

The Morganeer

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Autumn MOG 2019

AUTUMN MOG
2019



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

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James Goodson III Newport, RI

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FROM THE PRESIDENT

It's top down season. Since this is the season to enjoy the trip, follow the easy winding road of this article. You may already suspect the destination, but relax and come along with me. Getting there is more than half the fun. As most of you know by this point, I am a pianist and teacher, and I also enjoy martial arts. (Master Hall: Forth Degree black belt, since you asked.) I was chatting with a group of parents who have children who study both of these things with me and I got asked the question: "How do I inspire my students, and how do I inspire myself?"

I imagine that one of the thoughts passing through your mind is "Aha, she is going to play semantic games again." You get 100 points. (That should have motivated you, by the way).

To begin with, while anyone can be inspired, that's not the same as being motivated. That's this article's linguistic distinction. I am inspired to be more healthy, but that doesn't really explain why when I drag myself to taekwondo class at 8 pm after a long day of under-prepared young pianists, I can really dive into training. I am motivated, not just inspired. Or, conversely, why I might decide to review my current Liszt Rhapsody after a long day of teaching or training? Well, it's rewarding. I am motivated to improve my mood and enjoy my progress.

In general terms, we have all read the stories of someone who overcame great odds and biked across the nation, and so on. I love to bike, so I am inspired by their accomplishment, but never once has a tale like that motivated me to strap my feet to the pedals and bike over the Rockies. Nope. Not a little bit.

Last week, my studio had its year end recital. And I will say that the reality of public performance motivated my students to practice remarkably well. And it turned out, they had fun. But to get there, they had a lot to overcome.

The typical problem for most of us: you make goals, you are inspired—but not always motivated. Motivation requires that we take inspiration and put it to work. Motivation stems from having a "motive" or reason for doing something.



We all want to do good things, fun things, rewarding things, but we have to motivate ourselves to get them. To me, it's all in the set-up. I stress three key points: 1) Surround yourself with the positive; 2) Get rewarded; and 3) Seek out peer pressure.

So, what might be upcoming that can be motivating, not just inspiring for us? (Drum roll, deep breath, dramatic pause—the destination comes in view) Autumn MOG of course. In our busy and overcommitted daily life, it can be hard to make the switch from "I should go" to "I'M GOING." But I want you to be both inspired and motivated to attend. So:

1. Surround yourself with positive: Autumn MOG is buckets of fun. I positively look forward to the event and people, I find it rewarding and stimulating, so I am going!
2. Get rewarded: It's a natural follow-up to step one. You feel that warm glow when reminders go out to register, because you already did it!
3. Peer pressure: The people you like and don't see often enough. Reach out to your fellow Morganeers and see who else is going, who you might not have seen in a while, and who you are looking forward to reconnecting with. Surround yourself with people you enjoy who share an interest in our beautiful cars and the lure of the open road.

To my mind, number 3 is the key. Friends make you happier than most anything else in life. Friends inspire and motivate us to make the time, to do things together. That's the destination of this long and winding road. See you at Autumn MOG.

Maura

FROM THE EDITOR

Finally - Summer! We wait so long for our driving season. But when it comes it's magic.

If you glance at the Contents list on the opposite page, you will see that this issue is chock full of events coverage and some other interesting articles. Which makes your editor smile. I even had to defer several article inputs to my suspense file for the next issue. Which makes your editor smile. But mostly it's SUMMER. And that makes your editor smile.

So welcome to the 'Summer Events' issue - always my favorite. I decided to start things off with coverage of a slightly early (first Saturday in May) Dustoff boldly organized by **Jonathan Kinghorn** near his hometown turf of Lexington/Concord, Massachusetts. Definitely bold of UK born Jonathan to have a dustoff in the cradle of the American Revolution - interestingly called the 'American Colonial Insurrection' on the other side of the pond. Always fun to combine a Morgan club event with a little history.

Editor-At-Large **Steve Schefbauer** and club Treasurer **Jamie Goodson** both attended a Coffee and Cars event in Newport, RI at Fort Adams (another historic site) and bumped into none other than recent Newport part-time resident and fellow Morgan owner Jay Leno. Jay apparently thought he needed a break from the hubbub of Los Angeles and decided to purchase one of the mini-mansions on the famous Ocean Drive as a summer getaway. So the boys got some interesting car talk in - Jay I'm sure offered that his Morgans are the favorites of his collection. and Steve had to do some persuading to convince Jay that, yes, he actually DID own a Morgan. Jamie had shown up in his Plus 8 so he had immediately earned Jay's endearing respect and admiration. The next day Steve visited the impressive Audrain Auto Museum in Newport and took the photos gracing this issue's Centerfold.

A little further south, **Fred Cohen** reported on the New Jersey/Atlantic area members gathered once again for the now famous and wildly popular New Jersey Lobster MOG. The Lobster Man himself, **Bob Cohn**, along with spouse **Jeri** hosted this ever popular event and provided and



prepared the sumptuous feast at their lovely home in Ridgefield, New Jersey. I must say, however, that I was a bit disappointed to hear that the main course lobsters for the event had been flown in from - Canada?

Next we have another report sent by EAL **Steve Schefbauer**, who donned his ascot, tweeds and touring cap and attended the Greenwich Concours, which this year featured the amazing machines, racers and tourers, designed by Italian firm Zagato. Steve not only sought out and discovered the only Morgan on display at the show, but once again provided some excellent photos that grace the other half of this issue's Centerfold.

New England South Area Captain **Andrea Lucas** once again hosted the Morgan club attendees and reported on the ever popular Brits By The Sea event sponsored by the Connecticut MG Club at Harkness Park. Many of the CT area members attended the event on a lovely late Spring day.

The event was also the club premiere of the beautifully restored Plus 4 Seater of **Erwin and Ellen Dressel**. The first part of the saga of their restoration will be featured in our next issue. I just couldn't fit it in this Summer issue.

Ron Garner sent in an interesting travelogue of the continued travels of he and spouse **Kathi** and their Plus 4 Drophead Coupe 'Bene' - in this installment the continuation of their multi-year tour of Europe on the Italian isle of Sicily. They certainly are brave travelers, and seem to find new and interesting places and events, as well as gathering new friends everywhere they go. So, where will Bene travel to next? Greece, the Adriatic, Crete, North Africa?

continued on page 4

TO THE EDITOR

Good morning Frank,

May/June Morganeer great, of course!

What struck me was your very useful article about lubing the splines annually, and, by extension, your mention of other/previous writings on other maintenance issues. Hope you might consider re-printing those helpful hints together as one article in a forthcoming Morganeer.

Same topic, really.....one of the most overlooked parts of my two cars is the radiator. We gripe about the unreliable temp registration unit, we add Water Wetter to bring the temp down, etc. but how 'bout just a plain flush out with radiator cleaner? Its been 7 years since I've done that. So how much junk and corrosion likely accumulated over that period, given their annual 10 month storage period and infrequent in-season use? How much clogging might be going on within the cavernous intricacies of the block?

I'm getting my '66 Plus Four flushed this month. Report to follow.

Ty (Phillips)

FROM THE EDITOR continued

In an interesting and well researched article, now a mainstay from frequent Morganeer contributor **Jonathan Kinghorn**, we learn about the origins of not only the famous Brooklands race track in the UK, but also the now famous 'Brooklands' steering wheel, which was original issue and still graces many of our Morgans which rolled out of the Malvern works in the '50s and '60s. And we also learn of the first sports car owned and driven by the author, in which he no doubt terrorized his neighborhood as well as his younger brother coaxed into sitting in the passenger seat.

