

Inside

Reports on:

- Turkey Trot
- Holiday Party
- Boxing Day Run

Interview with Helen Cataldo

... and more



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

November ~ December 2017



The Morgazette

Newsletter of the Morgan Sports Car Club of Northern California

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

Club Officers 2017

President • Elaine Fisher
togetelaine@gmail.com

Vice-President • Maggi Craig
maggicraig@sbcglobal.net

Secretary • Lexa Most
408-248-6492 *lexamost2@gmail.com*

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

Board of Directors • Pres/VP/Secty/Treas plus
Wendell Bain, Gordon Craig, Paul Marchant

•

Activity Chairperson • Angie Larsen
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New Membership • Audrey Haines
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**Registrar, Membership Renewals &
Contact Information Changes** •
Bob Koupal (address in club roster)

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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:

Feb 12 for Jan-Feb 2018 issue

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

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

Donald and Beth DeLuca
Jamestown, CA. 95327
1953 black/yellow +4

**Please remember to send
in your Club Membership
DUES
ASAP to Bob Koupal**

**Cover Photo: Gordon is photographed taking pay offs
from Mogs in front of the Mare Island Museum Naval
Yard at the start of Turkey Trot November 18.**

Photo by Larry Ayers

Club website: ***www.NorcalMog.com***
maintained by Tcherek Kamstra



*** 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)

Proposed Activities Calendar for 2018

JANUARY 2018

*14 SUN• Planning Meeting – contact- Ellen Jo Baron **See Flyer**

28 SUN • Oyster Run - Marin Coast Area - Contact Larry Ayers & Donna D. **See Flyer**

FEBRUARY

OPEN—Presidents day run? Chinese New Year run and meal?

MARCH

OPEN

APRIL

23-27 -- SPRING MOG –contacts- Bob Frisbey & Sam Logan - **See Flyer**

MAY

OPEN

JUNE

OPEN

JULY

13-15 --MOG WEST **See Flyer Getting Rooms**

AUGUST

24 -Friday - Steck/Yee party (Monterey Car Week)

SEPTEMBER

FLOGMOG ?

OCTOBER

OPEN

NOVEMBER

date tbd - Turkey Trot – contact Gordon Craig

DECEMBER

date tbd – Christmas/Holiday Party

JANUARY

date tbd -2019

SOME NEW IDEAS FOR 2018 INCLUDE:

Sent to us by Dennis Glavis

1. The Unique Village of Ferndale
2. Incredible Day Trips You Can Take By Train
3. The Wheel House In Dunsmuir Ca.
4. Shipping The Morgans Across The Pond For A Week

NOTES FROM THE ACTIVITIES CHAIR:

Looking back on this past year, I became painfully aware that I did not give praise and thanks to our club members who went the extra mile (no pun intended) to plan runs and events for all of us. We had a very good year thanks to you all.

January: Planning Meeting—Thanks, Ellen Jo & Jim Baron

February: Chinese New Yr.—Thanks, Doug Hamilton and Grant Larson

March: Oyster Run—Thanks, Donna Dell'Ario and Larry Ayers

April: Mission Padua Tour—Thanks, Martin Mieger and Lexa Most

April: Sliding Pillars Tour (aka Spring Mog)—Thanks, John & Barbara Burks with Gary & Francine Marquis

May: Wine & Mine Tour: --Thanks, Doug & Joyce Hamilton with Grant and Angie Larson

June: Carson City--Thanks, Don Henry

July: Mog West-- Thanks, Audrey Haines & the whole Morgan faithful gang

August: Monterey Car Week-- Thanks, Loren Steck & Annette Yee.

Continued on page 21

Election Results...

From Bob Koupal, Registrar and Lexa Most, Secretary



Bob Congratulates Lexa

At the delightful and festive MSCCNC holiday party held on December 10, 2017 at Zio Fraedo's Restaurant in Vallejo, election results were announced. Bob Koupal, club registrar, had received and tabulated the 60 ballots that were returned, and revealed the club officers for 2018. Thank you, Bob, for handling this task, and for adding a note of suspense to the announcement. Bob reminded those present that each vote counts, and that one contest was decided by a margin of ONE vote!

Officers for 2018 are as follows:

President: Elaine Fisher

Vice President: Wendell Bain

Secretary: Lexa Most

Treasurer: George Tollworthy

Directors: Gordon Craig,
Paul Marchant, and Greg Powell

Thanks to all those members who sent in your ballots, and to those who have been meaning to do so but just haven't gotten around to it, never mind.

