

March ~ April 2015

Inside:

- **Mines & Wines & Chinese New Years**
 - **Sticky Buns & Chowder Run**
 - **Members' Projects:**
 Barclay's Rebuild
 Grosetto's Osca
- . . . and more!*



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California



The Morgazette

Newsletter of the Morgan Sports Car Club of Northern California

The Morgan Sports Car Club of Northern California (MSCCNC) exists to support and further the appreciation of Morgan motoring and the related activities of its members and friends. Our common interests start with enthusiastic support of the Morgan sports car experience and extend to the friendship and camaraderie amongst all like-minded persons.

Club Officers 2015

President • Michael Rubin
MRubinCom@aol.com

Vice-President • Doug Hamilton

Secretary • Maggi Craig
maggicraig@sbcglobal.net

Treasurer • George Tollworthy
925-462-6378 • *trikenut@comcast.net*

Activity Chairperson • Jim Taylor
650-380-6431, *jimtay3@gmail.com*

Board of Directors • Mel Cohen, David Haines,
Bob Murray, Bob Schmidt

New Membership • Audrey Haines
916-652-5679, *audrey.haines@ncbb.net*

Advertising •
Kathy Tollworthy, 925-462-6378
trikenut@comcast.net

**Membership Renewals & Contact
Information Changes** •
Bob Koupal

Historian • Larry Ayers
707-554-1787
redmorganracing@earthlink.net

Morgazette

Editor • Gordon Craig
510-638-4904
lismoregordon@sbcglobal.net

Design & Production • Donna Dell'Ario
dd-mgzt-gc@earthlink.net

The Morgazette

is the newsletter of the MSCCNC. It is published 6 times a year and is mailed free to members in good standing.

We welcome any and all original or reprint articles and/or photos labeled with the following information:

- 1) event; 2) date of the event;
- 3) names of all persons appearing in photos;
- 4) name of publication (in the case of a reprint);
- 5) names of authors and photographers.

The **DEADLINES** for receiving ads, photos and articles:

- May-Jun issue May 25 • July-Aug issue July 27
- Sep-Oct issue Sep 28 • Nov-Dec issue Dec 4

Classified ads placed by members will run one time. Please notify the editor if you wish to place the ad again.

The **Morgazette** is now available in a digital format as a web PDF. Contact the editor.

Photos • please note: All photos in the Morgazette are used with the permission of the photographers. Any re-use must acquire new permission. Ask Donna Dell'Ario for attribution.

Welcome New Members!

Sascha B. Cohen
San Francisco, CA
1961 red/dark grey +4

Note:

2015 Rosters are now available

Hope you paid your dues and are now listed in the roster!

Cover Photo: "Give Me Men to Match My Mountains" - California State Motto •
"Give Me Morgans to Climb My Mountains" - Gary Marquis • beautiful 2007 Aero taken last February in Bishop CA.



The Prez Sez...

By Michael Rubin, President

It isn't stretching things too far to note that our gang of Morgan enthusiasts upholds Napoleon's remark that armies travel on their stomachs. (Legend has it that Chicken Marengo was created by his chef to celebrate a key victory in northern Italy over the Austrians, circa 1800.)

All of our outings feature lunch, to be certain, but we seem to find ways to go beyond that a bit.

The traditional Oyster Run, of course included oysters — for those who delight in them. And then it concluded at the Marin Cheese Co.

Following was the Mine and Wine tour which morphed into brunch hosted by the Hamiltons at their lovely abode before a cruise culminating in a Chinese New Years' dinner at Koi Palace — Gong Hey Fat Choy! in Cantonese, or Gong Xi Fa Cai! if you prefer Mandarin.

As I write this, many are watching their diets and prepping their Mogs prior to the Second Annual Sticky Bun Run, which Don Henry plans to conclude with chowder in Bodega Bay.

Next month we have Fremont Peak on April 18 (weather date the following Saturday) which is slated to start at the Corralitos Market. For those unfamiliar with it, the market produces multiple versions of excellent sausages plus house-smoked bacon etc. ad cholesterol. I doubt this was just a random choice by Bob Frisbey.

Fliers are included for all the upcoming events, including Spring Mog starting May 5 in Middletown in Lake County, and registration and reservation info for Mog West.

Happy Trails to You, or should I say "Bon Appetit"?



The Annual Gathering ~ MOG WEST 2015

July 17, 18 and 19, 2015

Cambria Pines Lodge

2905 Burton Drive – Cambria

Call for reservations: 800/966-6490

Important to say you're part of the

"Morgan Car Club Event"

~ Reservations deadline June 17 ~

Room rates

(Single or Double occupancy, includes buffet breakfast)

Hotel Rooms - \$125 - \$134

Superior Rooms - \$164

Large Suites - \$199

**Note: Desireable
rooms go fast!
Don't
Procrastinate**

Got questions or need more info? Call:

Audrey Haines, Northern Club Coordinator - 916/652-5679 - audrey.haines@ncbb.net

Gerry Willburn, Southern Club Coordinator - 714/828-3127 - Gerry.Willburn@bigfoot.com

NEW **2014 MORGAN 3 WHEELER** Brooklands Racing Green - the last one!