In addition to this being the Summer events issue it is also the Autumn MOG preview issue. Once again, our AM co-chairs **Tom Austin** and the irrepressible **Maura Hall**, along with our specific event chairs, have organized a return to the Jiminy Peak Resort in Hancock, MA and good old traditional Autumn MOG. Time to send in your Registration Form and make your room reservation for our big club event of the season.

Well, a short group of summer thunderstorms have blown through as I was writing this, and tomorrow the weatherman promises sunny skies and temperatures flirting with 80 degrees. I don't know about you, but I'll be out there driving my Morgan. Summer is here at last, life is good, and yes . . .

The road goes on forever,
Frank



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Instrument restoration (before)



Instrument restoration (after)



Moto-Lita steering wheels



Brooklands steering wheels

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Of Morgans, Minutemen and “The Shot Heard Around The World”

Frank Wnek

*By the rude bridge that arched the flood,
Their flag to April's breeze unfurled,
Here once the embattled farmers stood,
And fired the shot heard round the world.*

from The Concord Hymn by Ralph Waldo Emerson

*(Professor Peabody) “Set the wayback machine for April 1775 Sherman,
we’re going to Massachusetts!”*

Poof! And there we were on one side of the famous wooden North Bridge over the Concord River; in our tricorne hats, muskets in hand, looks of grim determination on our faces, staring down the *Redcoats* on the other side. “Don’t fire until you can see the whites of their eyes” I blurted out, because that was the only thing I could think to say. Oh wait; that was another battle - Bunker Hill, I believe. Anyway, there were were on one side of the Concord North Bridge, cameras in hand, some of us in sombreros, the Minuteman statue looming above us, staring down the tourists on the other side of the bridge. But for us, it was taking part in a famous page of American history, albeit two hundred and fifty four years later.



How we got there was on a short break in the middle of a 27 mile drive through the countryside and winding, forested roads of Concord, Massachusetts organized by Northern New England Dustoff host Jonathan Kinghorn. All part of an innovative Dustoff which started with lunch, then a drive, a moment in history, and ended with a stop at a local ice cream stand. Brilliant! Everything a Morganeer could ever want.

And I almost missed the whole thing. The weather forecast for the appointed Dustoff Sunday had been iffy at best all week. Rain, showers, drizzle. As I awoke that morning and checked the latest weather radar of the Lexington/Concord area my first reaction was *oh I just can't drive for two and a half hours just to end up driving into non-stop rain*. I dashed an email off to Jonathan, even though it was only 6:30 in the morning. Strangely, he didn't respond. So, I hemmed and I hawed, fortified myself with several cups of strong coffee, and decided *rain be damned, I can't let Jonathan and my fellow Morganeers down!* So I hurriedly dressed, packed and headed out the

Photos:

Above: The Minuteman statue
Left: Frank's aching back arrival

door after emailing Jonathan again with my cell phone number - just in case I ended up stranded in the midst of a deluge.

The sky remained overcast and just a bit threatening as I drove south, and as a precaution, at a short rest stop upon entering Massachusetts, I reluctantly put the hood up on the Drophead. There were some gentle sprinkles a bit farther on, but no real rain. And as I pulled into the parking lot of the Red Barn Inn, the appointed rendezvous for the Dustoff, I was a bit amazed to see a line-up of Morgans and lots of smiling faces greeting me. The expression on my face in the photos Pat Hennessy took as I gingerly extricated myself from the Drophead and stretched my aching back sort of tells it all. Soon surrounded by fellow Morganeers, it was good to be with my people again and my aching back was soon forgotten.

As someone pointed out when the cars later lined up at the ice cream stand, each of the Morgans assembled was different - a Plus 8, a Plus 4 roadster, a 4/4 roadster, a 4/4 4 seater along with my Plus 4 Drophead Coupe. Interesting. And, oh yes, there were people along with their Morgans - Jamie and Paula Goodson, Warren and Judy Mann, Morgn Malone and Alison DeKleine, host Jonathan, and yours truly (with Morgans), Pat Hennessy and Shayna Loeffler, Larry and Sue Sheehan, Bill and Beth Jouris, and Tom and Elaine Austin (sans Morgans). I thought it a bit strange that Morgan and Alison were sporting sombreros, eschewing more British-like headgear, and it was not until much later (at the Concord Bridge actually) that someone finally clued me in. OF COURSE! It was Cinco De Mayo! Somewhat surprisingly, Alison had NOT brought along any Coronas or Margaritas to celebrate. Which was okay, I guess, since we were driving.

After a prolonged meet and greet, and a bit of the inevitable 'car talk'



we decamped the parking lot and went into the tavern for lunch. A long and lingering lunch with good food and interesting conversation. I kept looking out the window expecting to see the rain arrive. But although the sky remained overcast, the rain held off. Fueled up with a robust Sunday brunch we filtered back to the parking lot and mounted up. Time to ride!

Jonathan had prescribed a wonderful drive for us through some gorgeous country roads. He had even printed up directions - in LARGE BOLD PRINT - with circles and arrows and distances between turns neatly laid out. And, as an added bonus, throughout the drive we encountered azaleas, forsythia, dog-

wood and numerous other trees, shrubs and flowers in bloom. Even with the excellent directions, I decided to stay close to the Morgan in front of me, so I could enjoy the ride and scenery without having to reference the directions.

Several miles into the drive, we made a turn and entered a state forest. Suddenly the road, although paved, became a bit rough and rutted. As we descended into a vale heavily wooded on either side, I almost expected Robin Hood and his merry

band to come leaping out from behind the trees and relieve us of the contents of our wallets. Oh wait, that's another era in time. My imagination already running wild, and we were just starting out on our drive through history.

Coming out of the grove, up a hill and around a corner, at the low eye level of our Morgans, the legs and torso of a horse appeared suddenly at the side of the road. Paul Revere warning that "The British are coming"? No, not exactly. Just a lady out for a ride like we were, but on a slightly more modern means of transportation.

Halfway through our ride we arrived at aforementioned Concord Bridge State Park and stopped for our histor-





Pat Hennessy summed up the day thus: *The event exemplified the best in every dustoff: friends, cars, back roads and interesting destinations. Shayna took me to Lexington on Monday and we explored some more of that historic day.*

So, the Morgans came, the Morgans drove through, and the Morgans went. And there were no verbal taunts, no tea dumped in the Concord River, no hand gestures exchanged (that I noticed at least), no fistfights and most importantly no shots fired. Perhaps we have

learned something over the last two hundred and fifty years. I must say however - the Sombremos were a bit cheeky!

PHOTOS

Top left: Pat can't resist this photo op

Middle: Ice cream stand impromptu car show

Bottom: Jonathan and the Minutemen

Opposite page

Top: Hola amigos!

Bottom: Monument to fallen British soldiers on far side of bridge



ic interlude. After walking the path to and across the bridge (Ralph Waldo Emerson's home the background) we took a short tour of the former stately home now a small museum, and returned to our rides to complete the drive. (Not before Pat H had her photo taken as a British Redcoat. REALLY, Pat!)

Last stop was a local ice cream stand, providing both the opportunity for a treat and also to line up our cars and create an impromptu car show for our fellow ice cream gourmets. Since I was spending the night at a local hotel, I accepted a gracious invitation and had a lovely dinner at Shayna's with she and Pat.

All in all, an interesting, innovative and unique dustoff in early May for the hearty Northern New England Morganeers. Good job Jonathan, old boy.





