself brought back memories of the grueling final miles of the several half marathons I had run in the area, but those were in February, and Hampton Beach is a very different place in August!

The tacky beachfront center of Hampton Beach was deftly avoided when we turned inland on Rout 101E to enjoy



An amusing sculpture frames the view at the Great Commons



many pleasant miles of country back roads. For an hour or more we passed a seemingly endless stream of picturesque scenery. The tour halted briefly in New Castle to “admire” the derelict Battery Farnsworth near the Fort Constitution Historic Site before moving on to the Great Commons for our picnic lunch. Gregg had booked a pavilion for us to ensure shade and seating at a table. We enjoyed the fine view across the mouth of the Piscataqua River of the many passing boats and the homes on the Maine side. Being a cracker of a day, the park was busy, parking was tight, and shady spots like ours were at a premium. Our repast was enlivened by the band entertaining the crowd at the nearby Jewish Festival.

After we had eaten and rested up some people began to drift off to their next activities. Once again, this was a simple tour with a great destination. Drives like this are not too challenging to organize so please consider leading one for Morganeers in your area—and do invite members of other car clubs in your vicinity to participate. Nice as it is to see familiar faces again it is always great to meet new ones—and to admire cars from other British marques. Thank you, Gregg for organizing this ride!



Picnicking in the pavilion

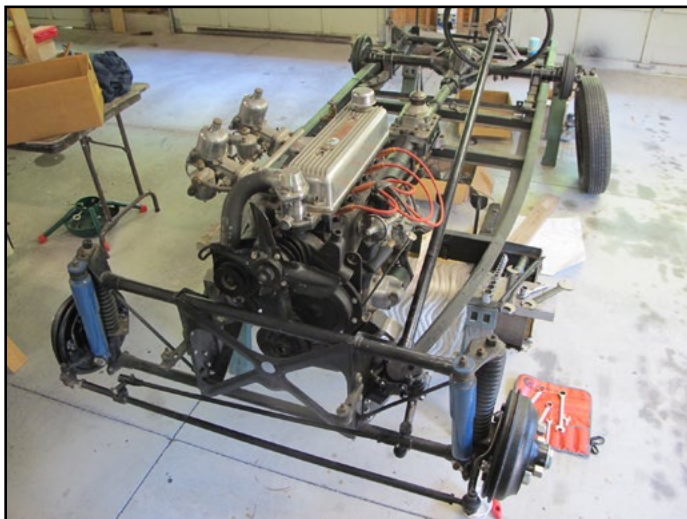


The park was busy!



Gregg's 1967 Plus 4





Build your own Morgan, not a kit, but an authentic car from original and NOS factory parts. A 1954 Plus 4 fall front twin spare roadster # 3104 with NY registration. It is COMPLETE with everything. Rolling chassis, rebuilt mild race TR3 engine, HR Moss box, rebuilt differential, SS seats, instruments, wind-screen plus, top bows, and lots of new chrome. Most sheet metal is sound and straight. The body tub is new wood but needs to be assembled. I am moving and need to sell it. \$7500 or best offer by early September. Also, lots of new and used spares for sale.

Contact John Haines in Rensselaerville, NY  
[jhhaines2015@gmail.com](mailto:jhhaines2015@gmail.com) or 518 797 3503

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*We are fortunate to be able to republish an article, courtesy of the Morgan Sports Car Club of Northern California (AKA Fog Mog) and their epic Spring Tour of the Pinnacles National Park.*

*Lasting four days, it shows the pioneering spirit of those intrepid Morganeers, some of whom will be recognized by long time 3/4 members as those few who left for the West Coast, never to return.*

*On a personal note, Ann Marie and I visited Pinnacles in August 2010 on a memorable trip with its long drive east from Carmel through the central valley to the primordial topography of Pinnacles territory. We entered the West Gate and stopped at the Ranger Station where we were warmly greeted and given two warnings: "it's 101 degrees out there so please make sure you have enough water to hydrate" and "Watch out for the rattlesnakes, they like to sun themselves on the pathways." Yes, an adventure, so, needless to say, I was very impressed by the members of MSCC of Northern California for their fantastic journey and thanks to our brothers and sisters on the West Coast for sharing.*

*Steve Schefbauer, Editor-at-Large*

# Finding Fault at the Pinnacles Spring MOG Tour

Ellen Jo Baron and Jim Taylor

Additional photos by Dennis Glavis

Around 11:00 a.m. on Sunday, April 10, a cheery group of 15 Morganeers gathered to explore California geological and driving history. Patrick Mannion and Kevin Rivette joined the group for lunch at the Windmill Restaurant in Soledad just to see us off.

The rest drove on to nearby Pinnacles National Park, where the ranger graciously provided a private room to allow our Club's resident geologist, Doug Hamilton, to demonstrate the topology and some geological history of California, explaining how the Pinnacles and an area 200 miles to the south (Neenach Volcanics) had separated from their single origin over 22 million years. Doug had brought 3D maps and carefully created drawings to illustrate the phenomena. Listening raptly were Michele and Ambrose Pollock (new members), Carol and Jack Gordon, and Joyce Hamilton. Also, there were most of the group who would stay on the run for much of the next three days including Larry





Ayers, Robert Horsley, Angie and Grant Larson, Dennis Glavis, and leaders Ellen Jo Baron and Jim Taylor.

