

The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

*Spring Mog
Wildflower & Sausage Run
All British Car Show*



May June, 2026



The Morgazette

The 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 supporting our club and driving our Morgans. Our common interest extends to the friendships and camaraderie gained through participation in club events.

The Morgazette is the newsletter of the MSCCNC. It is published 6 times per year and is sent by email to members in good standing. The Morgazette is also available to members on the Club's website: <https://www.NorCalMog.com>.

We welcome original and reprint articles and photos. Articles must be labeled with the following: 1) Name and date of event, 2) Names of all persons appearing in photos, 3) Names of authors and photographers responsible for new articles. 4) In the case of a reprint, names of publication and permission of the author and/or photographer.

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Cover Story

Cover Photo and Story by: Ann Thompson

The cover photo was taken in Yosemite National Park during the fabulous 2026 Spring Flog Mog. Our 2003 +8 was parked beneath Yosemite Falls on a picture-perfect day. We could not believe our luck getting a parking space near the meadow in front of the falls.

Deadline for the next Morgazette

The deadline for the July-August 2026 issue of the Morgazette is **August 19th**. Please submit your articles and/or photographs to: msscncnews@gmail.com.

Thanks!

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'63 green +4SS; chassis 5376; license BASICS

'34 red/black MX4-SS; chassis D771; license 6T6923

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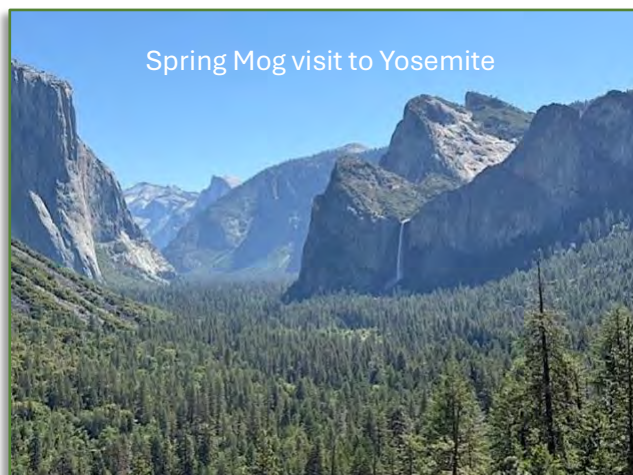
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2026 Calendar of Events

Questions? Contact Angie Larson

msscnc.activities@gmail.com

Date	Event	Organizer/Contact
June 26-28	MogWest -Link takes you to the Online Registration page that also contains event information.	Tim Waller & Alice Gentry 916-761-8188
June 26	Group caravan to MogWest. Click here to see the run flyer. Brianthesailor@gmail.com	Brian Lewis 510-610-0311
July 18	Begins at 10:30 A.M. and includes a drive through the hills of Contra Costa County. Click here to see 2-page flyer.	Mike Preovolos 707-853-1179
August	Historics Week	No planned club events
September 5-6	Scottish Games – Pleasanton. Free tickets if you park your Morgan on the lawn during the games.	Paul Marchant 925-413-8595
September 25-26	Ironstone Concours d' Elegance in Murphy's California.	See event website
October 3	Memorial Run, Nominations & Lunch.	Paul Marchant 925-413-8595
October 5-8	Fall Flog Mog is set in the Sierra Buttes in Northern California. Click here to see the flyer.	Michele & Ambrose Pollock 831-521-8525
November TBD	New event - more information to follow.	Paul Lukes 408-296-2494
December 13	Morgan Club Annual Holiday Party Basque Cultural Center.	Paul Marchant 925-413-8595
December 26	Boxing Day – Traditional event. (Weather Permitting)	Wendell Bain 707-795-0260



Message from the Events Coordinator

Article by: Angie Larson

JUNE! Half the year has passed so quickly. If you haven't had the opportunity to join fellow club members in the previous activities, we have a treat in store for you.

But first, let me compliment the organizer of Spring Mog, John Grosseto. He had a record turnout with 22 cars and 41 members! We are on a roll, so we hope to see you all again in one of the activities listed on our Events Calendar.

Michele & Ambrose Pollach have not one, but two activities planned for you. June 13th and October 5-8. I can guarantee that you will be glad you joined the group; there is a bonus to being a part of these activities.

July, October, November, and December all hold opportunities for you to get together with fellow Morgan owners and enjoy the fellowship our cars provide. We are always happy to have you be part of the fun!

KEEP IN TOUCH!

HAVE A NEW IDEA FOR A RUN, AN EVENT?

HAVE QUESTIONS ABOUT ANY EVENTS?

TEXT OR CALL: **Angie Larson at 650-593-6335**

Four Morganeers enjoying a sunny afternoon during Spring Mog.





Presidents May – June Message

By: Fred Thompson

The Northern California Morgan Car Club has had a great deal on its plate over the past six months, and we are pleased to report significant progress on several important initiatives.

At our General Meeting on May 28, the Club unanimously approved the revised Bylaws. A sincere thank you goes to Michele Pollock, Mike Prevelos, and Grant Larson for their dedication and hard work in modernizing our governing documents.

The updates on our Bylaws will enable the Club members to take advantage of digital and streamlined processes, including online new member enrollment, membership renewals, officer elections, email communications, activity registrations, and Zoom meetings. We hope these improvements will make participation easier and encourage greater engagement from our members.