The Morgan Motor Company is supplying us with new Plus 4 (shown below center) and new 3.7 V6 Roadsters as rolling chassis, to be fitted with new Ford 2.0 Duratec 4 cylinder engines and new 3.7 liter Ford V6 engines.

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2010 Morgan AERO SUPERSPORT Alcatraz Silver Grey Metallic/two tone grey quilted leather interior, black wheels and tops, 2,800 miles

2005 Morgan 3.0 V6 ROADSTER Dark Silver Metallic, Yarwood Pale Grey

2005 Morgan AERO 8 SuperSport, Rhodium Silver Metallic/Blue

2005 Morgan 3.0 V6 ROADSTER Dark Silver Metallic, Yarwood Pale Grey

2003 Morgan Plus 8 35TH ANNIVERSARY EDITION, Mulsanne Green Metallic, Magnolia leather, 6.7k miles

2003 Morgan Plus 8 35TH ANNIVERSARY EDITION, Jaguar Platinum Silver/Muirhead Mulberry Leather Sport Seats

2003 Morgan Plus 8 35TH ANNIVERSARY Bugatti Blue/Black leather with blue piping

2002 Morgan Plus 8 LeMans '62 BRG body-white hard top/Black leather // RIGHT HAND DRIVE - #01 OF 40

2000 Morgan Plus 8 Cranberry Metallic/Ivory // BEST IN CLASS WINNER

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ONCE AGAIN

Lobster MOG In New Jersey

Fred Cohen



Geneva. This was followed by talk of summer driving events and plans for Autumn MOG.

Our group of Morganeers included Bob and Louise Nunnink, Jane Mattson and Steve Shapiro, Rene and Bill Willoughby, Shelly and Lenny Mandel, Peggy Newton, Susan Rho and Dean

PHOTOS

Left: The New Jersey Lobster bake King and Queen

Right: Can you find the piper in the garden?

Bottom: Professional lobster gourmets, Lenny and Shelley

The weatherman threatened us with spring time showers. Jeri and Bob Cohn countered with lobsters. The Cohn's won as Sunday, June 2, in Ridgewood, New Jersey was a perfect day for their annual backyard lobster fest.

The lobsters this year were shipped in fresh from Canada and were cooked to perfection. Along with potatoes, corn, and a generous serving of steamed clams made for a splendid meal. Ice cream with blueberries and Debbie Perry's brownies left us all content to indulge in an afternoon of beer, wine and conviviality.

High on the list for discussion was, of course, the recent sale of the Morgan company and the new model shown in



Meyer, along with niece Emily visiting from California, Pat Hennessy, Ruth Bonomo, Bob and Debbie Perry, Art Greenberg, Lita and Fred Cohen and of course our hosts Jeri and Bob.

A word of thanks to the Cohn's. Jeri and Bob have hosted their annual Morgan spring time event since joining the 3/4 Group a dozen or more years ago. Gracious hosts and wonderful friends, always available to help, they represent the best of our Club.



PHOTOS

Top: Diners gather. "Bring on the crustaceans!"

Middle: Oh yes, there were Morgans there also.

Bottom: The whole fandango.



Newport, Rhode Island May 4-5 2019 *A Serendipitous Weekend Turns Spectacular*

Jamie Goodson and Steve Schefbauer. Editor-At-Large
Photos by Ann Marie Daniel



Jamie's Story

I have never understood why a wet, cold, and windy island like Britain specialized in primitive two seater sports cars with leaky roofs, drafty sidescreens, and a "follow the procedure" to get into. Regular yoga classes are helpful for the extraction process. Once you've learned to dislocate your knee it gets much easier. I mean logically they would have made roomy leak proof cars, with moisture resistant electrics and a great heater.... like a '55 Chevy. Ignoring logic and

dreaming of warm sunny days, I set off in the Plus 8 for Cars and Coffee in Newport, the first of the season...in the rain. The Cars and Coffee events are several times a year and put on by the Audrain Motorcar Museum of Newport (audrain-automuseum.org) and attract a good mix of cars typically on the grounds of one of the Newport mansions, with names like The Elms, Marble House, and The Breakers. This Saturday, the event was at Ft. Adams overlooking Newport harbor. I had traded emails with Steve Schefbauer and Anne Marie Daniel

who, as it turned out, were spending the weekend in Newport, and sure enough Steve and Anne Marie were there, and my son James joined us as well. Steve and I were lucky enough to chat with Newport resident Jay Leno (jaylenosgarage.com) who has his very own mansion on Ocean Drive. Jay has several Morgans including 3 wheelers, which he loves, and "are a blast to

PHOTO: Steve, Jamie and a member of the Newport social set

drive". It turns out that we have mutual friends due to a common interest in old obsolete British motorcycles. Dennis Glavis of Morgan West, a long time advertiser in *The Morganeer* and friend of The 3/4 Morgan Group LTD, sold Jay his 3 wheelers, has done several episodes of "The Big Dog Garage" with him and had Jay at Morgan West's Christmas Party not too long ago.

The event ends around 10 and we said our goodbyes. James and I headed for Fall River and the Sagres, our favorite Portugese restaurant... just to warm up... and talk of a past far removed from appliance like cars, over regulation, and congested roads, and of sunny days with a left elbow hanging out over the low cut door.

Steve's Story

The following day, Sunday, Ann Marie and I decided we had to see the aforementioned Audrain's Auto Museum, strategically situated on the famous Bellevue Avenue, and I'm glad we did. When you enter, the first thing that strikes you is the blinding brilliance of the interior. It seems like tons of polished brass and chrome adorning these spectacularly restored automobiles. Audrain's changes the exhibitions often but the current treat was "Horseless to Horsepower", a span of some 40 years from a 1900 Locomobile to a 1939 Alfa Romeo 6C Sport Berlinetta, my



personal favorite, and in between Fiat, Packard, Bugatti, Rolls Royce, Aston Martin and a few other surprises, all above reproach. If these masterpieces don't put your bustle in a bunch, you need a checkup with your personal cardiologist! Chatting with one of the knowledgeable volunteers at Audrain's, I discovered they have planned "Motor Week", October 3rd through 6th 2019 consisting of some big time exhibits, shows and Concours d'Elegance complete with automotive celebrities

including Jay Leno and Wayne Carini. The claim is "What will be one of the greatest automotive events in North America." You can check this out at audrainconcours.com and if their museum is any indication of what will be -- you have to be there the first weekend in October.

Okay, to sum it up - cloudy, rainy, chilly weekend, but we wouldn't have traded it for a sun filled weekend, in the summer, in Monroe, Connecticut.



PHOTOS

Top: Steve "yeah I've got a Morgan, but I didn't bring it today. Really!"

Other guy "Yeah, sure you do. And I've got a whole bunch of cars including Morgans."

Bottom: Steve, Jamie and James the III, our newest and youngest club member. (that's cause for celebration)

The 24th Greenwich Concours D'Elegance

Steve Schefbauer

This was the 24th year of the Greenwich Concours operating for the benefit of Ameri-cares, meeting the health needs of more than 90 countries and all 50 states affected by poverty or disasters. A great cause. This year was bigger and better featuring the cars of both Stanley Arnolt and Carrozzeria (building car bodies for us non Italian speaking people) Zagato. So here we go:

Yes Virginia, there was a Morgan present.

"You say tomato and I say Zagato--"

This year marked the 100th Anniversary of Carrozzeria Zagato and the current family members Andrea Zagato and his wife Marella Rivolta Zagato flew over from Italy to celebrate the occasion.