NEW for **2014**, The **MORGAN ROADSTER '65** Maybach Himalayan Grey Metallic body/Black wings, two tone Anthracite/black leather/red piping; 340HP 3.7 Vee6 with 6 speed manual transmission

NEW **2014 MORGAN 3 WHEELER** Black/Black leather/Black painted nose cowl, Black exhaust and black heat shields

NEW **2014 MORGAN 3 WHEELER** ONE OF A KIND: S&S 2138cc engine, special exhaust, special suspension; Jaguar dark grey metallic, brown leather quilted seats, engine turned dash, leather covered steering column

LIKE NEW **2014 MORGAN 3.7 "ROADSTER '65"** Aston Martin Racing Pale Green Metallic Pearllescent 1,246 miles

LIKE NEW **2013 MORGAN 3 WHEELER** Imola Red

NEW **2012 MORGAN 3 WHEELER** Sport Red, Full Warranty 2014 suspension upgrade

2010 MORGAN AERO SUPERSPORTS Choose from Zurallic Blue Metallic + Beryllium Metallic

2005 MORGAN ROADSTER Pozzi Blue

1983 MORGAN PLUS 4 Aluminum bodied

1964 MORGAN PLUS 4 FOUR SEATER, Ivory

1959 MORGAN PLUS 4 DROPHEAD COUPE Kingfisher Blue, stunning restoration

1952 MORGAN PLUS 4 FAMOUS RACECAR "Butterscotch"

1934 MORGAN 3 WHEELER Ivory/Red 29 Historic Races and Concours, fully restored



WWW.MORGANWEST.NET



WWW.PERANAWEST.COM

WWW.ALLARDWEST.COM

OTHER MARQUES

New 2014 Allard J2X

2012 ZOLFE ROAD ROCKET

PERANA Z-ONE

PERANA Z SILVER

2008 Tesla ROADSTER

Morgan
WEST

Authorized Morgan Motor Car Dealer

(310) 998-3311

DENNIS@MORGANWEST.NET

DENNIS GLAVIS, MANAGING DIRECTOR | 3003 PICO BOULEVARD, SANTA MONICA, CA 90405



*** MSCCNC Club Sponsored Event**

Other events are listed for information only • Please let Activities Chair, Jim Taylor, know if you would like to host or promote an event on the Calendar. (Contact info pg.2)

APRIL 2015

***18 SATURDAY** • Fremont Peak- meet in Corralitos at 10 AM. Contact Bob Frisbey.

***25 SATURDAY** • Fremont Peak Rain Date- Contact Bob Frisbey

26 SUNDAY • 25th Anniversary Pacific Coast Dream Machines at Half Moon Bay. Contact <http://dreammachines.miramarevents.com>

25-26 SATURDAY-SUNDAY • Buttonwillow British Extravaganza. Contact Larry Ayers and <http://www.svra.com/events/2015-british-extravaganza-with-vara/>

MAY 2015

5-8 TUESDAY-FRIDAY • Spring MOG. Contact Bob Panero or Michael Gerdts.

***13 WEDNESDAY** • Follow Me Tour. Contact Bob Murray.

15-16 FRIDAY-SATURDAY • Maker's Fair. Contact Martin Mieger.

17 SUNDAY • The Annual All British Motor Vehicle Show and Swap Meet at Dixon. Contact <http://www.ubsc.org/CarShow.htm>

29-31 FRIDAY-SUNDAY • Sonoma Historics Motor Festival. Contact Wendell Bain

JUNE 2015

25 THURSDAY • Pirates Night at Quinn's Lighthouse in Oakland. Contact Don Henry.

***12-13-14 FRIDAY-SATURDAY-SUNDAY** • Carson City NV visit Steve Hamilton's Fabulous

Automobile Collection, and drive some great back roads. Contact Michael Anthony **Needs interest RSVP-ASAP (831) 917-6999** [see story below]

JULY 2015

***17-19 FRIDAY-SUNDAY** • MOGWEST Cambria. Contact Audrey Haines.

Continued next page ➤

Notes from the Activities Chair:

Hi Morganeers. By the time you read this Don Henry's "Sticky Bun & Chowder" run will be history. I look forward to seeing many of you there. Although I have missed out on much of the Morgan fun so far this year, I understand that "Oyster Run" and "Wine/Mine & Chinese New Years" run were well attended and enjoyed.

The Morgan Calendar of upcoming events is listed nearby. Please find the Morgan event dates you have available (or can make available) and commit to them now.

Here's a few items to keep in mind ...

Bob Frisbee's "Fremont Peak Run" in Santa Cruz County is scheduled for Saturday April 18. If it is raining that day, Bob will conduct it the following week – rain or shine. Meet in Corralitos (between Gilroy and Aptos). See the flyer in this issue.

Any procrastinators out there? if you are thinking about joining "Spring Mog" the Motel reservations were supposed to be made by March 15; but check the flyer in this issue for phone number, and perhaps a room may still be available.

Likewise, the best rooms at the Cambria Pines Lodge are easiest to get if you reserve early. You should book your room now, for "MogWest"! Check the flyer for further details.

Finally, your attention please for an early warning... Mike Anthony has arranged with Steve and Marilee Hamilton to host a **"MAGICAL MOTOR HOUSE VISIT"** of their collection of over 40 special interest cars – including four Morgans. Here's one of them at the Motor House bar... [2 photos next page]

The dates have been set for the weekend of **June 12-14 in Carson City, NV**. Mike suggests ➤



Calendar cont'd

AUGUST 2015

10 MONDAY • Monterey Car Week Begins

*14 FRIDAY • Morgans in the Meadow BBQ, Carmel Valley. Contact Loren Steck & Annette Yee.

