

March~April 2020



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

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Remembering. . .

- Bill Fink
- Trike Collecting
- Morgans Over America





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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 2019

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Treasurer • Martin Mieger

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Tollworthy

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Tcherek Kamstra

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 25, 2020

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

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

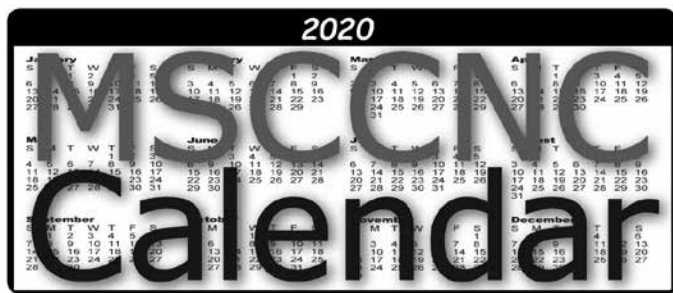
David and Laura Nelson
Geyserville, 95441

1957 BRG +4

Your copy of the 2020 Club Roster is enclosed in this mailing of the Morgazette. Please be sure you check your data. If there are any mistakes, be sure to let Angie know so her Event Coordination will get to you properly.

Note: we need more submissions or suggestions for **Centerfold** cars/stories – unless, of course, you'd like to see more stories about Larry's cars!.

Cover Photo: Remembering MOA — Jeremy Harrison gets his wish.



* MSCCNC Club Sponsored Event

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

POSTPONED*

* TBD • South Bay Run And Winery Visit - Contact – Fred & Ann Thompson

* TBD • South Bay Run – Airplane Rides – Contact – Bob Frisbee

*TBD SUN-WED. * Spring Mog (Finding Fault/Rocky Horrors) -Contact – D.Hamilton/J.Taylor

* TBD • S.F. Proposed Tour Of Alfred Hitchcock Movie Landmarks Through S.F.& Marin Contacts – Tchereck Kamstra & Toby Tuttle

CANCELED

April • Dream Machines @ Half Moon Bay – Contact – Chris Hall/Paul Marchant

May • All British Car Day in Dixon

June • Coyote Creek Concour D'Elegance near San Jose

July • Hillborough Concours Entry Deadline May 1 2020

* TBD 2021 FRI-SUN • **MogWest** – Contact- Sam Logan

MAY

15-17 FRI-SUN • VARA British Extravaganza in Buttonwillow

JUNE

19-20 FRI-SAT • AMCA meet in Dixon, Mayfair Fairgrounds

21 SUN • Father's Day Car Show Black Hawk - Check - blackhawkmuseum.org

JULY

10 FRI • Collector Car Appreciation Day – All across the U.S.

AUGUST

9-16 SUN-SUN • Monterey Historic Car Week Check their website for exact event dates

* 14 FRI • Annual Morgan Welcome Party & BBQ At The Stecks Home – Contact – Loren Steck

SEPTEMBER

* 11- TBD • FLOGMOG – Beginning In Missoula Montana – Contacts- John Burks/Lynn Powell

18-20 FRI-SUN • Morgan 3 Wheeler Club AGM celebrating 75th Annversary

20 SUN • Danville Concours d'Elegance

26 SAT • Ironstone Winery Concours – Contact – ironstoneconcours.org Elaine Fisher

OCTOBER

* 4-TBD • October Fest – Beginning In East Bay Ending In Ashland, Oregon. – Contact – Bob Panero

NOVEMBER

* TBD • Turkey Trot – Contact – Martin Mieger

DECEMBER

* 6 SUN • Holiday Party @ Zio Fraedo, Vallejo – Contact – Elaine Fisher

* 26 MON • Boxing Day – Wine Country Tour – (Rain Or Shine) – Contact – Wendell Bain

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The Bad News is that so far, I have heard from Bob Frisbey who will cancel and reschedule his "Wheels & Wings" run of April 16; April 26, Dream Machines is not happening & I have heard from the SpringMog Organizers (Ellen Jo etal) that due to the Virus, the May 3- 6 "Finding Fault" event will be rescheduled; Bill Fink's Memorial Run in June will not occur due to these uncertain times Tcherek hates to do it but it seems like the wisest plan and finally, the July 10-12 MogWest has been cancelled and been moved to 2021. Be sure to cancel any reservations you have made for any of these events.

The good news is that you have plenty of time to prepare your cars for all these postponed events and when they are finally on our calendar, we will all be ready and, I think, willing to get on out and join your friends.

This has been an unfortunate interruption in all our lives. As for the Morgan club, I was so excited about the activities these special group of members had put together, & so disappointed now, but we need to be wise and safe At least we have something to look forward to when the threat of this disease is lifted.

Stay well, keep that car on the ready, and see you we hope, sometime in the second half of this year.

~ Angie

Bill Fink

On February 9, 2020, the Morgan-owner community lost a leader, an enthusiast, and a great friend. The following pages share a few memories of why he will be missed.

Remembering Bill Fink **By Allene Sieling**

I hope that this isn't too late but Bob and I bought our third Morgan from Bill. We had to go to the pier (I think it was 33 1/2.) in San Francisco to have it serviced. We tried to make it an outing; it was always an adventure to walk all the way to the end past horses and fish catches. One time when we got there, Bill was not happy that we had kitty tracks on our Morgan

From Hilary Smith Mahon

When I was in high school, my afterschool job was at Steve Miller Imported Car Service. Bill and the Isis Imports office were also in the shop. Bill was working hard, traveling and putting his energy toward getting Isis Imports off the ground and he didn't have much time for the teenager in the office. But in 1972, he did something that I have never forgotten. Backing up a little here – the Rolling Stones were touring that year and somehow, their road manager heard about Bill and Isis and one day a bright yellow +8 appeared in the shop – it was Mick Jagger's!!