The driving force behind many of these enhancements is our ongoing major project: the development of a new Club website. Our web designer has requested substantial updates and current content to complement the archived information carried over from our previous site. Ann, Michele Pollock, and Paul Cowley, our website committee, have been working tirelessly to lead this effort. They are collaborating closely with the developer to update our website, making it attractive, engaging, and user-friendly, a site that will serve our members for years to come. I would also like to recognize and sincerely thank Tcherek Kamstra for all the work she and other club members provided in developing our first website. This site has served us well for many years and has given us inspiration for our new site. In addition, a good deal of the information on our current site will be transferred to our new site.

In addition, we are exploring new ways to increase Club membership and visibility. We have created and distributed business cards and full-page flyers featuring a direct link to our website. These documents can be handed out at a variety of automotive events throughout Northern California. Many thanks to Angie Larson for creating the original card design. She did a terrific job!

These projects represent important investments in the future of our Club, and we appreciate the dedication and support of everyone involved in making them a success.

Finally, please be sure to check out all the fun activities, runs, and gatherings scheduled monthly for all our club members. Angie Larson keeps on top of finding members to organize events, and our event organizers spend time creating memorable activities for you.



Front and back of the club's business card.

Farwell Party for Jim Taylor and Ellen Jo Baron

By: Ellen Jo and Jim

A group of local Morgan Club members met at Casa Caracol, the Victorian home of Martin Mieger and Lexa Most in San Jose, on May 24th to eat, talk, reminisce, and start to bid farewell to Jim Taylor and Ellen Jo Baron. At the end of June, they will be moving from the Bay Area to a retirement community in La Jolla, California. The participants and our hosts provided wonderful and plentiful food.

Guests included Elaine and Phil Fisher, Ann and Fred Thompson, Angie and Grant Larson (in their lovely green and beige 4-seater), Mary Gottschalk and Paul Lukes, Jerry and Lynne Gurley, Joyce Hamilton and her son James, and Dick Tuttle and his friend Cheryl.



Guests of Honor, Ellen Jo and Jim, with hostess Lexa Most.



Lexa and Elaine with cake.

Elaine and Phil brought an amazing cake decorated with a photo image of Jim and Ellen Jo in **Too Blue**, their 2002 Morgan +8, which was sold last year. For the first time in >40 years, Jim Taylor does not own a Morgan. Jim and Ellen Jo have been active in the MSCC-NC since they first moved to the Bay Area in 1997, and before that, they were active in the Southern Club out of Los Angeles.

The conversations among guests were lively, and the camaraderie was evident. Ellen Jo had brought a few items from their downsizing activities to try to pass on to anyone who was interested; there were even a few takers.

Huge thanks go to everyone who participated, especially Lexa, for coming up with the idea and hosting the luncheon.



Richard Louis Saylor

February 22, 1941, to April 28, 2026

Richard Saylor, age 85, of Monterey, passed away peacefully shortly after midnight on the night of April 27th.

Richard's father, Louis, was a doctor in Patton's Third Army during WWII. Thurs, a self-proclaimed "army brat," Richard grew up all around the world, eventually returning to his birthplace of California. After graduating from Cal Poly at San Luis Obispo, he fulfilled his childhood dream of becoming an architect. A colleague introduced him to his wife, Martha, also an architect, and they were married in 1980. Richard practiced architecture in many places, including Saudi Arabia, where he met many lifelong friends. He and Martha eventually returned to Monterey to start a business



together and build their dream home, where they spent the rest of their lives.



Richard, wearing his traditional kilt and standing next to his Morgan.

In addition to architecture, Richard had many passions and hobbies. He loved restoring classic British cars and was a member of the Morgan Sports Car Club of Northern California. Richard also put his skills to work to restore a WWII L-5 observation plane, which he flew with his private pilot's license. He was a member of the Carmel Valley Gem and Mineral Society, where he served as the bulletin editor. He learned silversmithing and lapidary work

and made his own jewelry; he also displayed his ammonite collection every year at the Gem Show.

His talents did not end here; he was a member of the Sierra Club, where he played concertina and pennywhistle at the club sing-alongs. He also donated his skills with architecture and construction to the Berkeley Tuolumne Family Camp, going to the annual "work weekend" to repair and build structures for the camp for many years before the Rim Fire in 2013. Finally, Richard loved cooking and listening to classical music. What a thoughtful, creative, and adventurous life he led. His memory will live on in all of his creations, both large and small.

All British Car Show & Swap

Information and Photos from: Wendell Bain, Paul Cowley, and Larry Ayres

Article by: Fred Thompson



On May 17, 2026, hundreds of British vehicles lined up on a very windy, albeit comfortable Sunday in Dixon, California. Morgans were well represented, and two cars from our club were escorted to the winner's circle! Those two cars belong to: Larry Ayres with his 1933 'Big Red' works racing 3-wheeler, and Mike Prevelos with his 59 Morgan 4/4 series 2. In addition, there was a special attraction. Clark Mason displayed his 2023 Morgan Super 3.

Congratulations to Larry and Mike for a well-deserved invitation into the Winner's Circle!