15-16 FRIDAY-SUNDAY • Rolex Monterey Motorsports Reunion (Laguna Seca Races). Contact www.mazdaraceway.com/rolex-monterey-motrsports-reunion

16 SUNDAY • Pebble Beach Concours de Elegance. Contact www.pebblebeachconcours.net

SEPTEMBER 2015

5 SATURDAY • 8-10 AM- Biscotti and Cars Premier Event at Poggio ristorante - 777 Bridgeway, Sausalito, CA. Bob Murray's '70 +8 Morgan is featured car. Contact Bob Murray.

6 MONDAY – Steve Roake Memorial Morgans Over America VI starts in Savannah, GA. Contact Elaine Fisher. <http://morgansoveramericavi.blogspot.com>

18 20 FRIDAY-SUNDAY • UK 70th Anniversary 3 Wheeler Club, Malvern UK. Contact Larry Ayers.

26 SATURDAY • Ironstone Concours de Elegance, Murphy's. Contact Wendell Bain and www.ironstonefoundation.org

28 Oct 2- MONDAY-FRIDAY • FLOG MOG. Contact Dave Sneary.

OCTOBER 2015

* TBD • Oktoberfest.

18 SUNDAY • Morgans Over America VI ends in Williamsburg/Norfolk VA. Contact Elaine Fisher.

NOVEMBER 2015

* 14 SATURDAY • Turkey Trot to the Hoedown. Contact Gordon Craig and Don Henry.

DECEMBER 2015

*TBD • Holiday Party.

*26 SATURDAY • The NEW Boxing Day. Contact Wendell Bain.

JANUARY 2016

* 10 SUNDAY TENTATIVE • Oyster Run. Contact Donna Dell'Ario and Larry Ayers

* 24 SUNDAY • Planning Meeting, Los Altos. Contact Ellen Jo Baron

Activities cont'd



that we drive up on Friday the 12th, and be ready to spend Saturday visiting Hamilton's cars and hearing their stories, and also doing some good Morgan motoring on the nearby country roads. Driving back on Sunday would make a nice Morgan weekend. Mike wants to know how many people would be interested in joining this special event .

PLEASE CALL MIKE ASAP TO INDICATE YOUR INTEREST (831) 917-6999.

See you on the road!



Mines & Wines “Gung Hay Fat Choy”

Story & photos by Gordon

On the last day of dry February, we had the “Mines & Wines/Chinese New Year” Run (only in the NorCal Bay Area:). We arrived mid-morning amid threatening (though welcome) thunder clouds in this Our Fourth Year of The Great Drought.



Reading the diabolical directions

This meant near half the fleet were tintops but nevermind, the Hamiltons hosted us to a warm and delicious brunch as real Morgans arrived from the outlands and periodic downpours they encountered enroute.

Our course was plotted by expert geologist Doug Hamilton, so we were sure to travel back valley roads that ARE in fact the San Andreas Fault and its smaller but no less formidable brother, the San Gregorio Fault, up to La Honda and over the Coastal hills to a bracing seaside run that looped south around Pescadero to Gazos Creek road, then north on Hwy. 1 to Half Moon Bay to Pacifica in the face of an oncoming stormy skies from the deep freeze of Alberta. We passed through the Tom Lantos Tunnel (known to many of us with great affection as The Hamilton Bore:) that thankfully bypasses the infamous, decades old Devils Slide (No More!). Sudden downpours, hail, lightning then bright sun punctuated the day as we arrived at the renowned Koi Palace to celebrate the Year of the Ram. Just a historical note: The Chinese Calendar is a lunar calendar, and the actual year count is



Seiling Family +8

*Dick
Tuttle
with
dulcimer*



4713, kind of like a +4 chassis number. This wee description seeks to answer a burning question that arose the go round of our table that evening.

The Koi Palace is grand dining room, situated in a Daly City shopping center, no windows, but diners are surrounded in the glass of fish and other holding tanks of lobster, shrimp and crab, the bounty of such fare served up on large revolving platters in the center of round family tables. Our hardy Morgan group took up 3 of these, 12 or so to a table, as plate after plate of Beijing Duck, Mandarin Crab, Shrimp noodles, and seafood Bok Choy came on the roundabout. Meanwhile, outside the passing storm raged, and in fact HAILED for a time. When we emerged from the cheer and festivities that evening and traded our good byes, most of the parked cars and Morgans alike were covered in white turning



Year of the Ram



melting puddles. The air was brisk with a breezy snap to it, and the dark skies heading home were lit up in a lightning show that kept us on our driving toes.

Many thanks to Joyce and Doug Hamilton, Angie and Grant Larson for a well done Mines & Wines, "Gung Hay Fat Choy" to All!

Sticky Bun & Chowder Run

Story by Gordon • Photos by Janet Lipkin, Elaine Fisher, Larry Ayers & Gordon

The 2nd Annual Sticky Bun Run kicked off on the 2nd day of Spring amid overcast skies and a lingering fogbank to the west at the Petaluma Fairgrounds. Eighteen Mogs from all over the Bay Area arrived to our rendezvous hosted by Sticky Bun maestro Don Henry.