When I learned that the road manager would be coming to the shop while the Stones were in San Francisco to work out the details of selling Mick's car with Bill, I started pestering him about asking the guy for tickets to the concert (I had tried and failed to get them). He politely ignored me as best he could – he had a business transaction to take care of. The day of the visit came and I guess a deal was worked out. The guy was barely out the door when I found Bill and with frantic anxiousness said "Well, did you get tickets???" As I recall, Bill rolled his eyes at my teenage antics, reached into his pocket and handed me 2 tickets. He really was always the coolest guy!



My favorite story about Bill Fink **By: Jon Rosner**

My first connection with Bill Fink was in writing an article about British cars for a car club newsletter. If I recall correctly he told me about how, with help from his father, he came up with and developed the idea of using propane to power Morgans so that they could legally be imported to the United States. Fun story.

Bill knew that I was closely following the development of the Morgan three wheeler. I had been on the phone with S&S about their work and mentioned to Bill that it really didn't take much to get Peter and Barbara Egan to get involved in something amusingly hair-brained. Bill suggested that I see if we could borrow the S&S prototype and show it at the Monterey Historics. With maybe \$10 between us we promised Peter and Barbara that we would cover fuel, cheap hotel, admission to the track and the Historics and arrange for what shelter at the Historics we could scrounge up. Being the Egons they said, "yes of course, an adventure." And much to our delight S&S said that they would go along with our scheme as long as we guaranteed the safety of the prototype and got it back to them within a week. Just as we were getting ready to hatch our plan Bill received a phone call or note that Morgan didn't need any help promoting the three wheeler and that S&S was not going to provide us with anything. Well, Morgan never really did launch the three-wheeler in the US but we sure had a lot of fun trying.



To be honest I don't know what to say in these trying times. You all know the drill, so keep it up.

As you know MogWest has been cancelled until next year. Does anyone have any fresh ideas on this event? Does it really have to be in July, why not May or September? The plan this year was to go to Jason Len's ranch for a late afternoon barbecue and to meet other British car owners and their cars. Can this event be moved to next year?

The passing of Bill Fink will forever affect the life of the Morgan Club. I called Bill the "Silent Giant". I first met him at his Morgan parts office at Steve Miller Imports at 469 Eddy Street in San Francisco. I remember Bill and Steve showing new cars at the Import Car Show. What super guys.

I am sure Bill could have been a rocket scientist. It was quite a feat when he made the new Morgans smog legal and crash worthy even though the factory in England had no interest. He even had ideas for making the current cars crash worthy! Bill, you will sorely be missed.

I was glad to see an April 5th article in the East Bay Times called "Me and My Car: Beautiful '63 Morgan was item on Fremont couple's bucket list." **Richard and Melanie Smith** have enjoyed their green Morgan Plus Four for 7 years. If you would like to see the informative article online Google: "east bay times bucket list Morgan car". The article entitled: Me and My Car, Beautiful '63 Morgan was item on Fremont couples bucket list.

Be safe and carry on!



Some Memories of Fifty Plus Years of Friendship with Bill Fink

By: John Burks

I had the privilege of knowing Bill Fink for over 50 years. Our friendship began when he shared a space with Steve Miller in San Francisco when Bill was importing Morgans and other vehicles to his showroom/workshop of stacked shipping containers at the pier. Our friendship continued with Bill's move to Bodega; the shop and beautiful home with Judy and Tcherek.

No one could forget "The Pier Parties" in the 80's, they were legendary and were not to be missed. Everyone always had a great time and rumor had it we all made it home alive. I remember that Charles Morgan was in attendance one year.

The cars I acquired through Bill included: Ole Blue, a 77, +8 Turbo; a Super Sport Roller; and most recently a 2019 Roadster.

Bill raced the SLR at Monterey Historics and also raced the +8 prototype now and then over the years. In addition, Bill and I shared the +8 prototype at Sears Point along with my 4/4 on other weekends. These were really fun events.

Morgan's 75th anniversary in Malvern Link was made very special for me by the Anniversary Dinner that Bill arranged with Maurice Owen at his Pub in Upton upon Severn.

It was a very sad week for Barbara and me when we learned of the passing of Bill Button. Then in less than a week, we had news of Bill Fink's tragic fire.

Over the years, the people of the Morgan world have become our very special friends. In their memories let us continue to have great times together and cherish our relationships.

Bill Fink

From Brian Dearle

I first heard of Bill Fink not long after moving to San Francisco right after college in 1975, where I found temp and low-wage office work which paid my rent plus a few repair bills for my 1960 Austin Healey. I had bought that only once it became clear that I could not afford any example of my dream car, the time-traveling Morgan. I read that Fink had set up a clever workaround to import new Mogs, and I even drove by his little shop on Ellis Street a few times, sighing that I would never remotely afford the \$20,000+ cost of one of his creations, but glad he was keeping the British sports car dream alive in the post-Nader apocalypse.

Fast forward 20 years, I had managed to buy a rattletrap 1957 +4 4 seater, allowing me to reprise my limited skills and patience for the challenges of that vintage of British car learned from the Healey, and then a decade later switched to a 1980 propane 4/4 that Isis had initially prepared. I then met Bill for the first time, as he agreed to service my new pride and joy. This was during one of the long dry spells when there were no new cars to import, so he kept himself busy and employed doing repairs. I totally loved his space on Pier 33; if I could have done it, this would be my dream home/workshop. The long dark space, the nooks and crannies, the salty scent, magnificent view from the pier just outside, even the cats to control the other 4-legged occupants. I proudly took co-workers to show them "my car dealer", to oohs and aahs.

Dealing with Bill was straightforward and fair, with the added potential that one fine day, new cars would be allowed on our shores again and Bill might have one to sell me. In 1998 that day arrived, and he let me sit in a freshly unloaded +8. But these cost upwards of \$60,000, again well beyond my means but enough to turn me as green as the car with desire for one. The only thing off-putting besides the price, was the back plastic airbag-equipped steering wheel, which would look right at home in my tintop Subaru but seemed out of place on the Morgan. I asked Bill for options, and here got a sense of the fraught experiences he had been enduring for decades trying to placate



the government regulators in a David-vs-Goliath struggle. A very creative fellow, Bill seemed cowed by the hazing and stuck rigorously to the party line that the airbag wheel was all that was allowed, end of story. He could outwit the laws of conventional wisdom and engineering, and nearly those of physics, but red tape was apparently his most daunting opponent, one he managed to accommodate with great patience and persistence, and through rigorous compliance. In time I grew to appreciate this more; fate led me into the banking business, and though I rarely had to deal with the regulators directly, hearing the searing encounters of my co-workers with these people, whose overall goals were upstanding but whose demands and procedures often seemed loony to a business person, made me think of Bill's perseverance.