The first meeting of the newly elected club board will be determined by Elaine. THANK YOU, Elaine, for arranging a terrific holiday party!

Submitted by Lexa Most, Secretary.



Bob Thanks Elaine for another year of service.



Wendell accepts the Vice-presidency from Bob



Bob gives George an ongoing vote of confidence

The Prez Says...

By Elaine Fisher, President



As 2017 comes to a close, I hope you all had a wonderful year of enjoying your Morgan, both through participating in club events, and just off driving your Morgan for enjoyment. If your Morgan wasn't running this year, let's hope you can get on the road in 2018 and join in with us.

It has been a pleasure to serve as your President for 2017. I have mentioned in prior Morgazette editions as to what the Board has accomplished this year, and for that, I sincerely thank all the 2017 Officers & Board Members for their input and support. Behind the scenes, I thank Bob Koupal for all his well done tasks as Club Registrar; Audrey Haines for her welcoming job as New Membership Chairperson; Gordon Craig for taking on the added responsibility for Advertising; Larry Ayers for keeping Club History intact; Audrey and David Haines and Gerry

Willburn, and all those who helped them for MOGWEST.

Many club members have also organized fantastic events throughout the year, and I sincerely thank each one of them, as well as Angie Larson for being the Activities Coordinator. Angie has agreed to continue in this role for 2018. Also a huge Thank You to Gordon Craig and Donna Dell'Ario for the fantastic Morgazettes that they assemble 6 times a year.

It seems that I have been elected again to serve as your President for 2018. I do trust that someone else will step up to the role for 2019, as I will be unable to do it because of planning and leading Morgans Over America VII in 2019. Wendell will be the new Vice President, with Lexa Most re-elected Secretary, and George Tollworthy, re-elected our trusted Treasurer.



Paul Marchant and Gordon Craig remain on the Board with "youngster" Greg Powell added to the Board. Lexa and I will have a challenge to hold our own against all this Morgan testosterone.

What a pleasant surprise to have 77 people attend the Holiday Party at Zio Fraedo's in Vallejo! It has been many years since we had such a great turnout. The evaluation results

have been sent out to you via email, and I was pleased to see great improvement over our 2016 event. I am looking into a repeat performance for 2018. A big thank you is given to those who helped our widows to attend the event; John and Barbara Burks who transported Thorley Murray, and Doug and Joyce Hamilton who transported Allene Sieling. Thank you also to Bob Frisbey who proposed a standing toast to our recently departed and loved Bob Murray. Thorley with Wendell's help will continue with the Bob Murray Follow-Me Tour that the Murrays sponsored for many years.

We hope to see you and your ideas at the Planning Meeting on January 14, 2018 at Taylor/Baron's in Los Altos (flyer included).



3 WHEELERS:

New 2017 Morgan 3 Wheeler
Polished Alloy Land's End
Trials Edition // 5 OF 5 FOR THE
WORLD - LAST ONE AVAILABLE

2015 3 Wheeler Black, Electric
Blue leather // HUGE PRICE REDUCTION

2014 3 Wheeler 128 Special Spec
Jaguar Stratus Grey metallic // 1 OF 1

2013 3 Wheeler Porsche GT
Silver metallic // 1744 ORIGINAL MILES

2013 3 Wheeler Charcoal Grey
Metallic // 1250 ORIGINAL MILES

ROADSTERS:

New 2015 Morgan Roadster '65:
Montblanc White/Sable Leather,
340HP // BEST IN SHOW - MOGWEST 2017

2014 Morgan Roadster '65: RAF
Blue/Saddle Leather, 340HP

2006 Morgan Aero 8 Silver
exterior/medium Blue leather
interior with grey piping

2005 Morgan 3.0 Roadster Two
Tone Metallic Blue/Blue leather

2005 Morgan 3.0 Roadster
BRG Metallic/tan, 1,800 miles

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

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

Morgan
WEST

Authorized Morgan Motor Car Dealer

WWW.MORGANWEST.NET

WWW.ALLARDWEST.COM

(310) 998-3311

2000 Morgan Plus 8 Cranberry
Metallic/Magnolia Ivory
with dark red piping

1970 Morgan Plus 8, Yellow,
Black Leather, newly rebuilt
3.5 liter, V8 16 valve engine

1967 Morgan Plus 4, DHC, Ivory/
Green Wings, Ivory leather

1967 Morgan Plus 4, four
pass SuperSport perfect clone,
ground up restoration

1963 Morgan Plus 4 Four
Passenger Roadster, Regency
Red/Black leather

1963 Morgan Plus 4 SuperSport,
BRG/Black leather

1959 Morgan Plus 4 DHC, BRG/
Black Wings, black int. very nice

1935 Morgan F2 VIN #F246

OTHER MARQUES:

Allard J2X, Mk III

1985 Renault R5 Turbo
White Metallic/Tan

1972 Lotus Elan Sprint Lagoon
Blue over Cirrus White

My Impressions of High Plains Drifters

FLOG MOG Fall 2017 • Donna White

Donna and Dave White live in Arcata, CA and have been coming long distance to FlogMogs and SpringMogs the last couple of years. They drive a 35th Anniversary +8 (see their prize winning photo, as awarded by Donna DellArio and Gordon Craig) and they add a lot to the party. Donna wrote a wonderful piece that arrived too late for the Sept-Oct Morgazette. So, happily it is published here. Thanks Donna and Dave, editor

Since the invention of the automobile intrepid adventurers have been wandering this Nation's highways and byways. Not for the tiresome business of getting from point A to point B as fast as possible, but to strike out for parts unknown for the pure pleasure of the drive.

I was reminded of this as our Northern California Morgan Club began our journey, heading east from the Strawberry Inn on Hwy 108, the air was brisk and the road winding and steep. Perfect. We were treated to glimpses of this season's first dusting of snow on the nearly ten thousand foot summit of Tioga Pass. Coming down the far side of the pass we had a spectacular view of the valley to our east and encountered the first of many controlled traffic stops. These were to prove our most tedious of trials.

Continuing east on Hwy 120 the brilliant blue of Mono Lake sparkled in the cold morning sunshine. It was gratifying to see the lake so full. A short distance away I was surprised to see so many trees in an area I expected to be desert. The Inyo National Forest was beautiful. DIPS! Better than a roller coaster. I expect Robert had to slow down just a bit to handle this wild ride. On to Tonopah



and the historic Mispah Hotel. Dave just had to laugh as he beheld our lodgings. I had booked us into the "Wagon Room" with its custom made wagon bed. Fun was had by all as we socialized in the hotel's old fashion bar.

Our next days drive took us out to the true desert on Hwy 376. Being the adventurers that we are, and at my husband's insistence, our top stayed down and we braved the COLD morning air. Even this deserted long straight stretch of road was beautiful in its way. The scrub brush covered flat lands curved up to low hills crested with snow. I will never forget the intense smell of honey coming from the vivid yellow sage brush or perhaps it was the bees at work in the last of the season's warmth. Who would have imagined finding the rocky canyon at the end of the long straight Old Overland Road (722 West). As we wound through the Desatoya Mountains, up and over Carroll Summit, we were treated to rugged rock walls cut by the rushing Reese river. As our group straggled in to the Yerington Inn locals gathered to check out our sexy little cars.

Our last touring day took us back over the Sierra Nevada Mountains by way of Monitor Pass, El 8314'. This beautiful drive was marred by the remains of a recent fire. The trees were scorched black on one side and remained green on the other, giving evidence to the heat and velocity of the fire. We headed west over highway 88, through Carson Pass, El 8378', stopping at the beautiful Silver Lake and ending up at historic Sutter Creek. Our group gathered at the Powell's for a great potluck dinner and more visiting.

Not everyone who started this journey made it the whole way. But that is to be expected with these quirky little cars. Dave and I broke down on our way back over to Minden which extended our stay for several days. It's all part of the adventure. When my backside recovers from this trip I will ready again to hit the highways with our Morgan friends.

2017 Turkey Trot Report

Story by Gordon • Photos from Elaine, Larry and Gordon • With an afterword by Michael Rubin

Saturday, November 18 Mare Island Historic Naval Park, Vallejo

With this annual Club run, the question always has to be asked and answered, were there any turkey sightings? At first it appears there are no turkeys on Mare Island. According to accepted legend, General Mariano Guadalupe Vallejo, Governor-General of the independent California before the American takeover of the 1850s, lost a mare as a barge carrying his horses bobbed in choppy waters in San Pablo Bay. The mare swam to a small island, so named, eventually found. But no turkeys, is this so? **"It's an island, and turkeys are not ducks," explained ret. USN Commander Lew Halloran, our very able and entertaining docent** who greeted us at the Mare Island Historic Park.