Don displayed his magic almost immediately, the fogbank lifted and on cue Blue Skies opened as we followed him in Mike Murphy's "Craigslist +4" (more on this later) along Western Ave. out to Petaluma-Pt. Reyes Rd. It was a beautiful rolling green hills drive, a Porsche club gaggle came the opposite way, waving and honking in "on the road" camaraderie and solidarity. In Pt. Reyes, we joined the Saturday morning throngs of locals and cyclists already in que for the savory warmed up buns at the Bovine Bakery, aka "Sticky Bun Central."

We got back on the road about 12:30 and headed north in leisurely fashion to Lucas Wharf in Bodega Bay for lunch. I mentioned "Craigslist +4", there were two of them on the run, these are original +4s whose original owners had passed and their respective families had kept them in hibernation for decades until eventually advertised on Craigslist. They are literally "barn finds", in need of resuscitation from years of non-up. Their current owners, Mike Murphy and Dick Nyquist, took the necessary mechanical, interior and cosmetic steps to get them roadworthy again, these +4s are time

capsules, picking up where they left off, free of duff "repairs", little body damage because they were not on the road long enough to suffer the dings and slings of parking lot mishaps, "fender benders" nor weathering and invasive rust deterioration. They are not major overhaul projects, although they needed attention to "freshen" brakes, suspension lubrication, ignition, radiator and coolant flush rehab and SU carburetor clean up, adjustment. That can be a lengthy checklist, but its not a "basket case, start over" proposition, the basic systems can be addressed, revived and many more enjoyable miles await.

Lucas Wharf is known for its hearty clam chowder, and other seafood specialties, salads, pastas, fish and chips and we had a large group table for the 3 dozen of us on hand. Lots of high spirits and good conversations, we lost track of the time as the afternoon wore on. And we all thanked Don Henry for a Great Day Out. As we made our way home, couldn't help but notice the packed traffic weekend traffic going the other way, we were breezing along in our "Morganmobiles" (a nod to Chuck Berry), the whole day was just that song.



Morgans cruising the Sonoma County countryside!



Not all of the buns were sticky - Yum!



And finally, Donna gives Elaine a lesson on getting into a Trike:
First you step into it, left leg, right leg;
then you lean back on the seat, hold onto your jacket or skirt, slide down and settle in — Voila!

Elaine's turn. She's a quick study, a natural —
Voila! moi aussi!



Morgan LeMans '62 - A +8 Special

Photos and story by Dennis Glavis,
MorganWest

The LeMans '62 was conceived by Matthew Parkin of the Morgan Motor Company as the first in a continuing series of limited production themed series for Morgan (35th Anniversary Plus 8s, Baby Doll Vi series, new Plus 4 SuperSport). Built in 2002 as a series of 40 such Plus 8 examples and 40 such 4/4 examples, the 40th Anniversary commemoration of Morgan's win at LeMans in the GT Class with Christopher Lawrence. Each one was numbered 1-80 on the engraved Moto Lita steering wheel. All were painted "LeMans Green", yet another version of "British Racing Green" with white hardtops, outside laced wire wheels, Yokohama Racing tires, SPAX adjustable shock absorbers, wood dash, black perforated leather interiors, black carpets embroidered with "LeMans '62", special cream faced instruments labeled "LeMans '62".

My particular one is #01 of the 40 Plus 8 variations, now having about 10,000 miles on it. Charles and Jill Morgan drove it the first 1,000 miles before my acquisition of it. The engine is the 4.0 Rover V8, final version, with the Gertrag 5-speed. I fitted the engine with the RPI Performance/Chip kit and added knock sensors as it really needed them with the RPI Chip and Morgan never used them on the Plus 8s. Also added carbon fibre radical intake velocity stacks, Magnycor plus wires, and further added Leibbrands crossover headers, hand wrapped in insulating tape all producing an estimated 260 HP instead of the stock 195HP and freeing up the power band for a higher redline and much, much faster engine revving than stock. MorganWest own big bore Sport IIMF stainless steel exhaust is also fitted for a Cobra or big block Corvette like exhaust note.

It is, I feel, the most collectible and certainly the best driving Plus 8 I have ever experienced in terms of handling, acceleration and appearance. It has made several trips to Cambria, each time winning it's Class at the Concours and providing ground pounding fun and total trouble free reliability.

Dennis Glavis, Happy Road Warrior







WELCOME TO MOGWEST 2015

By Gerry Willburn*

On behalf of the Morgan Plus 4 Club,
let me welcome you to MogWest 2015!

This year is the Thirty Second Anniversary of MogWest!

Who would have thought that over thirty two years ago when Evelyn Willburn and Bob Schmidt got the idea of a North-South joint meeting called Morgan's at Morro Bay that it would become a tradition? Evelyn Willburn, acting for the South and Bob Schmidt acting for the North, conceived a Weekend event to be held at the Golden Tee Resort in Morro Bay and dubbed, logically, "Morgans at Morro Bay." It was another immediate success and the first year brought 96 Morgans from as far away as Texas and Washington. Events for the Weekend included a darts contest, a Concours (with ALL cars attending entered), a slalom and a rallye. The whole was topped off with a banquet and award giving on Sunday evening. After a couple of years the Golden Tee changed hands and the event moved to various venues including one year at Pismo Beach (Pis-Mog?) before settling in Cambria. As "Morgans in Morro Bay at Cambria" seemed rather cumbersome, the title MogWest was settled upon. Well, here we are after Thirty-two years! Time flies when you are having fun!

If you have not attended MogWest before, we hope that you will have an enjoyable time. If you have been here before, we know you will. Start with darts on Friday night. Larry and Donna always have an innovative way to throw and score them.