Being now pre-occupied with new car sales once again, Bill had little time for repair work and I saw less of him. Years later, finances slowly improving with age, I managed to trade up to a used 98 +8, just like the example I had drooled in years before, though in this case Dennis Glavis was able to swap out the plastic wheel for a lovely Moto Lita, apparently legally thanks to my signed pledge I would only use the car for "display". Indeed, it was proudly on display every time I drove it. I also acknowledged in writing that I took my life in my hands if I dared drive it sans airbag. Fair enough. I take my life in my hands every time I get out of bed and go to work. No airbags there either.

Soon after, I took the Plus 8 to join a MOA meeting at Bill's place in Bodega. Besides hobnobbing with the European Morganeers, what I remember most were all the peacocks he kept as pets. Good thing he lived in the country now; a peacock's cries can be heard as far as a San Francisco fire engine siren.

Time slowly passed, I got old, I was finally able to retire, and just then Morgan announced the return of the Plus 4 two-seater, the model I had always wanted above all others, available new to us for the first time in 50 years. I realized I could afford exactly one instance of extravagant, irrational expense to buy a new one, as my retirement present to myself. And I did. It has to last as long as I will, and it seems likely to. Even though I did not source it through Bill, it is clearly due to his lifelong efforts that Morgan agreed to dedicate a handful of rolling chassis to the quirky US market. As Bill said himself in an interview once, Morgan can sell all the cars they make without the US, and complying with our rules is such a pain in the ass they would rather not bother. My hat is off to Bill, Dennis and others for nagging the blokes in Malvern until they relented.

I note that most Morganeers in the local club display much higher moxie, skill and determination than I, in that they somehow keep the 50+ year old models on the road. I on the other hand appreciate being lazy and nonetheless able to drive a genuine 1930's roadster that actually starts when you tell it to, and doesn't leave you ever on high alert for the frequent changes in sound, smell, vibration or trail of liquid that portend the next thing needing attention. I've been there and done that, for decades. So when I first drove my new Plus 4 at Glavis's shop in Santa Monica, I was a bit disoriented: here was a genuine British old-school sports car all right, it was mine, I had the paperwork and blown-up bank account to prove it. And yet, something was off. Everything worked. Nothing leaked. Nothing squeaked. I had never encountered this in a British sports car, ever. It even had a new car smell.

But this bizarre condition was soon rectified. Just a few months later, I had an odd feeling in the sole of my left shoe as I pressed the clutch; when I looked down closely I saw that the pedal had fallen off. Crawling down into a familiar position from decades before, knees grinding the pavement,

stomach jammed onto running board, head inserted in claustrophobic tightness of the footwell, I gritted and turned the spanner to replace the pedal and tighten the bolt, muttering appropriate epithets. Some bloke at the factory was probably about to tighten this and was interrupted by teatime, and then, distracted, never completed the task. No matter, I did, and felt reassured I still owned the genuine, man-made (and man-foibled) article indeed.

Not long after taking delivery of my penultimate Mog, I finally managed to join an Oyster Run, having missed all the previous ones due to laziness, work-fatigue, or car-troubles. I was the last of the parade out of the sparking lot, just as a white Plus 8 rushed in, a fellow with a flowing grey mane at the wheel with a younger lady. Bill and Tcherek. He executed a quick u-turn and tailed me, then pulled up as Tcherek called out "where do we go?" I blurted out what I recalled from Larry Ayer's briefing: the oyster place on Tomales Bay. They at least knew the way. I am no race car driver, and Bill soon blitzed by me and I had to hustle to keep up. Later at Tony's, we jockeyed for seating, and I ended up at an inside table alone. Soon however none other than Bill and Tcherek, orphaned in the musical chairs, sat at my table, joined by my near-neighbor Paul Marchant. I had chatted only briefly with all these folks in the past, never with the luxury of shooting the breeze over a meal. I figured Bill, sitting right across from me, was the ideal source to answer two pressing questions that were none of my business but I was eager to hear: why was Charles Morgan dispatched by the family, and what is to become of the InvestIndustrial "partnership"? He did indeed have the inside scoop on both.

When it was time to hit the road, I thanked Bill for his fine company and insight, and shook his hand warmly. Bill is hero to us all, and I was pleased to get to know him just little that afternoon. Later, Tcherek found I had left my camera under the table, handed it off to Paul, who fate sent to find me at Pt Reyes Station, his bare-metal and black +4 SS to my two-tone red Plus 4, and happily return it.

Fate struck again only hours later, and I was totally stunned to read about the fire that took Bill from us that very night.

Remembering the past with Bill and Steve By Larry Ayers

It's nearly impossible to remember the passing of Bill Fink without recalling his relationship with Steve Miller - two of the San Francisco Bay Area's automotive "movers & shakers" going back to the 1970s.

When I first met Steve, his shop was located on Gough Street under the freeway overpass in San Francisco. I recall seeing the lovely black DHC belonging to Marj Naughton there for some chassis repairs. At the time, I was working at ABC-TV on Golden Gate Avenue just two blocks from 469 Eddy Street where Steve relocated his shop in the early 1970s. It was a pleasure to walk the two blocks during my lunch hour and pop in to the shop to see what Morgans were present and who owned them. At the time, I was the proud owner of a 1964 +4 four seater that a Berkeley College Professor sold me in 1969. Maroon with black wings and a black interior. My first experience with Morgan ownership and the beginning of numerous other ones.