G. Farragut, who would later become a Civil War hero helping to secure the Port of New Orleans and the Battle of Mobile Bay ("Damn the Torpedos, Full Speed Ahead!") Lew went on to describe that the "island" was once a much smaller place of cliffs, beaches and hills that evolved into a larger excavation, redistributed fill and flattened tract for more anchorage, docks and support buildings for a changing Navy over the past 150 years. The Yard also pioneered Maritime Radio Communications in 1904 and established a chain of stations from San Diego to the Bering Sea. In 1910, the first aircraft carrier landing deck was built on the USS Pennsylvania by stringing ropes every three feet held down by 50 lb. sandbags. A "tail hook" was welded at the aft end of a Curtiss biplane and successful trials were held on San Francisco Bay.



That's one answer, but then our Larry Ayers went a-golfing on the Mare Island

course and, **NEWS FLASH, Turkeys have Landed on Mare Island**, just no end to the deviousness of these critters.

Meanwhile, back to Lew, he tallied some facts of the very first Navy Yard on the West Coast. It opened in 1854 under the command of Admiral David



*First ship anchor, and
MI Historical Museum*



Thirty MSCC/NC hands were on deck for this tour, a great turnout on a sunny day. We welcomed our guest Helen Cataldo, one time secretary to Peter Morgan (see her story this issue).

Lew then led us to **St. Peters Chapel**, oldest Naval Chapel in the United States. Built of redwood with high vaulted ceilings, the chapel is resplendent with a triptych stained glass window at the entrance end, and 20 side stained glass windows, most from the Louis Tiffany studios, but several replacement panels (and the triptych) are from San Francisco studios, including Cummings. It turns out Prez Elaine's Dad worked at that studio later in the 1950s-60s. All of the windows were installed within the first decade of the Chapel, 1901-10. The Tiffany panel to the

right side of the altar, Gabriel at the Doors of Heaven, is a unique layering of four shaded levels of glass to achieve a depth and dimension of the Light of Heaven beyond.

Lew then walked us past the little Missile and Warhead park and Band Rotunda to the Admiralty residence, where the Admiral and his Officers Staff were once housed. This is a grand two story Colonial Revival with colonnades at the front, large reception rooms, a library and an enclosed garden downstairs, and



Turkey Trot Report, cont'd



Missile and Warhead Park

various bedroom suites and single rooms upstairs for the officers, little “nook” rooms for reading and study.

It was time for lunch and a catered buffet awaited us in the main Museum building, once a large metal forming and machine shop where piping, bulkheads, pressure doors and many other pieces were made for fitment to battleships, cruisers, destroyers, river boats, and submarines. **A large “Hammer” wall is covered with plaques of crossed sledge hammers and release clamps used to launch nearly every major class of ship (except an aircraft carrier) from the 1859 Saginaw to the Base closure in 1996.**

These included many battleships and 44 submarines, 17 nuclear powered. Lew told us the story of the “gold rivet” in the building of the proposed battleship USS

California, then known as Hull BB 43, at the New York Naval Yard. At the same time (1919) Hull BB 44 (to be known as the USS Tennessee) was in construction at Mare Island. An Ad Hoc group of Californians, eager to claim pride in our State’s namesake, commissioned and sent a gold rivet back east for ceremonial fitment in the future launch of BB 43. Unbeknownst, the Navy Brass decided that Hull BB 44 would become the USS California since

it was right here for its future role in the Pacific Fleet,



and Hull BB 43 would become the USS Tennessee and undergo sea trials in the Atlantic. What of the Gold Rivet? It is a mystery, not known to have ever been found on board the USS Tennessee, and never located.