Never wavering from the original goal of adding lightness and speed, Andrea has successfully continued in the family footsteps. You may, of course, remember the beautiful 1969 Aston Martin DB4 GT Zagato, but the company has also put its signature on such cars as Alfa Romeo, OSCA, Fiat, Abarth, Ferrari, Maserati and Porsche. All these cars were here at the show and one looking better than the other, if that's possible. The Zagato name has blazed across the world's headlines, winning races, rallies and Concours d'Elegance, as well as hearts and minds. Ehi, Zagato. Molto bene!

Stanley H. 'Wacky' Arnolt got his nickname for crossing Lake Michigan, in the fog, in a 13 foot inboard powered by a Sea



PHOTOS

Top: Alpha Romeo Zagato

Middle: Abarth Zagato

Bottom: Aston Martin Zagato

Mite engine. When WW2 started he received government contracts for this versatile motor.

Fast forward to 1953 when Arnolt opened a retail foreign car business in Chicago. It was then he met Nuccio Bertone and became the agent for Bertone's custom bodywork which produced Aston Martins, Siatas and a Bentley sedan for Wackey's wife. Arnolt was also the U.S. distributor for the cars made by Bristol Aeroplane, and Bristol was happy to supply the chassis for the Arnolt sports car.

It was the 1955 Sebring 12 Hour Race that made Arnolt famous when he brought 3 cars and finished 1-2-4, winning not only their class, but also the Sebring Team Trophy. It was the start of a successful racing history and his Arnolt-Bristols can still be seen today in Historic races and Concours d'Elegance.

There were 20 Arnolt cars present in Greenwich, two owned by Wayne Carini of "Chasing Classic Cars" fame who was also there to shoot a new segment of his show.

Finally - a Morgan! Unfortunately it's not a 3/4 Morgan Group member.

It belongs to Gerardo Mato. I was a little suspicious when I saw the Bonhams Auction Bidder lanyard around his neck and the conversation I had with him went something like this "Of all the cars I own, this one is my favorite to drive." Seems he is the Head of Global Banking for The Americas at HSBC Holdings. Definitely of the Grey Poupon set, but a neat guy. He bought his beautiful 1967 Morgan 4/4 several years ago at (not coincidentally) the Bonhams Auction at The Greenwich Concours. Mr. Mato also displayed a 1957 Porsche 356A Speedster and a 1915 Harley Davidson 11F Motorcycle.

Talk about coincidence, Ann Marie spotted a gleaming black roadster and said, "Isn't that a brilliant car." Turns out to be a 1935 Triumph Gloria Southern Cross and the owner Dennis Mamchur, who was a Biology Teacher and my homeroom teacher my sophomore year in high school (1959-1960) in my hometown Hasbrouck Heights, New Jersey. Didn't get a chance to



meet him but later we had a couple of email chats and caught up on old times and new.

Well that's all the news that's fit to print, but I can't help believing that next year, on their 25th Anniversary, the Greenwich Concours will be bigger and better than ever. All it will need is MORE Morgans! Be there or be square.

Steve - I believe the Greenwich Concours is by 'invitation only' - but I'm sure you can arrange that. Or perhaps Mike Vorr or Ty Phillips - past invitees. ed

PHOTOS

Top: Gerardo Mato and his '67 Morgan 4/4

Bottom: Ann Marie's find - Triumph 'Southern Cross'



At This Year's British Invasion

Bill and Beth Jouris have been fixtures at the British Invasion in Stowe, Vermont almost since its inception. They have been year after year winners of the event's 'Tailgate Competition' with their amazing historic British figures costumes and encampments.

This year Bill and Beth, along with son Brian, will be honored at the festival and also interviewed by Hemmings Motor News editor David Stuursma. Just one more reason to attend this BIG British sports car celebration. Nearby residents Mike and Linda Baker will once again host a Saturday evening cookout dinner.

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IN MEMORIAM *Jim Nolan*



Sadly we have lost another of the great ones. Long time and very active club member Jim Nolan passed away earlier this month after a long battle with brain cancer. For many years he faithfully served the club as Treasurer, while at the same time for many of those years also serving as the New Jersey/Mid Atlantic Area Captain.

Jim and his partner Dawn Heflin were fixtures at all the southern area events as well as Autumn MOG and the Maine Lobster MOGs. Always affable, always smiling, you could tell he was genuinely enjoying himself and his infectious enthusiasm spread to all those around him. He was very proud of his lovely early, classic British Racing Green Plus 8, which was always one of the finest cars on the concours field.

From Jim's Obituary:

Jim worked as a CPA and Personal Financial Planner. He was self-employed for the vast majority of his career, and shared professional partnerships with Walter Zawacki, Frederick Maroney, Gerald Viola and Deborah Abate-Canetti. For the past 15 years, Jim served as The unofficial CFO of Bergen County Harley-Davidson and had been the business CPA and trusted advisor since its inception in 1975.

Some of our members share their remembrances of Jim.

Louise Nunnink

We have known Jim for the last 60 years, having met in college. We lost contact with him and the Morgan's reunited us. Jim overcame many adversities in his life and never was skeptical.

The last 22 years of his life were his best years. He loved driving his cars, especially his Morgan. We will miss our coffee and ... with him.

Lenny Mandel

What I remember most about Jim is his smile. It was genuine and drew you in. Jim and Dawn hosted a Morgan event that ended (or began-not sure which) at their home. I didn't know them all that well but Jim sat down next to me and told me that Dawn was Jewish. I wasn't sure if he was asking me if I officiated at inter-faith marriages, so I asked him how their relationship was. "Great," he replied, everything with us is great.

I gave him a wry look and he said: "No, no, that's great too."

I smiled and said: "Don't marry her, because they found the one food that kills a Jewish woman's sex drive."

"What's that," he asked?

My reply; "wedding cake."

It took me five minutes to scrape Jim up off the floor.

Maura Hall

In helping me learn how the club's finances worked, Jim was always supportive and kind to me, especially in the way he patiently answered my somewhat repetitive question "Jim, can you please explain this to me again?" And Lord knows I must have run hundreds of queries his way over my time in office. He was just the kind of guy who let you know he was there to help in any

way you needed, no questions asked. He was like bedrock. Just helping us all have a firm base to stand on. He was the club CFO for many years.

Jim Nichol

Jim Nolan has been one of those indispensable Morganeers who went about his work for the club never asking for kudos, thanks, applause, or any recognition, but simply worked to be sure that he could lend a hand whenever needed. His Plus 8 (To me, if there were ever a perfect looking Plus 8, it is Jim's!) was always a delight to see and to have a few minutes to chat with Jim was always looked forward to. His contributions at meetings were always well thought-out.

Jim's unfortunate passing (Entirely too soon) has energized me to suggest (of the powers that be) to think about a 3/4 Group Hall of Fame, members who somehow never realized Harry J Carter Awardship, but who gave of their time, energy, and personality to the club and Morgans). The two who immediately come to mind are Jim Nolan and Mario Cruder...I'm certain with a bit more thought, more names would come to mind!

Keep on Morganing.

Jim is just another good example of the diverse backgrounds., personalities, careers and lifestyles that make up the membership of our club. All drawn together and having formed strong friendships by our common love of a unique and quirky sports car that we all share - AND also by our love for each other.

I imagine Jim, in his next life, as a Harley guy. In a leather vest, scruffy beard - maybe even tattoos. Ride with the wind old friend!