One of my visits to Steve's garage included an introduction to Steve's new business associate, Bill Fink, who was always busy. One of the vehicles in the shop was an aluminum bodied JAP three wheeler that I passed up buying and I believe it went to Seattle. There were other Morgans that rotated in and out the doors either finding new owners or being repaired for club members.

Both men later went their separate ways as Bill moved his work to the end of Pier 33 on San Francisco's Embarcadero. It was rather a long walk from the street to the foot of the pier where ISIS was located in a series of shipping crates serving as office, sales, and repair facilities. The Morgan club had several parties at the facilities, one quite memorable when Peter Morgan visited. This was special to me as Peter kindly autographed the Morgan books I had brought along.

Throughout the years, many of us visited Bill on Pier 33 before he moved his repair facilities to Bogeda and his residence as well. Though his location was out in "the boonies" it didn't deter us from visiting and enjoying gatherings and we



Bill &
Steve

always enjoyed seeing the peacocks and deer roaming the property. We're going to especially miss those gatherings and the gracious hospitality offered by Bill and his wife, Judy.

Bill had his own way of creating Morgan solutions to problems. At the forefront perhaps was his development (with Steve) of running Morgans on propane and installing safety features to make Morgan imports legal. His creation of the Morgan +8+ was a more recent chapter that was embraced by enthusiastic owners.

Another chapter. When Steve closed his shop and moved it to Emeryville, occasional "tech sessions" were held as one of the club's events. By this time, Bill, had moved of course to Pier 33 and set up shop.

Steve moved again some years later to Grand Avenue in Oakland to a location that was not favored by his current wife because of her fear of crime in the area, so Steve moved again. This time to San Leandro and his shop was in a residential area that was perhaps a little safer. His business was conducted in a midst of a hoard of Morgans crammed into the facility. To date, I'm uncertain whether or not he is still in business there.

Bill's passing has left a huge void in the Morgan world especially in the lives of so many of the Northern California Morgan Club member's lives. We wish him heavenly traveling and pray that his spirit continues with us in all of our Morgan club outings and gatherings. He was always a gentleman, a person we could call on for a solution for any of our Morgan problems and we'll never forget his generosity and friendship. Rest in peace, my friend.



San Francisco Chronicle 19
★ Fri., Aug. 20, 1976

Breezy Comeback For a Sports Car

By Charles Pettit

After years of effort, import car dealer Bill Fink has succeeded in returning to America an English sports car costing just \$14,500, with the following features:

A drafty top, no windup windows, no door locks, no trunk, a ride as soft as a brick, styling that hasn't changed much since the 1930s, two rather cramped seats, a leather strap over the bonnet, and a fuel—propane—that could be rather hard to find late at night on a lonely road.

The car is a Morgan. The \$14,500 version has a powerful V-8 engine. The four cylinder model is available for only \$10,500.

To get it here, Fink and a partner, Steve Miller, had to figure out for themselves how to beef up the doors and bumpers to meet federal safety standards, as well as engineer the propane conversion kit to meet clean-air laws.

Fink and Miller are near the top of the heap among the small, but fierce, cult of Morgan fanatics.

Since federal safety and emission laws began stiffening in the mid-1960s, fewer and fewer Mor-

gans have made it to these shores, and the factory in Malvern Link, England, gave up exporting Morgans to the U.S. altogether in 1972.

And since the factory turns out fewer than 500 cars per year, there never were very many Morgans in the first place.

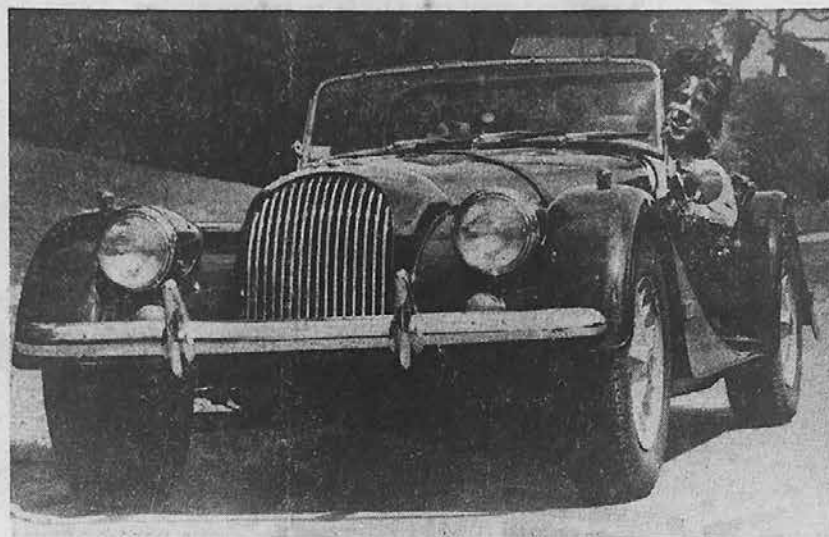
The loyalty of Morgan owners, however, is legend in car circles.

When the trickle dried up, the "price just skyrocketed — used Morgans that cost \$2000 in 1970 are worth \$8000 now. Miller said in the Morgan shop here, a white garage at 469 Eddy street.

Fink used to bootleg Morgans into this country, buying them up used in England and selling them here without benefit of a dealer's license. Now, however, he is legal, and calls his business Isis Imports Ltd. He handles imports, while Miller takes care of mechanical work and makes a business of rebuilding wrecked Morgans.

Since word went out a week ago that new Morgans were coming in — all of two per month — the phone has been ringing off the hook with calls from as far away as

Saved and submitted by Sam Logan



By Dave Randolph

Dealer Bill Fink grinned from behind the wheel of a Morgan, an English sports car.

the East Coast and Canada.

A Morgan, in a word, is different. Called by its addicts the last of the real sports cars, it contains a wooden chassis and a suspension unchanged since its design by H.F.S. Morgan in 1910.

Fink said the cars, which cost \$5000 to about \$8000 in England (where there is a one- to two-year waiting list) are being modified to

meet U.S. requirements entirely at the shop here in San Francisco.