Saturday morning, get up early, wash the dirt off of your Morgan and head for the Concours at the Catholic Church. Michael Hattem and Sarah Hattem will meet you. They will direct you where to position your Morgan on the field. Please also remember to bring your filled out windshield ID card. After Concours and lunch, join John and Evelyn Willburn for a scenic rallye. When you have finished the rallye, hang around or freshen up and return to their ranch in the hills behind Cambria for the Saturday evening barbecue. Have some haggis and whiskey before the meal.

After a sleep-in and leisurely brunch, do some shopping, tour the area and stop by a winery or three. Be back in time to don your finery, as Sunday evening is the Gala Awards Banquet. Arrive at 6:00 PM for a little jazz and attitude adjustment before dinner at 7:00. Watch and listen to the antics of Morgan Staines and see who won what and win (maybe) one of the excellent door prizes.

In addition to the event masters, Audrey Haines and Gerry Willburn and those mentioned above, special thanks are due to Joyce & Doug Hamilton and the registration team as well as Dennis Glavis for trophies, Ted and Sandi Robinson for Regalia, David Haines for MogTogs, Morgan Staines as Master of Ceremonies, Gerry Willburn for the dinner program and to all of those who donated Door Prizes.

Before you leave for home, seek out one or more of the committee and let them know how much you enjoyed the event. After all, that is the only compensation they get for their time and effort.

Above all, have a really great Weekend and DRIVE CAREFULLY.

** Gerry Wilburn of the Southern CA Morgan Club is Co-Organizer with our club's Audrey Haines.*

Barclay's Rebuild Team

Story & Photos by Barbara Burks

**Ashland, OR
October 2014
to
February 2015**

October of 2014, Barclay Schaw brought his red +8 to the Burks home in Ashland, OR, to get painted. **Barclay, Lynn Powell, Dave Sneary and John Burks** began to disassemble the car and got it further apart than they originally had planned. The parts went off to the various sub-contractors and finally the men and the parts came together in February of 2015. The week of February 23rd the team reassembled the +8. There seemed to be many people interested in this project along with the previous mentioned cast of characters. **Bill Button** drove his rare Subaru Brat down from Seattle. **Bob Frisbey** flew his RV7 up from Santa Cruz. An Ashland Hot Rod expert, **John Breneiser**, (an almost convert) joined the team and they worked four days to reassemble the +8. The formally red car is now deep blue and will soon have a new tan interior. There was significant liquor consumed and cigars inhaled (in honor of George). The car will be presented at Spring Mog if all goes well or if disappointment arises at Flog Mog.

The best part of this whole project is that a group of old retired Morgan folks, plus one, had a great time working on Barclay's car and are looking forward to the next project.



OSCA • Once a Maserati, Always a Maserati

Annotated, all photos by John Grosseto, * excerpts by Larry Crane

The Morgan Club is fortunate in that a good number of our club members not only own and drive Morgans but also various other noteworthy limited production and "orphan" vintage marques. John Grosseto lives in the Sierra foothills and is currently restoring his 4/4, more on that car another time, but he is a longtime caretaker of OSCA #1164, a rolling history in itself of road and track racing and rallying from the the 1950s on to the present day. Many thanks to John for the background history of the car, all the photos, and willingness to share it all with us. Cheers, editor.



BUILDER:

Begun in 1926 in Bologna, Italy, the Maserati Brothers had to sell their company and all the rights to use the Maserati name to the wealthy Orsi family by 1937. The Orsi family were interested in production road cars only. Ten years later, the Maserati brothers were contractually free to design a new race and rallye car so they formed Officine Specializzate Costruzioni Automobili – Fratelli Maserati, SpA. (Specialized Automobile Construction Works) that is, OSCA.

The first OSCA was designated the "MT4" (Maserati Tipo 4), about 72 were built between 1947 and 1957. OSCA MT4 Chassis #1164 was built by Brothers, Ernesto, Bindo and Ettore Maserati in 1955. Although total production is not exactly known, the best estimate is that the Maserati brothers built around 135 cars overall. In 1961, the OSCA works were sold and the

brothers rightfully retired.

OSCA's were powered by four cylinder engines ranging in size from 750cc to 1500cc and only five 2000cc six cylinder engines. The cylinder head was designed with twin overhead camshafts, twin sparkplugs in each hemispherical combustion chamber in an aluminum head of their own design mated to an iron block. The chassis was of conventional ladder frame design with double wishbone front suspension and a live rear axle located by trailing arms. The early OSCA bodies were handbuilt in the factory, increased demand caused the brothers to outsource the body construction to several coach builders, the most notable the Morelli works in Ferrara, Italy. Citing the Maserati design process, "...simplicate and lighten", Larry Crane has described the OSCA works, "an oversized tool

room and only tool room quality was permitted."