ADDENDUM

Seven members and their Morgans attended Jim's funeral and memorial service on June 24th, on the request of Jim's daughter Tricia. And several more members attended in tin tops. This photo shows the cars at Jim's house before the procession.



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By Rick Swain



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The Audrain Motor Car Museum Newport, RI

Photos by Steve Schefbauer



'34 Aston Martin



It's a Duese- 1923 to be exact



'34 Aston Martin



'39 Alfa



1906

At the Greenwich Concours

Photos by Steve Schefbauer



'35 Bentley



'67 Morgan 4/4



Cunningham



'55 OSCA MT4



Travel in Style



Some of the Arnolt Cars



Some of the Zagato Cars



Alfa Zagato

Morgans Front And Center At The British Motor Show

Fred Cohen

Each year the New Jersey Triumph Association holds their premier event at the Hermitage in Ho-Ho-Kus, New Jersey.

The Hermitage is a fourteen room Gothic revival home built in 1847 (the original structure dates back to 1760.) and is today listed as a National Historic Landmark. Visitors have included George Washington, the Marquis de Lafayette, and James Monroe. It was briefly the home of Aaron Burr.

Burr, a Revolutionary War officer was Vice President of the United States under President Jefferson. He was the most controversial of the founding fathers. Best known for mortally wounding political rival Alexander Hamilton in a duel.

The only dueling at the Hermitage this day was for trophies amongst the many Triumphs, Jaguars, MGs, Austin Healeys and other assorted British cars and motorcycles. Some of the cars were one-off models and fall in that category of special collector cars.

As a group however, for most of the people in attendance, the seven Morgans seemed to be the stars of the show. Our group was represented by the Morgans of Hugh Heller, Bob Cohn, Eric Singer (winner in class), Art Greenberg, Lenny Mandel, Jim Dickson, and this reporter.

A good showing by the 3/4 Morgan Group.

While at the show, we were delighted when Jim's older daughter Tricia Nolan (second from right between Bob Cohn and Eric Singer) stopped by. We invited her to Autumn MOG and it seems that she may become part of our group. In attendance but missing from the photo were Fred Cohen, Art Greenberg, and Jim Dixon.

Photo: Tricia Nolan (second from right between Bob Cohn and Eric Singer) joins the Morganeers



New Lady On The Track Watch Out World!

Linda Eckler

Katie, now 19, has just completed the VSCCA drivers school and The Empire Cup (Jag Event) held at Lime Rock Park. She is following in her Dad's footsteps and her parents, Larry and Linda Eckler, could not be more proud! Katie won the Ladies Autocross FTD at Autumn MOG last fall as you may recall....

You go girl!



AUTUMN MOG 2019 SEPTEMBER 20-22

JIMINY PEAK RESORT
HANCOCK, MA



General Information: PLEASE PRINT LEGIBLY

Driver _____ Navigator _____

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Morgan(s): if bringing more than one, please submit information for all cars separately.

Year: _____ Class: please check one

___ Vintage (Flat Rad, Trike) ___ Plus 8 pre-1995 ___ Plus 8 1995 and newer

___ 4/4 ___ Plus 4 (2 seats) ___ Plus 4 (4 seats)/DHC

___ New (Aero, Trike)

Are you a 3 /4 Club Member? ___ Yes ___ No. If not, would you like to join? ___ Yes ___ No

Event Details:

Friday Dinner (not included with registration) at the 1896 House, Williamstown

The '6 House Pub _____ Guests at \$45 per person = \$ _____

Includes salad, entrée, dessert, coffee and tea, tax and gratuity. Please indicate your choices below.

Chicken Marsala _____ Sirloin tips _____ Baked Scrod _____

Lobster Bisque _____ OR New England Clam Chowder _____

Event Registration – Includes Hospitality, Autocross, Concours, Rally and Banquet

_____ Single x\$135 = \$ _____

_____ Couples x\$260 = \$ _____

Please Register by August 24. After Aug. 24 please add \$10 late fee. Thank you

TOTAL EVENT REGISTRATION _____

Please include a check for the total made payable to 3/ 4 Morgan Group LTD.

Mail form and check to Maura Hall, 25 Webster St, Saratoga Springs, NY 12866



Autumn MOG 2019 Update

Tom Austin, Co-chair

There's something about being a Morgan owner that says respect for tradition. Change is to be treated with some skepticism. The old way of doing things is (usually) fine. It's okay to meet in the same bar, drive the same car, fix the same problems over and over again. And have a good time with old friends (while greeting new friends with open arms too!)

Autumn MOG speaks tradition. It breeds tradition. And that's okay. So, this year we've changed as little as possible!

Is that unsettling? Would you want revolutionary change? Hydrogen fuel-cell powered totally autonomous, self-driving vehicles? No? What about flying cars like the 1981 DeLorean Time Machine in the 1982 movie 'Back to the Future?' No, not that one either?

Armed with bonhomie (and a good dose of car polish, spanners and spare parts discretely hidden in back) we will descend as a tribe of Morganeers on the Jiminy Peak Resort in Hancock, MA once again this year. Are you ready?

Clear your calendars now of anything that would be in the way of coming together on 20-22 September at Jiminy Peak. Find the registration form in this issue of the Morganeer, fill it out and send it in. Don't delay. We're waiting for you but only for so long... And don't forget to call the Resort (just south

of Williamstown and close to the NY border) at 413-738-5500 and mention you are part of the 3/4 Morgan Group (we have a block of rooms).

Having motored to Jiminy Peak for years, no one should get lost on the way. If you need extra time – just in case – join us in the Hospitality Suite which we'll set up for you Thursday afternoon.

Here are all the folks who've stepped up to make Autumn a great reality this year:

Autumn MOG Co-Chairs: Maura Hall & Tom Austin

Admin/Registration: Maura Hall

On Site Liaison: Richard & Elizabeth Williams

Autocross: Scott Willoughby & Larry Eckler

Concours: Brent & Anne Follweiler

Rally: Jim Nichol

Hospitality: Alison DeKlein & Morgan Malone

Auction: Bob & Jeri Cohn

We're looking for additional volunteers to assist with portions of all these activities. Let us know where you'd like to give a hand when you register or first show up in the hospital-ity suite. The suite will be in a ground-level condo in the ski patrol building.

Autocross master Scott Willoughby will oversee this great activity again this year, with an assist from Larry Eckler. Venue: the parking lot at a partially closed shopping mall in nearby Lanesboro as arranged by Dick and Elizabeth Williams.

Friday night (optional) dinner. We'll return to the traditional colonial pub atmosphere of the '6 House' in Williamstown. See the Autumn MOG registration form to sign up for the 4 entree choice fixed price menu.

The Concours will be run again by Brent and Anne Follweiler in the Hancock Shaker Village, on a large grass field surrounded by picturesque village buildings that are highlighted by a large stone barn.

From the Concours Co-chairs

This year's Concours will once again be held on the Hancock Shaker Village Green. What a beautiful venue for a Concours! Idyllic surroundings after an invigorating drive. Plenty of room for enjoying the cars. Everyone, including other visitors to the Village, is encouraged to fill out a People's Choice ballot. The first place winners in each of the seven classes are then judged, using specific criteria: Exterior/Interior/Engine/Chassis, Wheels and Tires/Authenticity. After voting and enjoying looking at the cars, there is still much to see and do in the Village. Food is available for snacks and/or lunch. Plan to spend a very enjoyable morning at the Village. Looking forward to seeing you there!