Here is the line-up of Morgans at the show:

Owner	Type/Year of Morgan	Home base
Paul Cowley	1961 - Morgan +4	Penngrove
David Wall	2003 - Morgan +8	Campbell
Paul Marchant	2026 - Morgan +4	Lafayette
Greg Pearl	1961 - Morgan +4	Sebastopol
Michael Mills	2025 Morgan +4	Concord
Albert Kolvites	2025 Morgan +4	San Mateo
Clark Mason	2023 Mog Super 3	Folsom
Larry Ayres	1933 3-Wheeler	Vallejo
Mike Prevelos	1959 Morgan 4/4	Vallejo



Mike and Wendell with
Mike's '59 Morgan



Larry with his 1933
3-wheeler



Paul and Mike with
Mikes's '59 Morgan



John Gresseto:
An Extraordinary
Organizer

My Spring Mog Story

Article by: John Gresseto

Lunch with Friends

Well, Spring FLOG MOG 2026 is in the books: the most cars, the most participants, the best weather, and the camaraderie of friends old and new. One personal highlight for me was Sunday morning when we met up with Karl and Ren Krause. They were driving their newly restored '65 Morgan 4/4 that I once owned but had not seen for 2 years. This is because Karl spent two years restoring and upgrading it. Karl's updated Morgan is known as an 'Outlaw', and despite the title, it ran flawlessly. In fact, it seems everyone prepared their cars well, and I don't know of any breakdowns or issues during the Spring Mog run.

Other highlights were the beautiful drive on Hwy 41 to Yosemite Valley that I hadn't taken for decades, and our lunch at the Casino with over 20 people. Tuesday night's dinner at the Murphys Historic Hotel included all attendees, a delicious meal, and lots of liquid refreshment. There were over 40 people, and Karen Powell was our special guest.

The next day, it was onward to the Twin Summit Challenge and lunch at the Cutthroat Tavern in Markleeville. The drive over the Ebbets Pass was a first for me; the road was recently opened, and the

advertised narrow, unmarked, and twisty roads were an understatement. The weather was, as hoped, perfect.

Next up, Fall Mog in the very capable hands of Ambrose and Michelle Pollack. The Gressetos have booked our room and hope to see you all there.







Spring Mog Miscellany



Moments from our Spring adventures and good times together!



Michele, Caesar, and Helen



Jack and Dennis



Ambrose and Frankie



Fred and Ann leave the park.



Dennis, Fred, Ann, Michele, Karl, Jeanne, & Wynn enjoying Big Trees State Park



Our Spring Mog 2026

By: John and Barbara Burks

Seventeen Morgans (6 of which were new, gorgeous Plus 4s), two Lancias, one Porsche, and several nondescript transportation modules turned up at Murphys on May 11th, ready for the traditional Spring Mog gathering and drive. Jon and Jan Grosetto had planned and provided information for the anticipated West Coast event, with members driving from Seattle, Oregon, and Los Angeles. Spring Mogs and Flog Mogs are traditionally events meant to drive your car- really any car. You, our Morgan friends, are the reason for the Flog Mog events.



This event began for us at the Murphys Historic Hotel after a seven-hundred-mile drive from Ashland, Oregon. This included a night at the famed Babbling Brook in Quincy and a second night in Yerington, Nevada. Past Morgan events have highlighted both spots. After leaving Yerington, we went through Bridgeport, CA, onto Hwy 108 to an almost singular, sunny drive over Sonora Pass. Then onto Murphys. What a thrill!

On Tuesday, the cars, one by one, began to arrive at Murphys Historic Hotel, staccatoed by the sounds only each Morgan can make. After "kicking tires" and welcoming each arrival, all were invited to the traditional drinks and crackers in a motel room. This tradition is that each person brings a bottle and something to share with everyone, as no one has room in their car for anything extra. So, we all go shopping, sharing this in mind. Somehow, a motel room becomes the chosen party. As the sun set, a lovely and delicious dinner under a huge canopy (where a parking lot used to be) was served in stages at the hotel.



Wednesday- the drive began at nine, on the dot, another tradition. We proceeded up 49 to Mokelumne Hill, then onto Hwy 26, through Westpoint, toward Hwy 88 near Pioneer. The Sierra stone behemoths sparkled in sunny splendor to 'Wow' us all. Lunch in Markleeville at the Cutthroat Saloon. A young couple, new owners, welcomed us in total horror and enthusiasm, and did their best to feed us all. A "lost" Morgan and a couple of cars somehow found us and joined the fun. After lunch, we had an almost traffic-free drive over Hwy 4, past Silver Lake, past Big Trees, returning to Murphys for another parking lot party with great dinners, a different restaurant in town.

The weather was perfect. No cars broke down. No flat tires. New and old friendships were made and embellished. There were new faces, new cars, experienced faces, and new and old cars with name tags provided by Paul Merchant to secure us all. If you miss a Mog, you miss the best that driving a Morgan has to offer.

We left early on Thursday morning to visit Barbara's son and family in Santa Ynez and arrived back at our beginning, Sunday evening, after clocking a trip total of just over 2000 miles, including 630 miles on this last day. The bonnet remained closed for the entire trip.



Gubbins Conquers Spring Mog

Article and photos by: Karl Krause

I was excited and nervous. Spring Mog 2026 would be our first opportunity to join fellow MSCCNC members on a touring event. Although I had been taking short test drives in our 1965 4/4 for over a year, it had been less than a week since I had completed the final details of its three-year “Outlaw Resto-Mod.”