OSCA #1164 was imported directly to the US when new to Harry Chapman, the Midwest Importer for OSCA in the United States. He loaned it to Road & Track for its first full road test. "It impressed. It weighed 1280lbs., produced 110hp at only 6200 revs, delivered 0-60 in 7.0 seconds, topped out at 120 mph and cost \$7000." * It was raced in period by Bill 'Bumpy' Bell, Chick Leson and I.W. Stephenson. Sometime in the 1960s it suffered a road accident and was sidelined. In the early 70's, #1164 was discovered by Steven Block who had it restored in the shops of Stephen Griswold. It is notable that the two employees that did the restoration were Phil Reilly and Ivan Zambara who went on to considerable success in the Vintage Car Restoration

business under the name Phil Reilly & Co. Also significant, in 1974 this OSCA was invited by Steve Earle to participate in the very first Monterey Historic Vintage Car Races, the same weekend it was invited and displayed at Pebble Beach. In 1979 Block sold the car to Allen Rosenberg, noted automobile photographer who vintage raced this OSCA and was the first owner to take it to Italy to participate in the Mille Miglia Historica. In 1985 Rosenberg sold the car to Tom Hart, #1164 was his second OSCA, he also vintage raced this car. In 1987, Hart sold the car to Bill Schambacher who also participated in the Mille Miglia two times, once in 1989 and in 1990. After an accident while participating in the 1990 event, the body was restored by Bill De Carr noted for a variety of talents from hot rods and customs to Pebble Beach restorations. The mechanical

restoration was done by Phil Reilly and Ivan Zambara. When it was completed, June Schambacher had Larry Crane race the car at the Monterey Historics in 1992 and 1993. Then she sold it to me in June 1994 and going forward #1164 has participated in a number of vintage races and rallies winning several prestigious awards.

PERIOD RACE HISTORY:

Bakersfield, CA.	05/55
Buchanan field, CA.	08/55
Santa Barbara, CA.	09/55
Grand Prix of Venezuela, Caracas	11/55
Torrey Pines, CA.	01/56
Palm Springs, CA.	02/56
Stockton, CA.	03/56
Pebble Beach, CA.	04/56
Stockton, CA	03/57
Speed Weeks, Honolulu, HI.	04/58

HISTORIC RACE, RALLYE and CONCOURS HISTORY:

Monterey Historics, Laguna Seca (the FIRST)	08/74
Pebble Beach Concours	08/74

Beginning in 1955, this OSCA #1164 was the actual car road tested by Road & Track magazine, August issue. It appeared in Vintage Racer (1983), Road & Track (March, 1987), Automobile Quarterly (#2, 2009), Veloce Today (online, October, 2014) and Hemmings Sports and Exotics Magazine (December, 2014)

1984 mille miglia



2003 mille miglia

Between 1973 and 1984 this OSCA was Vintage Raced by Owners Steven Block and Allen Rosenberg. I am attempting to get the race and rally record to complete this History.

Mille Miglia Historica	05/84
Monterey Historics, Laguna Seca	08/84
CSRG Vintage Race, Sears Point	06/85
Vintage Race, Portland Int'l	07/85
Monterey Historics, Laguna Seca	08/85
Sonoma Classic, Sears Point	05/87
Monterey Historics, Laguna Seca	08/87
Monterey Historics, Laguna Seca	08/88
Mille Miglia Historica	05/89
Mille Miglia Historica	05/90
Monterey Historics, Laguna Seca	08/92
Sonoma Classic, Sears Point	06/93
Monterey Historics, Laguna Seca	08/93
California Mille	05/95
Monterey Historics, Laguna Seca	08/95
Mille Miglia Historica	05/96
Chrysler Euro Classic Rallye (London to Brussels to Milan)	09/97
Mille Miglia Historica	05/98
Monterey Historics, Laguna Seca	08/98
Monterey Historics, Laguna Seca	08/99
Wine Country Classic, Sears Point	05/00
Monterey Pre-Historics, Laguna Seca	08/00
Monterey Historics, Laguna Seca	08/00
Mille Miglia Historica	05/01
Giro di Sicily and Targa Florio	06/02
Poggio to Parma Race, Italy	05/03
Mille Miglia Historica	05/03
Monterey Historics, Laguna Seca	08/05
Monterey Pre-Historics, Laguna Seca	08/06
Monterey Historics, Laguna Seca	08/06

An amazing fact, #1164 has finished every race and rallye, never a DNF which is a testament to the engineering that went into the car and the experts



Monterey Historics



Wine Country Classic



Arizona Concours



Jan and John

that have done the rebuilds over the years.

The Mille Miglia of 1996 was with my grade school car buddy Bill Leitner. We read Road & Track, Sports Car Illustrated and Competition Press together as kids and dreamed of our first race cars. We bought, built speedsters and Sprites and raced our cars together up through college when we went different ways in 1970. My first event with #1164 was the California Mille in 1995. In 1996, I invited Larry Crane to co-drive the Mille Miglia with me. Pat Casey was my Mille Miglia co-driver twice in 2001 and '03.

Jan Grosseto did everything else, a navigator for the '95 California Mille, pit crew for all the races, navigator in the '02 Giro de Sicily (3 day lap of Sicily) and the last years of the Targa Florio, last but not least, the rallye from London to Monza including track days at six race courses along the way. She is a most willing navigator in a car that is 'raw'. There are no amenities, the only thing not aluminum or steel are the two seats and map pockets on the door. The trunk is filled with the spare tire and a 26 gallon fuel tank. When we did these long distance trips, she had to pack accordingly, Luckily she is short so she could pack soft bags and fill the footwell which also gave her something to brace her legs on. The car has some aero qualities but the wind passing over the cockpit kind of makes a bubble inside the car, so as the day goes on the interior gets hotter and hotter. A cool bottle of water turns into bath temperature and if the driver is like a piece of raw meat at the start of the day he is well done at the end. There is nothing like the glorious sound as only an Italian engine can make at speed and the amazing acceleration all considering four cylinders, 1500cc's and 1960s technology.