From the Rally Master

The Shaker region of New York, Massachusetts, and Southern Vermont has roads, paved of course, that the rallymaster has not yet wandered and off the wall questions that are yet to be asked. With that in mind, we are again looking forward to discovering the more scenic of them in hopes that we might find someone to challenge Scott Willoughby's string of top finisher results. As has been practice, this year's event will include various questions to be answered along a predetermined route and will (hopefully) result in all participants having enough time to prepare for the evening's festivities (And the rally master must have time to score the results!).

Keep in mind that the route is written up with the primary goal being to avoid becoming lost and that those who just wish to tour may do so.

Here's looking to another fantastic AutumnMog!

From the Auction Co-chairs

Great news!

1 – Carl Kaufmann has once again generously offered his famous Block Island weekend retreat for our auction.

2 – Tom Austin is driving his trailer across Massachusetts and is willing to carry other auction donations as well, if members can get their stuff to Tom.

3 – We want lots more quality items – search, search, search, - donate !

Here's the schedule for the Autumn MOG weekend:

Thursday, 19 Sept

PM Early arrivals, gather at Hospitality Suite.

Dinner on your own.

Friday, 20 Sept

Autocross 10:30 – 4:00

Berkshire Mall Lanesboro

Arrival/check-in/informal gathering
Hospitality Suite

Dinner 6:30

'6 House Pub Williamstown

Saturday 21 Sept

Concours 10:00 —1:00

Hancock Shaker Village

Rally – Starting from the village on
concours completion

Awards Banquet. 5:30 cocktail hour/
6:30 dinner, silent and live auction
Crane Lodge

Sunday 22 Sept

9:30 AM Club Board of Directors meeting

10 AM Club Annual Meeting 10:00
Fisher Conference Room

All invited to attend

Farewells and departures

THE BROOKLANDS STEERING WHEEL

Jonathan Kinghorn



Taking my brother for a spin in my Austin J40 pedal car, now missing its fenders and hood ornament

I got my first vehicle when I was about five—an Austin J40 pedal car with a steel body, pneumatic tires, and working headlamps, horn, and parking brake. There was a dummy cylinder head with real spark plugs under its opening hood, and a lethal hood ornament on top. I loved its cream- steering wheel with chrome spokes (oh-so-very 50s!) and that likely explains why I sought a Morgan with a Brooklands steering wheel. What is it that makes this iconic accessory so special?

A Place To Race

Brooklands in Weybridge, Surrey, about 18 miles southwest of London, was the world's first purpose-built motor race track. Its 100-foot-wide 2 ¾-mile long banked circuit was designed and built by Colonel H.C.L. Holden and its construction consumed most of the owner's fortune. Work started late in 1906 and the first race was held in July 1907. A busy calendar of events evolved, and races could last up to 24 hours, divided into 12-hour daytime sessions

to spare neighbors from the incessant noise. Until 1933 Brooklands was the UK's only mainland circuit and its name was synonymous with British motor racing.

Unfortunately, the site's subsidence

and the circuit's rapid construction using un-reinforced concrete created a notoriously flawed road surface. The track needed constant repairs and was infamous for its bumps. This wasn't much of a problem in the early days when cars were relatively slow, but as the track aged and cars got faster it became a serious issue.

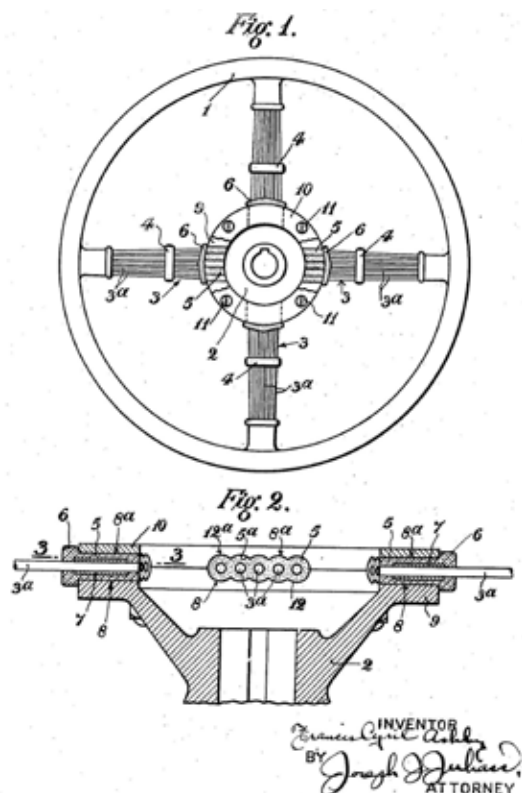
Sir Henry Birkin, creator of the supercharged 4 ½ Liter Bentley and a fearless racer, took the lap record to 137.96 mph in July 1932 driving "blower" Bentley #1 (only one car was ever faster on the circuit.) He described Brooklands afterward as "the most out-of-date, inadequate and dangerous track in the world" and complained that "there are bumps which jolt the driver up and down in his seat and make the car leave the road and travel through the air." In many photos of his record-breaking run daylight can be seen under his wheels!

The Flexible Steering Wheel

Away from main highways, road surfaces in the UK could be pretty awful too—and on January 1, 1930 the speed limit outside built-up areas was abolished! Frank Ashby & Sons, Ltd., originally a cycling accessories manufacturer, came to the aid of sporting drivers and regular motorists alike offering a sprung steering wheel that would afford some relief from incessant jarring and vibration. The UK patent for Ash-



Birkin's blower #1 on the bumpiest Brooklands banking in 1932



One of the drawings accompanying Ashby's 1938 U.S. patent

by's "flexible steering wheel" (No. 377,440) appears to have been awarded in 1931. Later developments were also protected at home and abroad; there was, for example, a U.S. patent in 1938 for the use of rubber in the boss to further insulate the rim.

Ashby developed a range of motoring accessories aimed squarely at the sporting driver and capitalized on the Brooklands name. Products included headlamp stone-guards, hubcaps, brake shields, fender grilles, an aeroscreen, and 'the well-known "Brooklands" radiator.' But by far the most important item was their "Brooklands" steering wheel.

Ashby's steering wheel had four sprung spokes each

with five chrome-plated steel rods with a round steel spacer. At the rim end, the spokes were encased in a cellulose sleeve with a flare at its inner end. The rim was natural rubber, smooth and round in section, with no finger grips on the underside. *Motor Sport* magazine tested the wheel in 1932 and "after several months of hard driving, both on main roads and very rough lanes" had "nothing but praise to record for its many excellent qualities." They reported that "road shocks and 'kick' are completely absorbed" and that it "allows hard driving over long distances to be accomplished without fatigue."

As well as reducing wear and tear on the driver, the wheel was also safer. Racing drivers didn't use seat belts, and in accidents were often flung forward onto the spokes of their disintegrating steering wheels—usually with fatal results. Birkin raced wearing a cloth wound around his waist multiple times




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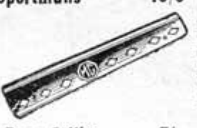
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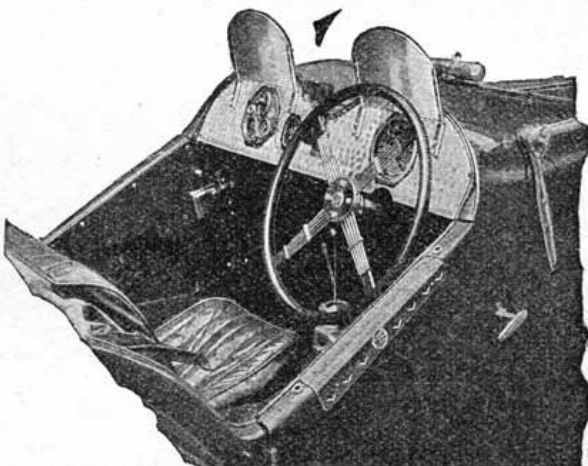
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WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar."