I have a couple of rigorous Concours restorations under my belt, but the Morgan was to be a “driver” – period correct at first glance, but with upgrades to performance and comfort. Spring Mog would be a challenging shakedown of the car, and hopefully, a validation of my efforts.



Gubbins, the Outlaw Morgan.

It was suggested to me that the car be given a nickname, so I affectionately dubbed it “Gubbins” after a notoriously savage gang of outlaws that terrorized South West England in the 15th century. As fate would have it, “Gubbins” is also an obscure Middle English noun referring to “a collection of miscellaneous bits and pieces, odds and ends, widgets or gadgets.” Befitting indeed!

Monday morning was unseasonably hot, so after Ren and I loaded our luggage in the aft compartment, we raised the canvas hood to shield us from the sun. We coasted down Highway 108 to Jamestown, where we were to meet John and Jan Grosseto for brunch at the Chicken Ranch Casino before hitting the back roads down to Oakhurst.

This would be a big moment for me. The Grossetos had not seen the car since they generously gifted it to me when they moved to Granite Bay in 2022. Would they approve of my restoration? After all, I had taken great liberties with the resurrection of a car that they had owned for over thirty years! As we drove up to the front of the casino, we saw John waiting for us under the grand portico, where he had arranged for the concierge to oversee our cars while we enjoyed brunch.

We parked Gubbins at the curb. Much to my relief, John circled the car with a broad smile of approval. Brunch could wait a while, for we were immediately perusing every detail of the Morgan’s transformation. When I proudly opened the right side of the bonnet to reveal the meticulously detailed engine compartment, everything changed.

“Hey, wait a minute! Where’s your radiator cap?” asked John. “Huh? What are you talking about?” I replied as I swung about to look at the nose cowl. To my utter shock and amazement, I saw that the cap was indeed missing, and it only took an instant for me to surmise what had happened: Before we left home, I did a final check of Gubbins’ fluids – oil, water, brake, and clutch fluid. When I topped off the radiator, I had placed the cap on top of the valve cover, and I had neglected to return it to its proper place on the fill pipe before closing the bonnet. What a blunder! No doubt, when we left for Jamestown, the cap had shaken off the engine and fallen to

the roadway – never to be seen again. The drive to Jamestown was entirely downhill, and the morning air still cool, so the engine had not overheated, but following brunch, we would be negotiating steep, twisty roads in hot weather, and Gubbins would surely boil over in short order.

It seemed our journey might be over before it had begun, and a flurry of expletives, expressions of embarrassment, and profuse apologies spewed from my mouth before I collected my wits. Our only option was to let Jan and Ren enjoy some pre-brunch libations while John and I used his Morgan (nicknamed Demelza) to make a quick drive up to Sonora to purchase a cap at the nearest Auto Parts store.

We soon learned that the auto parts stores in Sonora carry few (if any) radiator caps, and none compatible with a 60-year-old Morgan. So, we continued a few miles up Hwy 108 to my shop. There, we found no fewer than a half dozen caps that would do the trick. We scurried back to Chicken Ranch and installed a replacement radiator cap. Crisis averted!

After a much-delayed brunch with the girls, we took off for Oakhurst. The next three days were delightful, and Gubbins performed flawlessly. The driving routes were well planned. The scenery was breathtaking. The lodging and meals were excellent. Indeed, Spring Mog 2026 had been an undeniable success in every way! Best of all, we were warmly welcomed into the MSCCNC, and we made many new friends!



The elusive radiator cap that rode three.

As we prepared to depart the Murphys Hotel for our trip home on Thursday morning, John asked me to open Gubbins' left side bonnet so that he could see the custom exhaust headers. While reaching down to lift the bonnet prop, my eye caught something quite surprising. There, nestled on its side against the cylinder head, was my presumably lost radiator cap. It had ridden there the entire length of Spring Mog, secured safely behind the #1 spark plug wire.

After a good laugh, I placed the mischievous cap in Gubbins' bulkhead tool tray, where it will henceforth ride with other spare parts. I then closed and latched the bonnet and fastened the buckle of its leather bonnet strap. Turning to John, I said, "Well, I guess that's it. By the way, you're never going to let me live this down, are you?" With a wry smile, he replied, "Nope. Not a chance!"

Spring Mog from Washington to California and Back

By: Robert Horseley

Photo by: Fred Thompson

The weather broke up in Seattle, allowing me to head south, top down. I stopped for lunch with Keith Baldwin, a former mechanic and engineer for Bill Fink. I spent a night with Bob and Chris Panero in Ashland and headed to Oakhurst to join a cozy group of Moggers. The Yosemite Gateway Inn was a lovely place with blocks of rooms in separate buildings climbing the hillsides, surrounded by trees. They even had a replica of the Statue of Liberty! The staff was friendly, and there was a lively dinner at a local pub.

In the morning, we drove through Yosemite on our way to Murphys. The view of El Capitan is always a treat. We stopped at the Chicken Ranch for lunch. Not a chicken ranch, but a colossal casino! Yikes! The drive through the countryside and small towns was beautiful. I arrived at Murphys for the first time and confirmed all the raves I had heard. Such a very sweet town. The gathering of the club, I think, was the largest turnout I've been on. The outdoor dinner was congenial, and the food was great.