The entire group drove up the short road to the first lookout point, where the craggy Pinnacles rock outcroppings were in full view. After leaving the Pinnacles, five Morgans drove south to King City and their motel for the night. They were joined by Barbara and John Burks, in their Porsche (for logistical reasons). Following an early 8 a.m. departure, the group took smaller roads, including CA 198 where the San Andreas Fault crosses the road, took the I-5 grade from Grapevine, and then onto small roads leading to the Neenach Volcanics.

Here the hills were rounded and early spring flowers were just beginning to bloom. Everyone explored the rock outcroppings and picked up some good examples of the rhyolite and other rocks

that matched those of the Pinnacles. Near the end of this day, President Paul Marchant joined us, driving his Plus 8 up from San Diego. From above the Tejon Pass most of the group viewed a section of the old 1915 Ridge Route known at the time as "Dead Man's Curve." From there, we retraced some roads and ended up in Lebec. A Mexican restaurant across the parking lot stayed open late to serve us, and we had a comfortable meal there. Another early departure found us now driving up the Old Ridge Route and up the path of early Sandburg Hillclimb races (held 1950/51), in which storied Morgan drivers competed successfully. It was cold and windy at the finish line, and you can see traces of the old cement road pavement. There was a great view of part of the San Andreas Fault. Our 5 cars then took the curvy, wooded, mile-high road west of Lebec down to the oil town of Taft at 1,000 feet. On the way

our road crossed the fault again. The drivers then drove to Cholame, near the site of James Dean's fatal crash, which Doug had driven by just minutes before it happened. A memorial to the actor is there. After crossing the San Andreas fault again, the group (Minus Larsons) ended up at Cambria. John and Lynn Willburn joined us for a special farewell dinner (your sometime photographer, EJB, failed to document this event, to her chagrin). On our fourth day we departed at a leisurely 9 a.m. and after the final drive up Highway 1, the final five met at Nepenthe for lunch, from the top deck of which we viewed the Pfeiffer Point Onshore Fault, as evidenced by the sag pond referenced by Doug Hamilton in his excellent hand-written notes of the many geological features that we drove past during our four-day trip.





# Word from the Works

## Morgan Motor Company Appoints Thomas Kiesele as Chief Commercial Officer

July 20, 2022

**M**organ Motor Company is excited to welcome Thomas Kiesele, who joins the company as Chief Commercial Officer.

Reporting directly to Chief Executive Officer, Massimo Fumarola, Thomas will be responsible for the sales and after-sales functions of the business, helping to shape a strategy that develops commercial opportunities for Morgan globally.

Thomas brings 30 years of automotive industry experience to Morgan, having worked for some of the world's leading premium and luxury automotive brands.

He joins Morgan following the successful introduction of Super 3—the latest addition to the company's model range—which joins Plus Four and Plus Six.

Thomas Kiesele commented: "I am incredibly proud to join the Morgan Motor Company, a unique and celebrated British brand with a promising future. I am excited about the role I'll play in growing Morgan internationally and helping to achieve the potential of the brand. I look forward to supporting our community of customers and dealerships."



## Morgan Pledges Its Support to The Armed Forces Community

June 14, 2022

The Morgan Motor Company has signed the Armed Forces Covenant, pledging its support to those who serve and have served the nation and their families. The signing of the Covenant furthers the work the company is already engaged in with service charity, Mission Motorsport, The Force's Motorsport Charity.

The signing took place on June 11 at the Morgan Experience Centre during the company's bi-monthly "Meet at Morgan" event. Representatives from Mission Motorsport, the Armed Forces and Morgan Motor Company were present, with Morgan Executive Chairman, Steve Morris, and Colonel Chris Ledsham, signing the Covenant.

The Malvern based company has already employed several service leaders and has a reservist policy in place. Further to this, a joint motorsport project between Morgan, Mission Motorsport and the University of Wolverhampton witnessed the creation of a specially adapted Plus Four race car to al-

low paraplegic veterans the opportunity to compete using hand controls. Steve Binns, a Mission Motorsport beneficiary, was reunited with the Plus Four—which was on display at the event—that he had raced last November at Anglesey Circuit for the Race of Remembrance.

Mission Motorsport beneficiaries were also integral in the durability testing of the new Morgan Super 3, supporting Morgan's engineering team with the development program for the all-new model.

James Cameron, CEO, Mission Motorsport, said: "The Morgan Motor Company is a British institution, where the history of the company and its people are interwoven with that of the Armed Forces community. While custodians of a unique history, this is also a company whose contribution is very current—we've been so delighted that their work is being recognized by MoD for the very real impact that it is having."





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## AUTUMN MOG 2022

### Chair

*Event volunteers needed*

# 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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