This means rebuilding the doors, putting on new bumpers, and taking out the gas tank and putting in a propane conversion kit.

Propane burns more cleanly than gasoline, allowing the motor to meet smog laws. It is cheaper than gasoline, about 48 cents a gallon, but isn't as convenient to find.

The classic Morgan styling changes only slightly over the years, the result of a vow by Peter Morgan to maintain his father's traditions. Internal changes have been only to upgrade seats, instruments, engines, and brakes.

The Morgan, Fink said, brings people back to "the truths about serious motoring."



Morgan Trike Addiction By Larry Ayers

It's not a case of catching the Asian flu or the Corona Virus (COVID-19) but an entirely other strain of disease. Perhaps disease is too strong a word. Let's substitute addiction for disease, and in this case, it's the compelling acquisition of Morgan three wheelers. Some may suggest the term "hoarding" but that may miss the mark.

At any rate, for a period of fifty years (since 1970) when one has owned a total of more than twenty of this model (Morgan three wheelers, of course) that individual must surely be addicted. Love of a particular make of car can possess a person and never let go unless they become satisfied with having owned a variety of models, sampling each one in a special way before selling/trading for another model, different motor, various body style, paint job, etc. The list goes on with only a few having been worth keeping.

I confess that I am an addicted individual having owned a wonderful variety of Morgan trikes ranging from 1927 through the 2013 year models. The early models, produced from 1910 through 1931, were manufactured by the Morgan Motor Company, Ltd. in Malvern Link, Worcestershire, England and driven by two chains and sprockets via a bevel box. These early models had no reverse gear so it became advantageous to carry a passenger with a good attitude who was able to push on occasion.

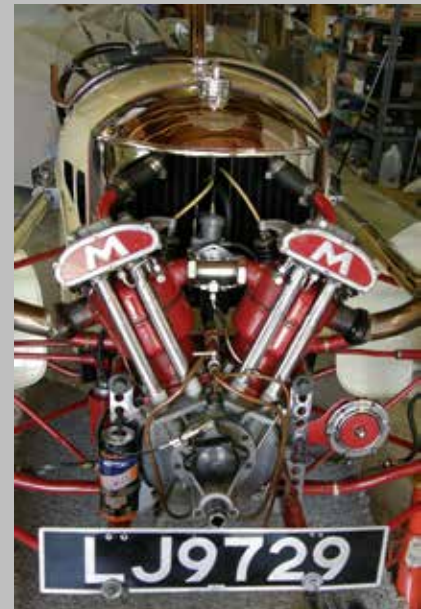
The two-speed models were a true cycle-car and always a



My first 3-Wheeler • 1934 MX Family model



Matchless MX4 motor



"MossMog" • 1934 Super Sports



"Old Rose" • 1932 JAP Aero (total frame-up restoration)



"Grasshopper"

Continued next page



Concours winner • 1930 JAP Aero



Flying M Radiator Mascot



St. Christopher Protection on Dash



JAP Super Sports



"Red" • 1930 JAP Super Aero • Brooklands Gold Star Racer



Chassis bare bones



2-Speed Push Reverse • 1931 Aero



1929 Blackburne Morgan/GN • rare modified 4-wheeler



"opper" • 1948 F-Super (Bought then sold, bought back sold again)



"Poppion" • 2013 5-Speed S&S motor

Trike Obsession, cont'd

challenge to keep on the road as was any antique motorcycle of that vintage. But the joy of navigating down the roadway in such a vehicle made the efforts worth every drop of sweat and frustration.

The three-speed and reverse gearbox models made their appearance in 1932 and persisted through 1952. The gearbox models made operations more tolerable, and the demand for an able-bodied passenger was perhaps less of a request, but certainly not unwanted, especially during a rally.

All V-twin Morgans sported hand throttles, choke, and ignition advance and retard controls on the steering wheel. With three-quarter turn lock-to-lock steering, this presented no problem unless your shirt sleeve became caught in the levers creating several exciting moments.

Having a V-twin wasn't the only model of ownership. The four cylinder Morgan trike made its debut in 1933 and became a more civilized form of operation with a foot throttle and turn-key ignition.

Interchangeable wheels, plus a spare one, lacking in the two-speeder models, signaled ownership sanity.

A trike weighing close to 950 pounds and fitted with either a lusty V-twin or four-cylinder Ford motor was a natural for racing. The high power to weight ratio resulted in a vehicle that could outperform most other makes on the road during the vintage years of motoring. From the very beginning, racing Morgan trikes became the norm after they were victorious in track and rally events.

Morgans race against other light cars and motorcycle outfits. Competing against each other is challenging for the driver and a thrill to watch for the spectator. You can see these races at various venues around the world and on U-tube.

Shifting gears. The claim is that from 1910 to 1953, some 40,000 Morgans were produced, both in the U.K. and in France under the Darmont name. Of that number, perhaps 2,000 survive world-wide, but many are languishing, stored in some shed or garage, neglected and non-running. Around 140 of the make reside in the U.S. and occasionally surface for restoration or maintenance perhaps to

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find their way back on the road.

What is the favorite year and model that I've owned over the years? It's the one I am either working on, racing, or participating with in some car club event or vehicle show. The most famous Morgan three wheeler that I own is one named, Red, a 1930 J.A.P. Super Aero that achieved fame while racing at Brooklands and other tracks in England during the 1930s. Red holds the world's records for the standing start mile and kilometer at Brooklands for piston-driven three wheelers, and always will. It holds several other British records that will always remain.

I acquired Red in 1977 with a swap for two B.S.A. three wheelers and decided to race it after watching several other Morgan trikes racing. Red has competed since 1996 in over 60 track sessions at various tracks around the country on both the East and West Coasts. I researched the car since it left the Morgan Factory, and over a 20 year period, had acquired enough materials to write its history from new. The book, "A Morgan Called Red, Brooklands to Laguna Seca" is available to enjoy, and was truly a labor of love to research and write.