The next day, we headed for Hwy 88 with John Burks in the lead. He took a turn off Hwy 49 onto Hwy 26. John had once lived near there, and it was the sweetest of all the roads so far. He led us onto Hwy 88 to wind our way up to the pass. Hwy 88 got a bit wicked with tight turns mile after mile. This road made me realize that no matter how I treasure the challenge, a few sweeping turns and a few straightaways are a good thing. Hwy 4 took us back to Murphys and was a nice glide down.

The trip back home was a bit of a rush. This time, as I was scheduled to join up with the BC Canada club for a drive in the Okanogan out of Osoyoos. It was when I was pulling into our garage that I noticed the check engine light was on. As the light is tucked up under the lip overhanging the dash, a tall guy can't really see it very well. Did it just come on? Has it been on for a thousand miles? Eek. I had to wait and worry all weekend to get to my mechanic before his opening on Monday morning and block his front door. I was begging on my knees for him to find out if it was something major and if he could get me going that day. I needed to drive to Canada on time to meet up with the group. As usual, he just smiled and said he would get the diagnosis and call me. It was a couple of O-2 sensors, which he fixed, changed the oil, filter, air filter, lubed the front suspension, checked tires, and worked around the car checking and tightening bolts and screws. I'm a lucky guy to have found this shop.

The trip to Canada was memorable and stuff for another tale.



Morgans in Yosemite

By: Fred Thompson

With Photos by Fred and Ann

Way back in the late 60's, while in high school, I spent almost every summer hiking and camping in Yosemite National Park. Even today, just driving out Tunnel View Road to the breathtaking views of Half Dome and El Capitan with Bridalveil Falls in the foreground, takes my breath away. This was our first trip to the park in a Morgan, never better than to see it in an open roadster.

This adventure began on Tuesday morning, May 12th, when a group of Spring Mog attendees headed to Yosemite's southern entrance. As Ann proudly waved our National Park Pass above the wind shield the Park Ranger spotted our beautiful Morgan. He motioned us, and all the other Morgans behind us, to divert into the staff park entrance, passing all the other cars waiting to enter the park. I now



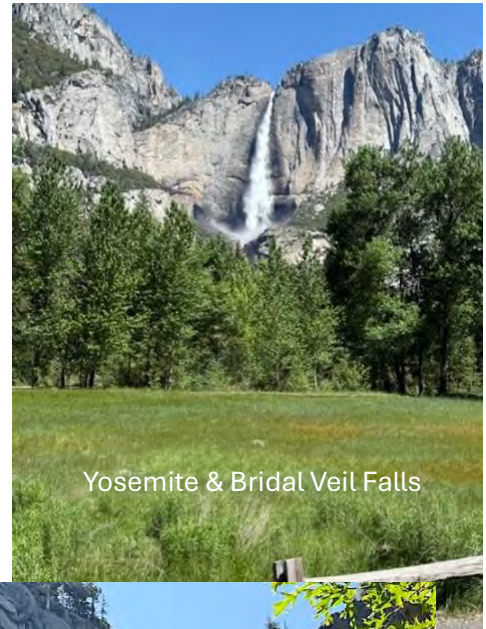
Yosemite Valley Overlook

believe rank and Morgans have their privilege.



Morgans in Yosemite

Stopping at the parking lot just past Tunnel View Road is unbelievably impressive. We took our time admiring this spectacular view with its towering granite cliffs, distant waterfalls, and lush spring greenery spread out before us. When we caught up with the group, all but one Morgan took the first left turn out of the park and headed to an Indian reservation for lunch. This



Yosemite & Bridal Veil Falls

Morgan owner's wife looked at me and said, "No way! We traveled all this way to see Yosemite; we are not leaving."

We proceeded straight through the spectacular valley, past Curry Village, and then to the Valley Welcome Center. Here, we found a few T-shirts and snacks for a quick lunch and then proceeded to visit sections of the park, all decorated in Spring glory. Bridal Veil Falls was still slippery with ice from morning dew. Yosemite Falls, full of winter snow melt, was spectacular. Just past the falls, we found a spot to park the Morgan. Sitting by a babbling stream, we enjoyed the amazing harmony, magnitude, and fragile beauty that this park has to offer. Yosemite is truly magical!



Morgans in Calaveras Big Tree State Park

By: Fred and Ann Thompson

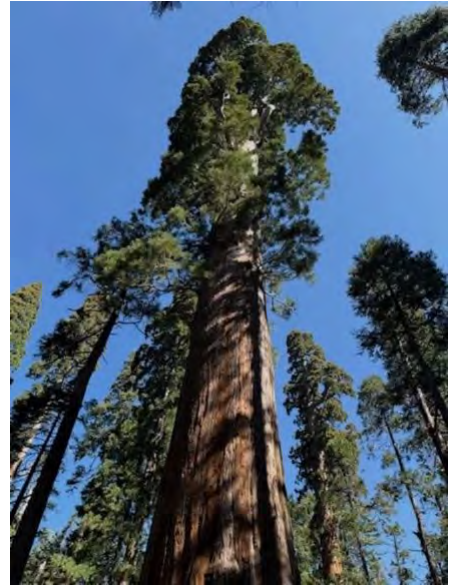
Photos by: Fred and Ann Thompson and Michele Pollock

The Spring MOG adventure continued for some of us with a visit to some of the largest trees by volume in the world – the Giant Sequoias. We left Murphys in the morning, just after the more adventurous group departed for the Sierra Pass Summit drive.