After lunch, we went out to the drydocks. There are 3 of them, the largest is 740 ft. long and could hold six destroyers at a time. Lew is a wonderful storyteller and the word picture he drew of how intricate and careful placement by overhead cranes of massive stabilizing blocks and stays in the pit of the dry dock meant ships and submarines would stay upright for thousands of repairs and reconstruction from battle damage, also included meticulous weight planning so a ship wasn’t upended when the dry dock was drained. During WWII the working population (men and women) topped

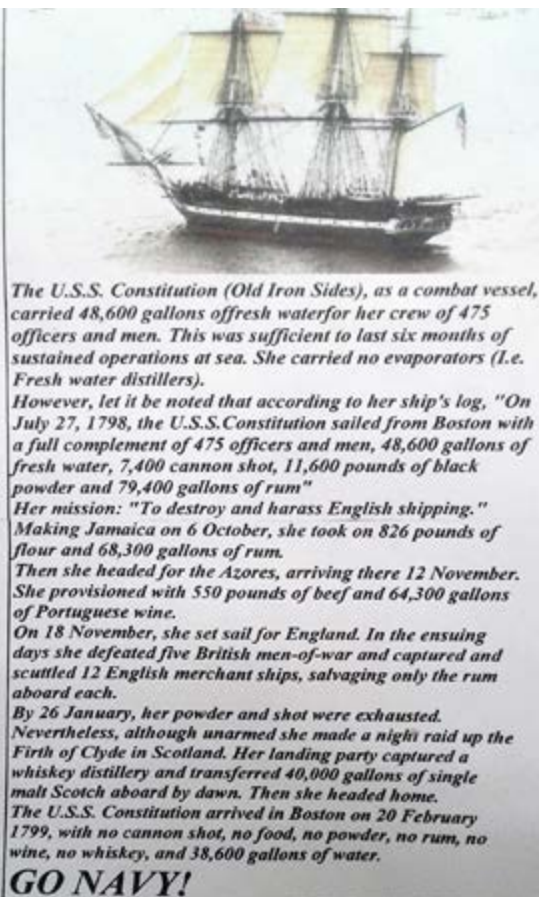




Mare Island drydocks. There are 3 of them, the largest is 740 ft. long and could hold six destroyers at a time

48,000. One of our own club members, Ron Robin, was a civilian worker in these yards for 20 years in the '70s to the '90s, when workers still numbered in the thousands for all kinds of critical jobs.

Our day came to an end as we let out a hearty "Thank You" to our docent Lew, he made Mare Island come alive for us, a place that played a vital role in our nation's history. It brings to mind that nearby Vallejo was a thriving Navy town all these decades, and Michael Rubin has a short book review to follow about just how "thriving" it was—written by AP journalist and Vallejo native son Brendan Riley. Read On, dear reader...

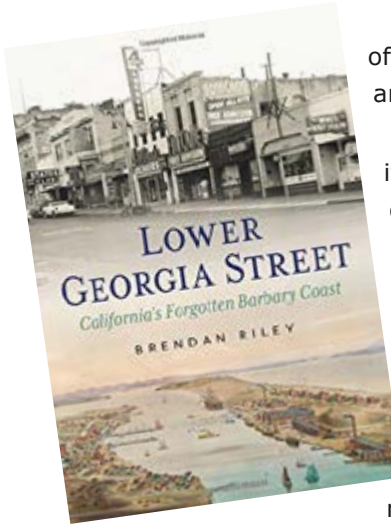


The U.S.S. Constitution (Old Iron Sides), as a combat vessel, carried 48,600 gallons of fresh water for her crew of 475 officers and men. This was sufficient to last six months of sustained operations at sea. She carried no evaporators (i.e. Fresh water distillers). However, let it be noted that according to her ship's log, "On July 27, 1798, the U.S.S. Constitution sailed from Boston with a full complement of 475 officers and men, 48,600 gallons of fresh water, 7,400 cannon shot, 11,600 pounds of black powder and 79,400 gallons of rum" Her mission: "To destroy and harass English shipping." Making Jamaica on 6 October, she took on 826 pounds of flour and 68,300 gallons of rum. Then she headed for the Azores, arriving there 12 November. She provisioned with 550 pounds of beef and 64,300 gallons of Portuguese wine. On 18 November, she set sail for England. In the ensuing days she defeated five British men-of-war and captured and scuttled 12 English merchant ships, salvaging only the rum aboard each. By 26 January, her powder and shot were exhausted. Nevertheless, although unarmed she made a night raid up the Firth of Clyde in Scotland. Her landing party captured a whiskey distillery and transferred 40,000 gallons of single malt Scotch aboard by dawn. Then she headed home. The U.S.S. Constitution arrived in Boston on 20 February 1799, with no cannon shot, no food, no powder, no rum, no wine, no whiskey, and 38,600 gallons of water.

GO NAVY!