I am still racing, perhaps for several more years. Red is no longer racing as I moved on to a later model Morgan, a 2013 5 Speed model with an S & S V-twin coupled to a Mazda gearbox and modern features. I've been racing this Morgan since 2017.

Tinkering with Morgan trikes, driving them with the levers on the steering wheel, and listening to the whirling chains and sprockets on the rear wheel makes my blood flow. Watching those exposed valve springs bobble up and down and the pushrods spinning and jogging is part of the draw in owning an exposed-engine Morgan trike. The exhaust rap of a lusty V-twin motor and the associated vibration and solid suspension ride of the vehicle adds to the adventure of driving one. Then there is the sheer pleasure of just looking at an example of one and imagining yourself in the driver's seat motivating down the road with your right thumb engaging the hand throttle.

My love and addiction with Morgan three wheelers continues. If you get the opportunity to catch a ride in one perhaps you'll agree, and if the bug grabs you, please do hold me responsible for your habit.



From the Editors

Fred and Ann Thompson

First, I thank all those who I have have spoken to over the past 2 months, and who have submitted in text their memories of Bill Fink. Bill was a significant force in keeping Morgans on the road and he will surely be missed.

Even though many of us have been communicating on the phone or by Internet, the inability to see all of you in person or on the road has been a loss. We will do our best to keep everyone informed regarding any future Morgan events.

In the meantime, since we are now sheltering in place, the editorial staff thinks it would be a good time to remember all those wonderful Morgan events and be grateful for those gatherings we have had in the past. I know that so many look forward to each edition of the Morgazette and we want to keep each publication interesting and enjoyable.

In that regard, when thinking of past events, we would be grateful if you would write up your reflections and include any photos you may have of those fun times. These stories could include your most memorable experiences: locations, number of miles and days, breakdowns and on the fly creative fixes, etc. We will try our best to include those in upcoming publications throughout the year.

As always, please send your drafts to: MSCNCnews@gmail.com

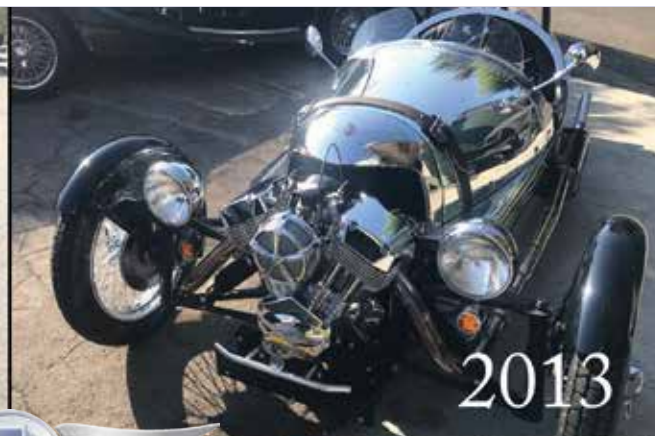
Thanks and keep safe,

Fred and Ann

See pages 16 ff. for Elaine and Philip Fisher's trip down memory lane . . .



1963



2013



1953



2019



DRIVEN AT HEART

THIS JUST IN... Received special Morgan papal dispensation...
One More New V6, 3.7 + One More New PLUS 4!!

Order in your colors and options. One of each! That's it folks...Don't get left behind!!



3 WHEELERS:

NEW 2020 Morgan 3 Wheeler
Fashioned after the 2010 Geneva Show "RAF Spitfire" Edition

2013 Morgan 3 Wheeler
Polished Alloy Body, #5/50
Brooklands, 115 original miles!

ROADSTERS:

NEW 2020 Morgan 3.7 V6 Roadster
Ferrari Grigio Ingrid Metallico with Honey Tan Leather // COMING SOON

NEW 2019 Morgan 3.7 V6 Roadster
Champagne Metallic/ Sky Blue
Yarwood leather, Black Wire Wheels

NEW 2019 Morgan 3.7 V6 Roadster
Tribute '65 America, Avril Blue Pearl
Met./ Saddle Leather with tan piping
and accents, mohair top, alloy wheels,
A/C // IN STOCK

NEW 2019 Morgan Plus 4 Glacial
Silver Body/ Black Wings/Scarlet Red
Leather; Club Sport spec tuned ECU
and exhaust, In Stock

2010 Morgan AERO SUPERSPORT
Black, Red, 2.7k miles

2005 Morgan AERO 8 Green
Metallic, Tan, 2.7k miles

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

1989 Morgan PLUS 8, Silver/Black
leather, gasoline conversion, 5-speed,
49.6k original miles, California car

1967 Morgan PLUS 4,
DropHead Coupe, Ivory/Green
Wings, Ivory leather // NEW
GREATLY REDUCED PRICING

1967 Morgan PLUS 4, Four
passenger SuperSport perfect
clone, ground up restoration

1963 Morgan 4/4 New Cream and
Red paint. Red leather, 1600cc Dual
Webers, headers // 85% DONE

1963 Morgan PLUS 4 SUPERSPORT 1 of
101 Factory SuperSports, Rolls Royce
Green Velvet (dark British Racing
Green), Black leather, Black mohair
weather equipment, Black wire
wheels // EVERY NUT AND BOLT CORRECT
RESTORATION TO HIGHEST STANDARDS.

1962 Morgan PLUS 4 Four Seater
Roadster, White with black leather

1958 Morgan PLUS 4 DropHead
Coupe, Regency Red/Black // 100TH
ANNIVERSARY BEST IN SHOW WINNER

1953 Morgan PLUS 4, Ming
Blue/Black Monterey Historics
History, stunning!!

OTHER MARQUES:

1960 Austin Healey BUGEYE
SPRITE Healey Iris Blue/Navy
1275cc Weber 40, header +
more // ALL UPGRADES POSSIBLE

1927 Bugatti TYPE 52 Alloy, 1 of
499 ever built Set up for battery
propulsion forward or backward.
Tan Leather interior, knock offs,
cable brakes. // CHILDREN'S CAR

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29 Years of Morgans Over America Adventures

In the late 80's, a "colorful" British podiatrist Jeremy Harrison decided to fulfill his childhood dream of driving a car thru a Sequoia tree. In 1990, along with Mark Braunstein (MOG South), Steve Roake (MSCCNC) and Keith Cox (MSCCNC), Jeremy pulls together an adventure called Morgans Over America (MOA), bringing together Morgans from UK, Sweden, Germany, Switzerland and Denmark to join with US Morganeers. Jeremy was the leader and a star in his Luscious Lilac Morgan +8. At the time, no one imagined that there would be future Morgans Over Americas. However, so much fun was had by all that eventually there would be 6 more MOAs, five years apart, except for MOA VII which fortunately was held in Spring 2019. Spring 2020 would not have been a good year for it!