Just 15 miles up Highway 4, and only 4 miles from Arnold, is Calaveras Big Trees State Park. Lots of curves and turns, mostly going uphill in 3rd gear. At the turn into the park, we were greeted by these spectacular trees, some of which are an impressive 250 to 300 ft tall and 30 ft in diameter. These trees are thought to be over 2000 years old, and some of the root systems date back to prehistoric times. Our group had the pleasure of walking for over a mile along a

path that led through these magnificent trees. We took our time along the path, exploring and admiring these and other natural wonders. We also had fun along the way, posing for photos and staring upward toward a crystal blue sky and soaring ancient giants.



Established in 1931, Calaveras Big Trees State Park is a mixed conifer forest with two groves of Giant Sequoias. We want to return and visit this magical place once more.

In addition to the Sequoias, there are natural meadows and trails throughout the park, allowing time to enjoy more of its natural beauty, which visitors have been discovering since 1852.



Back row: Wynn and Karl
Front row: Ambrose, Dennis, and Fred



Ann, Michele, and Jeanne

Wildflower and Sausage Run

By: Michele Pollock

Photographs by: Henry Chik and Fred Thompson

Fifteen cars met at Starbuck's at Highway 1 and Carmel Valley Road to begin the 60 miles run to Roy's Sausage Factory in Greenfield. The first 53 miles traveled the windy, scenic route along Carmel Valley Road gaining an altitude of 6,736 feet – led by wagon master Ambrose Pollock. All but 14 cars made it to the Sausage Factory. Grant and Angie's Morgan conked out at mile 53, right before crossing the Arroyo Seco Bridge.

The scenery along Carmel Valley Road leading to the Sausage Factory, was quite lovely. We started on a road lined with lush grasses and trees and proceeded to a drier landscape with vineyards and bush. Our destination was in the middle of farmland with crops growing around the sausage factory picnic area.



Five customized, beautiful charcuterie boards made by Ambrose Pollock were awarded as follows:

Paul Marchant
Ellen Jo Baron and Jim Taylor
Don and Jean Walker
Henry Chik
Tim and Donna Brown

Longest Participating Member present (1971)
Final event in our club (moving to La Jolla June 30th)
Traveled the farthest to attend this event (Chico)
Newest Member (submitted application and check at this event)
Newest Member (submitted application and check at this event)

The Best of Show Award, a MSCCNC Medallion, donated by Jim Taylor, was given to: Mike Mills and Amy Wang. The judges for this award, the best-looking Morgan, were Roy and Colin Richina of Roy's Swiss Sausage Factory.

Other awards also donated by Jim Taylor recognized:
Jack and Carol Gordon – Oldest Morgan present (1963 Super Sport),

Wildflower and Sausage Run, Continued

Ambrose Pollock – Appreciation of two years of making cool boards for this event,
Fred and Ann Thompson – Dedication to the Morgazette and now website development.

Everyone truly enjoyed consuming Roy's delicious grilled sausages. The menu included: Classic Roy's, Chicken Ghost Pepper, and Chicken Artichoke Sausages. The lunch also included a tasty Asian noodle salad, a choice of beverages, and a most sumptuous Tres Leches cake. Michele had the cake especially made to honor Ellen Jo and Jim, who are moving to La Jolla on June 30th.

Members who attended this event:

Tim and Donna Brown
Henry Chik and Yang Han, Sunnyvale
Jack and Carol Gordon
Ambrose and Michele Pollock, Carmel
Angie and Grant Larson, Belmont
Paul Marchant, Lafayette
Mike Mills and Amy Wang, Concord
Lexa Most, San Jose
Paul Negus and Jake (furry friend), Redwood City
Mike Preovolos, Vallejo
Tangie and Greg Solow, Santa Cruz
Jim Taylor and Ellen Jo Baron, Los Altos
John and Nancy Tennyson, Pacifica
Fred and Ann Thompson, Belmont
Don and Jean Walker, Chico



Mike, Tim, Donna, & Henry



Lexa and Ann



John and Nancy

Some of the award winners!



Paul Marchant



Ellen & Jim



Jack Gordon



Ann & Fred



Doh & Jean



Mike & Amy



Morgans cooling down at Sausage Factory

Sausages
cooking
on the grill



Wildflower and Sausage Run, Continued

New Members on the Sausage Run



Tim & Donna Brown
Tim & Donna Brown



Paul Negus with Michele Pollock



Henry Chik with Amy Wang



Sausage Chefs!



The Larson's Morgan
Going Home via
Tow Truck



Wonderful Day – Sausage Run, June 13, 2026

Article by: Ellen Jo Baron

Photos by: Ellen Jo Baron and Fred Thompson

A perfectly sized group of Morgans and “tin tops” met at Starbucks in Monterey at the appointed time (except for Paul Marchant and Henry Chik, who met the group later).

Our leader, Ambrose Pollock, steered us up and over Carmel Valley Road, which was a very windy throughfare with diverse and beautiful vistas. We traveled past pastures, family ranches, and lush vineyards, to end up in farmland just a few yards from U.S. Highway 101. Our destination was a family-owned Sausage Factory in Greenfield. At the factory, Michele Pollock, Roy (of Roy’s Sausage Factory), and his charming family had prepared a delicious lunch of noodle salad and several types of barbequed sausages, including one variety made with ghost peppers, the world’s hottest pepper! (Needless to say, I passed on that one.)