Since 2008, #1164 has placed in venues such as the Ironstone Concorso, Twain Harte Classic, Hillsborough, Pebble Beach, Italiano Concorso, Danville and Arizona Concorso, in multiple appearances to January, 2015. It will be featured at the Carmel-by-the-Sea Concorso and the Quail Lodge Concorso this coming August "Race Week" 2015 in Monterey.

We have done about everything possible with this car, race, rallye and now a retired life in the

Concorso circuit. This car needs to be out in the public eye and I will continue to do all I can to see that happen.



*Dash • overhead view of the engine •
long-range gas tank*





Correspondence

Gordon Craig, Editor

Morgan Club Mystery Couple: Who are they?

(see photo)

Bob Panero writes:

"Who is this charming couple?

Both club members

Picture taken when they were much younger but actually look better now than they did then

Picture taken on the occasion of a Berkeley High School Senior Prom

Male in the picture may have been drinking

Both fairly reputable

Both drive Plus 4, 4 passes, somewhat modified."

Please email your wildest and mildest guesses to me % this column. Bob will reveal all once we get some answers.



Badges, Badges, Basil Roy

Here's a bit of esoterica Yours Truly came upon recently. A fellow Mog on the internet discussion group "Mog-group" has been posting his 1960 +4 restoration, and he commented recently on resuscitating the dash. His car is the same year as my "lismore" +4 four seater, so I was intrigued when he mentioned he had cleaned up, touched up and remounted his "Basil Roy medallion" on the dash, very intrigued.

(see photos) The medallion was issued by Basil Roy Ltd Automobiles, London, one time chief exporter of U.S. bound and other shores Morgans for PM and MMC. The medallion included a likeness of St. Christopher (patron saint of travelers) and was affixed in the upper right hand corner to the gauge cluster on the wood just below the mounting screw. I asked Hermen Pol (Morgan Car Badge authority) about these medallions, he replied, "Many Morgan dealers had their own small badges in those days, but only a small percentage of these survived. I haven't seen one from Basil Roy. Most of the cars they sold went abroad and probably 90% of the cars that went abroad went to either the USA or Canada. Of course, a number of their sales also stayed in the UK. It was usually specified in the Factory records if a car was destined for export. Some cars went to unlikely places as several countries in Africa."

The past 50-60 years of wear and tear on weathered items like a +4 dashboard probably means that many of these medallions have moved on to oblivion, but should you happen to have an intact survivor, now you know where it has come from, and a bit more Morgan heritage that blessed us all for safe motoring.



The Gold Medallion

from Dale Barry, Vintage Racing & Competition Corner

SVRA Gold Medallion Car Certification Program.

SVRA (Tony Parella) in cooperation with General Racing (Steve Earle) recently introduced the Gold Medallion Car Certification Program that will be in force for 2015. The Gold Medallion rules and philosophy were discussed in depth in the January issue of Vintage Racing Quarterly magazine that is published by SVRA. See pages 19-27. The program is based on that originally maintained by General Racing for so many years.

It was stated in the magazine that the program was being introduced to distinguish race cars that are prepared in a manner that more accurately represents competition during the time periods they were originally run or could have been run. These race cars will be verified in race history and are period prepared. There are two categories – **historic Gold Medallion** cars and **vintage Gold Medallion** cars. Both classes must meet the former General Racing rules and for open wheel cars, meet the monoposto rules. The historic Gold Medallion cars must also have significant documented race history.

So, what's the benefit of having a Gold Medallion race car? The article does have a list of benefits.

1-the owner will receive a Gold Medallion log book and certification papers that validates that the car has received a thorough inspection by SVRA and deemed as being period correct

2-a Gold Medallion display board will be created that includes car photos, history and specifications outlined (apparently, the display board can be used with the car at future races as was once provided at the Monterey Historics)

3-a decal and medallion will be issued to the owner and is to be displayed with the car

4-most importantly, Gold Medallion cars are guaranteed entry to the SVRA invitationals and that includes the vintage races at Sonoma, Coronado, COTA and Indianapolis.

5-the Sonoma race will be for Gold Medallion eligible cars only and non Gold Medallion cars will not be accepted – that's a big change.

6-SVRA Gold Medallion rules for car set up are the former General Racing rules

7-race events that have both Gold Medallion and general SVRA cars will assign the Gold Medallion cars in

a separate run group whenever possible.

There are other general rules for the Gold Medallion cars that include the following; identified run groups like we have at Monterey, car condition and specification requirements for car preparation such engine limitations, tire standards safety equipment such as roll bars, fire extinguishers, electrical cut off switches, batteries and Hans devices.

More information about the Gold Medallion rules and car certification can be found at www.svra.com or contact to roger@svra.com or dan@svra.com.

This Just In.....Balvenie Morgan

An absolutely superb salute to Morgan from Balvenie Single Malt Whiskey of Speyside, Scotland, both One of A Kind. A Must See, Go to <http://www.autoblog.com/2015/03/17/balvenie-morgan-roadster-video-official/>

A Call for Centerfold Morgans

Donna and I are just about running out of photos of Morgans for the Morgazette centerfold feature in Living Color so please feel free to submit your Morgan for future issues. This can be done several ways: 1) Take your own photos (main shot and others that highlight a detail about the car, engine bay, interior or a "before" shot of the car back in the day, these to be used as an inset, smaller shot.) Please shoot photos that are out of shadow, against a open or horizon background, and provide a "3/4" front to rear perspective. Also, these photos must be high resolution (above 1.2 MB) so they have the oomph to cover a spread over two pages. OR 2) contact Gordon and I will come visit and take the photos needed. In both cases, I will ask you about the history of the car, some mechanical data, and its role in your Morgan life driving it, places you have visited, fond memories, an "on the road" story, that sort of thing. We're not looking for pristine, concours cars, just a great shot and story about Your Baby. Sound like a plan? Get in touch!