Over the 7 trips, 44 States and 6 Provinces were visited with some repeat visits to the best sights. Trips were from 5000-6500 miles each, and 4 to 7 weeks long. Participants so enjoyed the adventures, that several returned for two trips and a few participated in several trips: Jim Taylor (6) Bob Murray, George and Kathy Tollworthy (5), Jeremy Harrison, Fiona Cowley, Colin and Callie Cundy, and Ken and Pat Miles (4), Steve Roake, Roger and Linda Lacey, Steve Kellerman (3). My apologies for any errors and omissions here.

Philip and I were fortunate to attend all 7 of the trips in 3 different Morgans, increasing our capability to keep up with the group. By MOA III, we were involved at various levels in the planning and execution of the remaining trips, along with Jeremy, Steve Roake, Ken Miles, Kathy Tollworthy, Linda Cannon, and several travel agents. By MOA VII, Philip and I did all the organizing.

When we look back as to why we were compelled to drive in a Morgan over 50,000 miles, there are three huge joys: 1) making people smile when they see the Morgans, 2) the many friendships of people around the world that all have developed, and 3) the thrill of driving on wide open roads. The places we visited, the people we met along the way, the generosity of other Morganeers and dealers, and planned and spontaneous Birthday and Anniversary parties added to the enjoyment of the trips. Many restaurants provided tasty meals for us. "Table for 30, separate checks please", became a frequent request that was usually accommodated.

Memories of MOA

by Elaine and Philip Fisher

Another benefit of these trips has been the creation of other trips including a Borrowdale, UK reunion followed by Morgans Over Ireland in 1997, Morgans to Alaska in 2003, Morgans Over New Zealand Again in 2014, and hopefully Morgans Over France in the Fall 2021. They also resulted in our purchase of one of the British Morgans that we keep in the UK.

On the first 5 MOAs, shippers were only able to pack 2-3 Morgans in a container to ship them to the US. For MOA VI and VII, racks became available allowing for packing 5 Morgans in a container, greatly reducing the shipping cost. There were some shipping delays that had us biting our nails that the participants would have their Morgans in time for the trip. "Just in time" became the reality even when many days slack time was built into the schedule.

As these are Morgans that we were driving, the group had to overcome many "mechanical" challenges, many of which any Morgan owner has experienced. For most of the trips we had no backup vehicle and relied on shared ingenuity, AAA or Good Sam, the kindness of people along the way, MMC loaned spares, and overnight FedEx. At times, we left people behind while their Morgans were fixed. Then they had to catch up with the tour, mostly with very long days and many miles.

A few of the many challenges the group overcame were:

- blown head gasket in Death Valley, replaced in the motel parking lot with overnight parts,
- pierced Roadster sump dumping oil in Yosemite, repaired by the local garage with overnight parts from Morgan West,
- many electrical failings, starter, or spark plug failures repaired at local "mechanics" including towing a Morgan on and off the Canada/US Ferry,
- non-injury accidents requiring alternate transportation,
- radiator, overheating and fan problems requiring emergency repairs (otter switches) or alternate transportation,
- wind screen shattered by a vulture repaired at a local glass shop,
- many windscreen chips repaired or not,
- flat tires especially wire wheels,
- a new Morgan and a rebuild "lemon",
- clutch and master cylinder failures,
- hand brake cable failures,
- minor body damage,

- broken racks,
- shock problems, and many more.

On all the trips, our 3 Morgans have been relatively reliable. We drove our 1970 4/4 4-seater for MOA to MOA IV. Our biggest problem was on MOA IV when out on Route 66 in Oatman, AZ, a long way from anywhere, our transmission failed. We called upon our resident tow truck which took us and the Morgan to Prescott, AZ, that night's stop. The following morning, AAA towed the Morgan and Philip to Phoenix, AZ, while I joined Linda Cannon in her Morgan to continue on the trip north-easterly. Philip ordered a 5-speed transmission Fed-ex from Morgan Spares in New York, which arrived a day later and was installed by Sports Car Service in Tempe. Philip missed his Birthday Party in Grand Canyon and caught up with us in 3 days later in Canyon de Chelly, NM.

On MOA V, we drove our 1992 Plus 8, and thankfully don't recall any issues with it.

On MOA VI & VII, the Aero 8 had a few problems:

- we had replaced the electric power steering pump/motor after a FLOGMOG. Three times it "broke again" which Philip was able to resolve by replacing or switching

around fuses,

- the windshield washer tubing dislocated causing fluid to dump onto the dashboard electrics, causing all kinds of temporary instrument failures resolved after drying out,
- the clutch master cylinder failed, requiring parts shipped from UK via Morgan Spares and local BMW parts, and a repair by Bavarian Werkstatte in Washington, Utah,
- ruptured radiator reservoir overflow joint repaired the next day "creatively" by Emmett's Auto Repair in Klamath Falls.

Other issues that were dealt with included:

- multiple people with food poisoning,
- personality incompatibilities,
- leaving clothes/items behind,
- getting lost,
- speeding or going too slow tickets,
- lost keys,
- extreme heat, extreme cold, and very wet,
- stow away dogs, and much more.

Would we do a MOA VIII? Definitely, if someone else plans it, and we can still get out of our Morgan. Our apologies to any errors or omissions in this article.