As awards were presented, Ambrose offered Prosecco, and we toasted the winners in various categories. Friends, Don and Jean Walker, had come all the way from Chico and won “Furthest in a Morgan.” Other awards are listed in Michele’s article in the Morgazette.

Michele brought out a Fairwell “Tres Leches” cake with a dedication to Jim and Ellen Jo. We are moving to Southern California at the end of June and will no longer participate in MSCCNC events. In addition, Ambrose made us a beautiful cutting board, complete with a bespoke burned-in design specific to the run. We are touched by everyone’s best wishes and generosity. We will surely miss the Northern California Morgan group with whom we’ve driven and partied, and broken down (sorry, Grant and Angie, that it was your turn on June 13).



Warmest wishes to all and thanks especially to Michele and Ambrose for their gracious hosting.





EVENT FLYERS



MORGAN CLUB

— NORTHERN CALIFORNIA —



Mid-Contra Costa County Road Trip

July 18, 2026



Meeting time: **10:30 a.m.**,
at *Peet's Coffee* off I-80 in Pinole



Run through the Upper hills
of *Contra Costa County*



Have lunch at
The Fourth Bore Taproom and Grill
that is near Highway 24.



Organizer: Mike Preovolos

RSVP to Mike Preovolos at:
mike@proeovolos.com
by July 10th.



Meeting at 10:30, Peets Coffee 712 Pinole Valley Rd, Pinole

Directions: Bay Area and South Bay Area Hwy 80 East exit at the “Pinole Valley Road” off-ramp, make the immediate right turn at the bottom of the ramp and then nearly immediately Right into the little shopping center and Peet’s Coffee.

North Bay on Hwy 80 West, will take the Pinole Valley Rd. off ramp on that side and make an immediate left under the freeway and then the immediate right into the little shopping center and Peet’s Coffee.

Route: The total route distance turns out to be 30 miles. It varies from flats to rolling hills and tight twisties and some meaningful grades up and down. It’s generally rural scenery with spots of country style residential along the way here and there. We do pass the Briones Reservoir. The road pavement is decent, generally, with no serious chuckholes. There is one area of a mile or so of really tight, steep, twists and turns; such that nobody should consider driving a motorhome on the event.

Lunch: Will be at the **Fourth Bore Taproom and Grill** thefourthbore.com 2 Orinda Theatre Square Ste 134, Orinda, CA 94563

Parking: You will find the best parking by turning into an underground multilevel parking garage that sits right below the Taproom. (Turn into the parking garage right below the Fourth Bore Taproom.) There is no ticket dispensed when you drive in, and you find a space that you like and park. It reads the license plates or something when you enter. When we get to the taproom, they will issue a three-hour “parking validation.” This validation is a cell phone text address that produces a QR code that you flash at the gate machine on the way out.

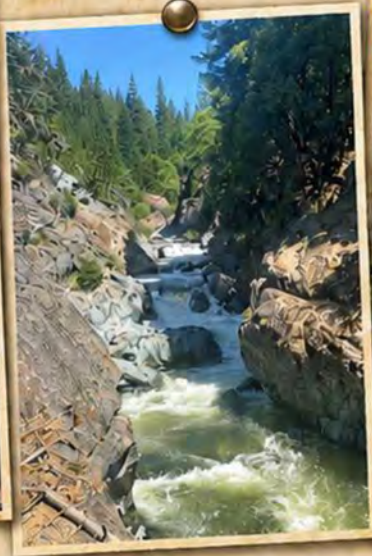
Home: Exit from the parking garage, and we will be within a couple of hundred yards of on ramps to Highway 24, in both directions.

RSVP: I will need a count of members for Taproom reservations. Please let me know by July 10th if you will be attending.

Michael J. Preovolos
117 Milita St.
Vallejo, CA 94590
Mike@Preovolos.com
(707) 853-1179

FALL FLOG MOG

SAVE THE DATES:
OCTOBER 5, 6, 7, & 8, 2026



 **LOCATION: LAKE BASIN IN PLUMAS COUNTY,
SIERRA BUTTES**



EVENT ORGANIZERS:
MICHELE AND AMBROSE POLLOCK

Good People • Great Views • Lasting Memories
JOIN US FOR AN UNFORGETTABLE FALL ADVENTURE!



**MONDAY Oct. 5th, TUESDAY Oct. 6th & WEDNESDAY, October 7th,
depart THURSDAY morning, October 8th,
for amazing, well-paved, seldom traveled
back roads along the rivers, lakes, buttes, and massive valleys in
in beautiful Sierra and Plumas counties
Join us for 1, 2, or 3 nights!**



Meet:

In Old Town Auburn at noon for departure along Highway 49, winding along the scenic Yuba River, through the quaint town of Downieville to Sierra City, to [Sierra Pines Resort](#) - our base for 3 nights.



Rallies:

We will travel highways 49, 89, A 13, A 23, Lakes Basin Highway, and many other hidden routes past ghost towns of thousands of miners. Weigh stations and Pony Express stops and minor towns (still functioning) at Bassetts, Sierraville, Loyalton, Chilcote, Vinton, Cromberg, Beckwourth, Portola, Gold Mountain (Nakoma area), and Graeagle. We will be visiting the Railroad Museum in Portola (the 2nd largest in CA), 20-mile house, private tour of the Kentucky Mine (golf cart available to assist), Mill Pond in Graeagle, and driving to and or around several of the spectacular lakes in the Lake Basin region.