An Ashby "Brooklands" steering wheel in a 1938 Series 1 4-4. (© BritishRacecar.com)

in the hope of reducing the damage that might be done. But in 1932 Motor Sport was able to report a 100-mph crash at Brooklands that the driver survived. His whole weight was thrown violently

against his steering wheel, but "luckily the car was fitted with an Ashby 'Brooklands' wheel, which proved sufficiently flexible to withstand the strain without breaking."

Ashby didn't invent the sprung steering wheel concept—the French racing driver René Thomas was making a good living manufacturing them in the 1920s—but did seem to have introduced rubber and spokes comprised of rods. Because of its strength, flexibility, and good looks—which Motor Sport also appreciated—the Ashby wheel was soon widely used in British sports cars in the 1930s, including Series 1 Morgan 4-4s. The 16" model was the most popular, but several sizes were made and as well as being supplied to fit "practically every make of car" wheels were produced for marine use.

The detailed specifications changed over the years, with some later versions using a celluloid rim with finger grips. On these wheels the spokes consisted of a straight rod flanked by rods bent in the middle to provide a measure of rigidity in the absence of spacers; in the late 1930s a cheaper three-spoke model was introduced. Wheels of this type with three or four spokes of sprung rods became popular in the United States in the later 1930s, where they became known as "banjo wheels."



The former Bluemel's Factory in Wolston in 2007. (Reproduced from the "Our Warwickshire" website © Anne Langley)



An early Bluemels logo spacer

The drawbacks of the Ashby wheel were the chrome plated rods, which tended to rust, and the rubber rims, which perished when exposed to sunlight and produced a black dust that soiled driver's hands. World War Two clearly disrupted the business, and Frank Ashby—presumably one of the sons—died in 1952 at the age of 49. Ashby's advertising seems to have stopped around 1953 and the company was ultimately taken over by cycle and motorcycle accessory makers J. Doherty and Son, who went out of business themselves in 1965.

A Superior Copy

Post-war production of Brooklands wheels was dominated by another manufacturer. Three Bluemel brothers began making walking stick and umbrella handles in East London in 1860. When the cycling craze hit they developed a wide range of accessories and in 1904 they relocated to Wolston in Warwickshire, about 5 miles south-east of Coventry—the heart of the British cycle industry, and later of the motor trade. *The Boys Own Annual* noted in 1910 that “The name Bluemel is synonymous with all good things in celluloid, and their articles are always neat and of first-class workmanship.”

It wasn't long before Bluemels

were making parts for cars and motorcycles too. After the retirement of the original brothers a second generation continued to expand the company. By 1938 they were making things like bicycle fenders and gear cases molded in a Bakelite-like celluloid. Other products included small-change bowls for the UK Post Office and patent baby carriage handles, but they were best-known for their bicycle pumps and car steering wheels.

Bluemels supplied steering wheels for the MG TB and TC, for example, and made copies of Ashby's “Brooklands” model. I have

not been able to ascertain how early they started to produce their Brooklands wheels. They appear to have been licensed under Ashby's patent but were a superior product; the spokes were of stainless steel with square section chromed brass spacers, one of which featured the Bluemels logo—framed by the 1950s in baby blue cloisonné enamel. Several sizes were produced, and rims were black, cream, or marbled cream/brown, with finger grips. Their drawback is that over many years the rims generally shrink a little and crack.

The Bluemels Brooklands wheel was an extremely popular optional extra for Morgans in the 1950s. But with smoother roads and sleeker cars it was *démodé* by the early 1960s as wood-rimmed three spoke wheels caught the mood for modernity. Not to be left behind, Bluemels responded with an up-to-date three-spoke banjo wheel named for the grand prix circuit at Silverstone.

Other post-war products included parts for Jaguar, Austin Martin, Rolls Royce, and Bentley, as well as plastic moldings, dials, nameplates, and license plates. Nevertheless, by 1983 Bluemels was virtually bankrupt. The firm was acquired by a German bicycle accessory manufacturer, which took what it wanted from the Wolston works two years later and still markets plastic bike fenders using the Bluemels name.

Fortunately, the tooling for the Brooklands wheel was acquired by John Kimble, who manufactures parts for classic cars in Dartmouth, Devon. Today, Kimble Engineering produces Bluemels Brooklands wheels with black or cream resin rims in several sizes for supply to the trade using that original tooling; other makers have reproduced Ashby wheels. The Brooklands steering wheel still works as well as ever, and it looks perfectly at home in a traditional Morgan. I wouldn't be without mine.



A cream Bluemels wheel on a 1950s Morgan in the Automobile Driving Museum - El Segundo, California. (Daderot)

GOT MOG WILL TRAVEL

Call: Ron The Rainmaker

Ron Garner

"It's the worst weather in seventy years", so said our friend Lida Lamy who with her husband Giuseppe own MaNanna B&B in Marzamemi, Sicily. I accepted the blame. I recounted the first European trip Kathi and I made with our Morgan. It was 2012 and the car was

LIPSTK, a very pretty '05 Roadster. We shipped it to England and drove with Melvyn and Sindy Rutter to the Le Mans Classic in France and from there on to see the Tourist Trophy (TT) race in Assen, Holland. It rained every day. The French said it was the worst spring

weather they could remember. The Dutch were emphatic; worst in history! Another time we participated in MOG-West in Cambria, California. It was our first trip in the 1967 DHC, the car that would eventually earn the registration BENE and carry us on many European adventures. Months of drought preceded our visit but while on John Willburn's rally, it rained. Not enough rain to matter but enough to convince me that I'm missing an opportunity.

Marzamemi is a very small village in the southeastern corner of Sicily. It is part of the City of Pachino much like Dorchester is part of Boston. Kathi and I first visited here in 2016. That journey began in September the year earlier. We enjoyed a wet (yet another rainy tour) but enjoyable drive from England to Tuscany where we got stalled. Not a car problem! We met so many welcoming people in Tuscany that despite starting our tour knowing no one, we just did not want to move on. So in November we left BENE in Milan in the safekeeping of Borghi Automobili and flew home. We returned to Milan the following May and drove to Livorno for the nineteen hour ferry cruise to Palermo, Sicily. From there we visited the town where my grandfather was born, met a cousin, saw Mt. Etna up close and personal, and met Lida and Giuseppe for the first time. MaNanna was still under construction so we stayed at a hotel and became friends rather than customers.

Another year, 2018, and another tour from England to Sicily. We stopped in different countries and sampled different cities on this trip but the final destination was again Marzamemi. So what is the attraction? Hard to say. It really is a small, small town; basically one main street with many excellent restaurants, some fashion boutiques and, of course the usual souvenir vendors. The original economy was based on tuna fishing. Every year huge net enclosures were extended offshore to trap migrating tuna. Once enough fish were in the nets the Mattanza, the slaughter began. Boats encircled the nets, hauled them in hand over hand while spearing and gaffing the huge fish in an all day operation. The tuna are gone. Hardly a surprise seeing that Marzamemi was only





one of many towns along Sicily's southern coast fishing. Today the processing plant, the tonnara, is empty and its roof collapsed. Seafood restaurants now fill the piazza and streets surrounding it. Fishing is still a big part of the economy but today it is many individual pescatores in small boats embarking daily for squid, mackerel, sardines, sea bass, and bluefish rather than the huge community effort of the Mattanza. From our apartment balcony we see them working hand nets every morning. In the evening, just after dark, there are usually a few swimmers in wet suits with lanterns searching for octopus in the rocky shallows offshore. Today's catch is on the menu at the local restaurants or, if you are adventurous, you can meet the boats and buy your lunch while it is still flapping.