And lastly, but not leastly, A Very Happy Birthday (April 12) to our dear Morgan Friend **Viggo Riddersholm, 90 years young** and still driving his Morgan! All the Best from all of us in the Morgan Club, maggi & gordon

FOR SALE

1963 4/4 alloy super sports body this was a new roller I bought from Bill Fink in 2005

72 spoke tubeless wheels, stainless fuel tank gimmer steering box. Honda s2000 220HP engine and 6 speed very reliable. No leaks, lots of fun to smoke +8's. New Morgan project forces sale.\$35,000



Wide body plus 8 + LS 1 6 speed, 4 wheel disc brakes, coil overs, rack and pinion, alloy body with hardtop. This car is very road ready and just did a 1000 mile trip with no issues. Isis conversion one of 12. Many more upgrades. All new in the late 90's

25+ MPG 2000 RPM= 73 MPH. This is a good driver, not a show and shine car. More photos, info on request. • \$55,000



John Burks: 541-613-1345 • 541-488-2975

1986 Morgan Plus 8 • R9690

1. 190 hp fuel injected Land Rover V-8 engine with only 34,500 original miles. GAS powered.
2. 5 speed Rover transmission.
3. Chassis powder coated.
4. Ash frame treated with marine sealer, primer and black paint.
5. Dynamat insulation
6. All gray leather upholstery with sports seats, Morgan emblem embroider on head rest.
7. Leather console with arm rest.
8. Solid wood dash signed by Charles Morgan.
9. E. Narbi wooden steering wheel.
10. All aluminum Body and fenders, painted with Porsche Chrystal Silver, and marine blue with some pearling.
11. Leather Bonnet strap with sheep skin padding. Stainless steel bonnet stay rods.
12. Stainless Steel Wire wheels with New tires. Spare tire has cover with embroider Morgan emblem.
13. New Stayfast cloth Top, and tonneau. Curtains to match, case for curtains with embroider Morgan emblem.
14. Luggage rack and Bows powder coated.
15. Up graded exhaust system.
16. A First place Award winner at Morgan Hill British Fall Classic.
17. AM/FM radio with CD player. Power antenna.
18. New alternator and battery.
19. Garaged with car cover.
20. California legal and passes smog.
21. \$65,000.



Call Steven or Lynda Ponsi, 831-484-1807 (home) or 831-595-1946 (cell)

**We'll make
your
pride and joy
the very best
that it
can be.**

831.429.1800

Greg Solow's

ENGINE ROOM

Morgan Specialists

Complete Service, Maintenance & Restoration



**Large Morgan Parts Inventory Always In Stock
Full Restoration Services**

Vintage Race Preparation • Regular Maintenance

All work to the **HIGHEST** standards

125 Front Street • Santa Cruz, California 95060 • 9:00-6:30 Monday-Friday

bring on the curves

for everything Morgan

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

Morgan Motors
OF NEW ENGLAND



Morgan Three Wheeler
Now Accepting Deposits for 2014 Production
Factory Authorized New Morgan Dealer



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

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

ISIS IMPORTS LTD.

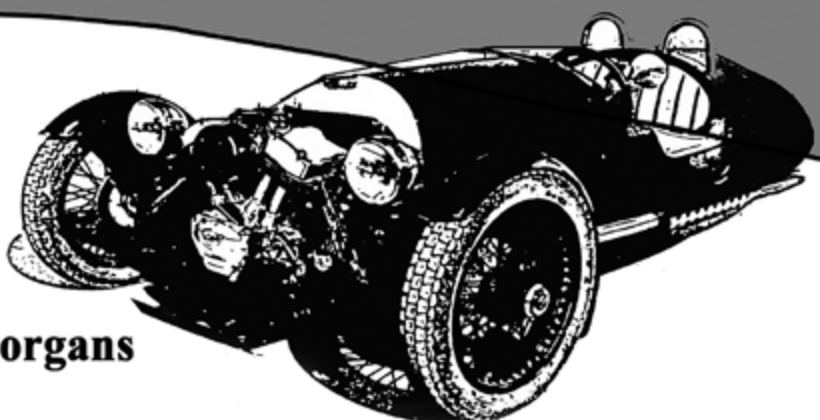
(415) 433-1344

morgancars-usa.com

Restorations & Conversions

New Morgan 3 Wheeler Sales

Consignment Sales of Used Morgans



MAIN DEALER
& SERVICE DEALER

*Serving Morgan
Owners & Enthusiasts
Nationwide for 45 Years*

America's Morgan Source Since 1968



Morgans of
Hawaii Badge

001

Hermen Pol of Morgan History Info Introduces His New Web Site

www.morgancarbadges.com

Offering a Full Range of Badge Services: Buy & Sell
Browse Our Large Selection of Badges • Ask for Advice
Launch a Badge for Your Club or Event • Design Services
Available at Great Rates • Pre-Order Our Newest Badges

**THE Web Site for All Your
Morgan Badge Services!**