Dining:

Monday and Tuesday evening dinners in Sierra Pines Resort's historic dining room or out by the trout pond. Tuesday afternoon, cocktails in the meadow at Sierra Pines Resort, corn hole and horseshoe competitions, along with Morgan specialty drinks: Morgan Margaritas, Martinis, and Mojitos. Lunches at Marthas in Cromberg or Box Car Taphouse in Portola, or Mt. Huff Grill at the Golf Course in Taylorsville, and for sure Graeagle. Wednesday dinner at Sardine Lake Lodge, which is full now – so any folks coming on board after June 14th are welcome but will dine elsewhere Wednesday night.

*******Reservation for Sierra Pines Resort*******

Call (530) 862-1151 and tell them you are with the Morgan Club and check out the awesome spot and pictures at their website: www.sierrapinesresort.com. As of this writing, 3 rooms remain available, while 17 are reserved.

Room Type

(All room rates are pre-tax)

River View Room (1 double bed) short walk/hill	\$148.50 - 1 room
Small Kitchenette, Buttes View (1 king bed, restaurant level)	\$176.00 - 1 room
Large Kitchenette, Buttes View (2 queen beds, 1 sofa bed)	\$187.00 - 1 room

**Organizers, Michele or Ambrose Pollock (831) 521-8525 or e-mail: michelepollock@mac.com
who live part-time in Graeagle since 1993 and have explored it well!**



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MORGAN THREE WHEELERS

2023 SUPER3 THREE WHEELER

– Malle Rally Special. Yellow exterior, Black Moto Vinyl, heated seats // *Limited edition special equipment*

2023 SUPER3 THREE WHEELER – Matt Black, Black leather // *DeHavilland vampire commemorative edition! 1 of 2*

2013 THREE WHEELER – Battleship Gray, Black Leather // *4400 miles*

1935 MX4/SUPER SPORT – Blue, Black Leather // *Legendary!*

1930 AERO VAN – MX4 Vee twin engine, Pozzi Blue, Scarlet red leather // *Fully restored*

MORGAN ROADSTERS

NEW CX CHASSIS

2026 CX PLUS FOUR – *Battlestar Blue Grey*, Dark brown chestnut leather, black alloy wheels

2026 CX PLUS FOUR – *Lamborghini Vioa Parsifae Pearl*, Morgan light gray leather, black alloy wheels

2025 CX PLUS FOUR – *White Gold Metallic*, Chocolate leather

NEW 2025 PLUS FOUR – *BRG*, Dark Tan leather // *New arrival!*

1965/2019 3.7 V6 ROADSTER – Black, Red leather // *Six Speed!*

2019 3.7 V6 ROADSTER – Champagne Metallic, Mid Brown leather // *Six Speed!*

2005 3.0 V6 ROADSTER – Black, Pumpkin Leather // *One Owner!*

2005 3.0 V6 ROADSTER – Dark British Racing Green, Dark Green Leather // *Best in class winner!*

2005 3.0 V6 ROADSTER – Royalty Purple Metallic, Gray Leather // *Perfect condition!*

1998 PLUS 8 – Connaught green exterior, Tan leather interior // *Best generation of Plus eights!*

1965 PLUS 4 PLUS – BRG and pale yellow, Tan Ostrich hide // *Shown at Pebble Beach Concours d'Elegance!*

1965 PLUS 4 DROPHEAD COUPE – Black, Tan Leather, Chrome wire wheels // *Spectacular vehicle!*

1963 PLUS 4 ROADSTER – BRG, Black leather, 2-seater, well maintained // *Ground up restoration!*

1962 PLUS 4 SUPERSPORT – BRG, Black leather, one owner from new just out of complete restoration // *Right-hand drive*

1961 PLUS 4 ROADSTER – White, Green leather // *Great driving car!*

1958 PLUS 4 DROPHEAD COUPE – Factory experimental four seater, Green, Gray Green interior // *Pebble Beach concourse winner*

1954 PLUS 4 FOUR PASSENGER ROADSTER – Yellow, Black interior, interim-cowl example // *Right-hand drive*

1953 PLUS 4 – Black, Red Leather // *Flat Rad Model*

1953 PLUS 4 – BRG, Tan leather // *Flat Rad Model*

1953 ROADSTER – Ivory, Tobacco leather // *Flat Rad Model*

1952 PLUS 4 DROPHEAD COUPE – Red, Black interior // *Flat rad*

1952 PLUS FOUR DROPHEAD COUPE – Blue, Red interior // *RAC rally entrant*

1939 4-4 DROPHEAD COUPE – Bordeaux // *George Goodall factory development car*

1937 4-4 – Ivory, new Red interior, cycle fenders // *Historic factory team car*

1936 4-4 – Green, Black interior, Car #28 // *George Proudfoot restoration*

1930 ANZANI-POWERED 2 SPEEDER SUPER SPORT – Green, Black Leather // *Anzani ccw 740*

1929 MORGAN/GN BLACKBURNE AERO – Single seater, racing history // *Greatly reduced pricing*

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