Aside from eating and drinking what does one do? There is a small beach but I'm not a beach person. Our morning routine is a short walk to the Paniera Miglore for a breakfast cappuccino and pastry. Then a bit more walking around the piazza and tonnara and continuing on to the boatyard where BENE is parked and return. In other words, we cross the entire town, with stops, and are back at the apartment in an hour. Small town. Options for day trips are many.

In May Pachino has its Inverdurata festival showcasing its fruit and vegetable harvests. It is a full blown community celebration with march-

ing bands, street vendors, acrobats, live music, and other entertainments. The highlight of the Inverdurata is the mosaics made by the various local social organizations and schools. Each mosaic is three meters (12') square and comprised of cut vegetables and fruit. An entire street is blocked off for a weekend and hundreds of people (very young children to very old seniors and all in between) work hours to complete their entries based on the theme of the year. This year the theme was 'Art Nouveau with a Sicilian Touch'. Kathi and I, plus our daughter Robin and her husband Mark, cut veggies and helped with the mosaic for the Marzamemi Pro-Loce (a community organization similar to our Chamber of Commerce).

PHOTOS

Top: A little windy is it, Kathi?

Bottom left: A Sicilian marching band - all ages

Bottom right: Our hosts Lida and Giuseppe

Opposite page

Top: Wooden boat and wooden car parking only. Bene's exclusive spot.

Bottom: Marzamemi plaza



Just an aside: we've been assured that the produce are all rejects not suitable for the table; hmmm.

We ended up in Marzamemi only because a relative of some people we met in Tuscany referred us to Lida and Giuseppe. It was just one of those conversations where we said we wanted to go to Sicily and people who were strangers only a week before recommended us to their friends. We could have ended up in any town and the experience would probably have been similar but for us, it was friends, and friends of friends that brought us here and it is the new friends we have made that is keeping us here for an entire month.



Photos:

Above: Team Garner helps with mosaic prep - Kathy, Robin, Mark & Ron

Bottom left: Kathi helps prepare

Bottom right: Finished masterpiece



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The 3/4 Morgan Group Ltd

SCHEDULE OF EVENTS 2019

<u>DATE</u>	<u>EVENT</u>	<u>HOST/CONTACT</u>
Sat July 20	British Car Day Old Rhinebeck Aerodrome	Jim Nichol <i>jhalfdime@mac.com</i>
Sat Aug 3	15th Annual Pennypacker Mills British Car Day Pennypacker Mills, Schwenksville, PA	Delaware Valley MG Club <i>www.dvcmc.com</i>
Fri-Mon Aug 29-Sep 2	*Lime Rock Historic Festival Lime Rock Park, CT	Steve Schefbauer <i>sschefbauer@aol.com</i>
Fri-Sun Sept 13-15	British Invasion Stowe, Vermont register at britishinvasion.com	Mike and Linda Baker 802-434-2084 <i>lindabaker8847@gmail.com</i>
Sat-Sun Sept 14-15	Foreign Auto Festival Owls Head Transportation Museum Owls Head, Maine (see ohm.org for details).	Mid Maine Sports Car Club Frank Wnek 207-729-6300
Sun Sep 15	Caffeine & Carburetors Zumbach's Coffee New Canaan, CT	Tom Smith (see above)
Fri-Sun Sep 20-22	Autumn MOG Jiminy Peak Resort Hancock, MA	Tom Austin <i>tom.austin@gmail.com</i>
Sun Oct 20	Caffeine & Carburetors Zumbach's Coffee New Canaan, CT	Tom Smith (see above)

NE South British Cars By The Sea

Waterford, CT
June 2, 2019

Andrea Lucas

photos by Spider, Ken Mull and
Jackie Lucas

One of the many benefits of being an Area Captain is promoting your own favorite car events and locations, e.g., the British by the Sea (BBTS) gathering at Harkness Memorial State Park in Waterford, CT sponsored by the CTMG Club. This car event began in 1988 at Gillette Castle in East Haddam, CT but outgrew the location and moved to the Harkness Park in 1994. The Lucas family has attended this event more than a dozen times.

The park was the summer home of Edward and Mary Harkness. The mansion, named "Eolia" (for Greek God of Wind), has expansive gardens and grounds overlooking Long Island Sound. The Harkness family donated the estate to the state of Connecticut after Mary's death in 1950. BBTS registration proceeds go toward maintenance of the Harkness gardens as well as to many charities.

Several hundred British cars attend this annual event. This year's featured marque celebrated 60 years of the Classic Mini. Despite the overwhelming number of MGs, the Morgan contingent (8 cars) always receives lots of attention and admirers. Marc Wunderman, as usual, won the first place People's Choice award for his popular 1934 Super Sport Trike, second place went to Morgan Malone's pristine 1961 Plus 4 Drophead Coupe, and third place went to Erwin and Ellen Dressell's restored 1966 Plus 4 four seater. The following are Erwin's comments on his first BBTS experience:

British By The Sea was a great event, and to have won something was frosting on the cake. Let me tell you about our lucky ride home. After nearing home the sky turned quite dark but it seemed just a little North of us. Just as we approached



Cheshire the road was wet, we took it slow, but by the time we got home there were large puddles everywhere and you could tell there had been quite a downpour. Since we've been home it has not rained another drop!

(Note: Erwin and Ellen's car does not have a fitted top as yet). Our luck with the weather and having such a fine time with friends, and third place has just made this old guy and Ellen incredibly happy.)





Photos:

Top: "I think it says 'Do Not Remove under penalty of Federal Law' - Oooops!"

Middle: Morgan & Alison Spiffing up for Peoples' Choice

Bottom: The Dressels premiere their just restored Plus 4 4 seater

Opposite page:

Top: Mark and his First Place 3 Wheeler - 'G'day mates'!

Bottom: 3/4 Morgan Group Command Post - Have beach chairs, will travel

Congratulations to Erwin on getting the car out for its first event in reconstructed form.

This is the third year of our Morgan group picnic lunch with wonderful food and drinks supplied by each member. The CTMG Chairperson, Steve Wincze, has been especially kind to allow us to park our Range Rover in line with the Morgan cars to serve our tailgate picnic. Gourmet sandwiches, homemade pasta salad and plentiful cookies and drinks were shared. Alison DeKleine's homemade iced tea was delicious (with spirits on the side for those in need). Luckily, Alison and Morgan Malone will chair our 2019 AutumnMOG hospitality room once again.

Our merry group included: Spider and Stephanie Bulyk, Alison DeKleine and Morgan Malone, Ellen and Erwin Dressell, Carl Kaufmann, Ken and Nancy Mull, Andy Traggis, Marc Wunderman and the Lucas trio (Andrea, Ted and daughter, Jackie).

Great food, friends, cars and a beautiful location under blue skies. Who could ask for more? Okay, maybe some lobster at the Cohn's clambake in New Jersey.

Hope to see all of you next year. BBTS is always the first Sunday in June (rain or shine).





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