Philip and Elaine on MOA II



George and Bob on MOA II



Marilyn and Dave Bondon



Pat and Ken Miles



Baseball game – 1st ever for some

Remembering MOA, cont'd



MOA- 1990 -San Francisco to Washington DC including MOGWEST with extensions to Luray and Niagara Falls- 23+ Morgans- UK (8), Swiss (1), German (1), Danish (1), US (12 +)- Main trip 20 days with a 12-day extension. We drove our car from DC back to Chicago, and put it on a train home to CA., and flew home. Our intention had been only to go as far as Yellowstone, but day by day, we called back to work for more vacation time and continued on to DC.

MOA II- 1995-Over the West- San Francisco to San Francisco clockwise to Jasper, Banff Yellowstone, Grand Canyon, Death Valley- 25 Morgans- UK (12), South Africa (1), US/Canadian (12) plus 1-US tintop and 1-UK van. Total of about 38 days.

MOA III- 2000-Keith Cox Memorial- New Orleans to Nova Scotia with extension to Hershey, PA.- Total of about 34 days. Morgans- Five of us shipped our Morgans to New Orleans from CA and back from Hershey.

MOA IV- 2005- San Francisco to New York via the Great Lakes- 42 Morgans- UK (20), US (13), French (3), Swiss (2), Canadian (4). Total of 39 days. Six of us shipped our Morgans back from Baskins Ridge to California.

MOA V- 2010- Over the West Again- San Francisco to Cambria, CA via Bryce, Yellowstone and Canadian Rockies and down the West Coast. 15 Morgans- UK (4), US (8), French (2), Canadian (1). Total of 43 days.

MOA VI- 2015- Steve Roake Memorial- Savannah, GA to Norfolk, VA via Quebec City, Prince Edward Island, and down the East Coast. Total 43 days. Philip and I drove to the start towing the Aero from SF to Savannah along with the Taylor/Baron's and Myers, and drove back alone to CA. 21 Morgans- French (2), Canadian(2) , Kiwi's (5), British (5), US (7), and 2 Aussie's in a Mustang convertible.

MOA VII- 2019- Best of the West- Newport Beach, CA to Redondo Beach, CA as far south as Tucson, AZ, north to Yellowstone Natl Park, down the Oregon and California Coasts and Yosemite- 18 Morgans- US(6), Kiwi's (5), UK (5), France (2), and 2 Aussies in a Buick convertible . Total 51 days.

Our apologies to any errors or omissions in this article.

More information is available on www.morgansoveramericavii.blogspot.com with links to prior MOA's and Gerry and Grae's MOV VII Blog.

MOA IV Photos at Bill Finks at <http://smogthis.net/MOA.html>

The Saga of DaseMae [& Linda Cannon]

DaseMae left San Luis Obispo on June 7, 2010, having had the trusted mechanic's blessing of "all is well" after having a new electronic ignition installed as well as a clean bill of health. Then it all began - 4 days before the start of Morgans Over America - sputtering and coughing from Gilroy to Walnut Creek after filling up with petrol.

It continued unabated until Modesto on June 11 when a shot of STP in the gas seemed to provide a cure. The STP worked going over Tioga Pass but the illness resumed by the time Tonopah was reached.

Changing the fuel filter and even adding an additional one seemed to help, but by the time we reached Springfield the battery was dead. A new generator and regulator was ordered to reach us in Kanab. In Kanab the new generator was installed and the battery was recharged via a borrowed extension cord. This the 10th day of the exercise.

The following day, in the middle of the desert enroute to Page, DaseMae gave up and wouldn't start again. Several hours later, on the back of a Tow Truck, DaseMae led her entourage to a shop in Page for the night.

Day 12 in Page the mechanic found the generator and regulator were not working. They were replaced yet again. Finally on the road by 11:00 AM - but only for 8 miles where yet again the desert claimed it's victim. A wait for another tow truck back to the shop where the ignition switch was bypassed in a fancy hot-wire scheme. No guarantees that the lights would work however. By the time the entourage arrived in Cortez it was dark and the lights would not work. By sandwiching DaseMae between the Plus 8s of the Fishers and Alan Marsh, the trio eventually reached the hotel at 11:00 PM. A couple of GT's later, everyone was in bed.

The 13th day, DaseMae rested and was recharged by another borrowed extension cord.

Day 14, Sunday, the 10th day of MOA, DaseMae was treated to her very own extension cord in Durango. Truly the world's first electric powered Morgan! This allowed ascent of the Million Dollar Highway without a hitch. Even going up through the Rocky Mountain National Park was reasonably successful the next day.

At the British Car party in Fort Collins a mechanic in attendance discovered shorts in the ignition switch caused by over insertion of the wire clips. this seemed to cure the battery charging problem. From Fort Collins



to Casper, Ken wound up piloting DaseMae for her frustrated owner. At Paul's birthday party that evening, the local Ford Dealer stopped by having noticed 14 Morgans among the other vintage cars in town that day. He recommended a local mechanic who obtained a new set of spark plugs.

After a bit of a "Three Stooges" exercise Thursday morning the new plugs were installed. It turned out that the original plugs installed by the "proven mechanic" in San Luis Obispo were the wrong type - short ones instead of the requisite long BP5ES reach plugs. When restarted, DaseMae finally ran on all four cylinders. A stop by the local mechanic's shop resulted in a compression check (passed) and a timing advance to suit the higher elevations and a recommendation that new spark wires be installed (new ones not found). This completed, Friday and Saturday days 15 and 16 of MOA DaseMae did well until she reached Yellowstone Lodge where she refused to start up to go to bed in the carpark.

The next day June 27, day 20 of the trials, a new set of plug wires that Ken happened to have (because they were the wrong color) were installed. During this installation it was discovered that the new plugs were not fully tightened by the mechanic in Casper - too much BS amongst the troops I guess.

Two generators and regulators, correct length spark plugs, new spark plug wires, added fuel filters and curing of the ignition switch shorts later, DaseMae finally returned to her good old self, performing unfettered throughout the remaining 26 days of Morgans Over America.



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