"Vallejo In the Naughty Old Days"

From Michael Rubin



Drinking, gambling, ladies of the evening, afternoon and morning too?

San Francisco earned it's naughty reputation during the Gold Rush but Vallejo had its own rough and tumble times during World War II when Mare Island was hosting thousands of sailors and others; the boatyards were at full tilt building, repairing and refitting

destroyers, submarines and almost every other kind of warship. Vallejo is currently coming back from some rough times, but the wartime hijinks are new to most folk.

It's all detailed in "**LOWER GEORGIA STREET, California's Forgotten Barbary Coast,**" by Brendan Riley, who grew up in Vallejo, the son of the editor of the Vallejo Times-Herald.

Brendan went on to a career as an Associated Press correspondent before retiring back in Vallejo and restoring the family's old Victorian home ... further up Georgia Street in the town's Historic District.

Brendan helped draft the excellent maps/guides to Mare Island and Vallejo handed out during the Turkey Trot visit to Mare Island.

The book is available through Amazon, order at your local bookstore, or from the Mare Island Museum shop. Perfect for those who want a little more background on local Bay Area history. MR

Model and description of the USS Constitution, one of the exhibits in the Mare Island Museum.



THEN & Now... A Million Mile Morgan

Photos from Gordon, vintage John Blakemore photos from Paul Marchant with permission

We've all seen it, those of us who attend any Morgan Club runs, events, FlogMogs, SpringMogs, MogWest for even just one time, over the years this 1965 silver and black wing Super Sport arrives "Morgan Time" for the run, driven by owner Paul Marchant. But did you know in all probability this +4 SS is the highest mileage Morgan consistently on the road anywhere in the world? This SS has crossed the U.S. several times, raced at Sears Point and Laguna Seca, been in many rallies and course trials, and last but not least is an all weather daily driver commuter work vehicle. Simply put, this Morgan is a long riding way of life.

The "Super Sport" Morgan was a purpose built high performance +4 engineered by Christopher Lawrence and with specifications from the celebrated 1962 LeMans Morgan that won its class. These included special tuned exhaust, Weber carburetors, high compression head, specially treated and balanced engine parts like the crank, connecting rods, camshaft, a high capacity oiling system, an external cooling system, and a strengthened frame, steel scuttle bulkhead and all alloy body and wings. It is meant to be a street tourer ready for racing the next day, the whole package was the "Lawrence Tune". There are perhaps 200 of them worldwide.

Paul bought this SS in 1970, it was in the showroom of Hawkins Pontiac and Triumph in Tacoma, WA. "Since I had an MGB with electric fuel pump problems I only asked one question — what type of fuel pump did it have? — manager Tom Hawkins said "mechanical", and I told him I would buy it right there. I never even drove it." At that time the SS had 40,000 miles on the clock, Paul bought it for \$2995.00. "I didn't know it was a SS until several years later." In its accumulated time to present day, the SS has had 5 engine changes, it has been lowered 1.5 inches front and rear, equipped with +4 competition spindles and rear suspension shock hoop. It has suffered countless slings and arrows of the road, lost oil pressure, snapped spindles, starter and generator burnouts, electrical failures, outright engine blowouts, on and on. By 1979 the car had 300,000 miles on it and the body was taken off, rebuilt and the frame refurbished, Paul has always found a way to get it back on the road sooner than later. It has a 5 speed Toyota gearbox conversion, completed about 12 years ago.



In the summer of 1977, Paul and Lisa, John Burks and Henry Zappa left together for Luray, VA, the site of the MOG 7 National Morgan Meet. They had a big send off from the Cliff House from our club one early July morning, and their first stop was camping at the Great Salt Lake, UT in the wee hours.

Then another marathon drive to St. Louis, where Paul driving lead ran out of gas just past Busch Stadium on the Interstate, again the wee hours, so they crashed by the side of the road, the sun rose, a gas station opened at the next exit, and they were on their way again to mingle with a couple of hundred Mogs and over 100 Morgans for the next 4 days. After excursions to Connecticut and Rhode Island, Paul and Lisa made their way back to S.F. Paul carries in the car a "Horses A**" plaque, commemorating that drive.

In 1979, the SS was featured in a lavish color tome, "Postwar Morgan and MG — the Survivor Series", co-authored by photographer John Blakemore. Paul was quoted, " Distance. I love driving long distance. Once I get in the car I just don't want to get out. I want to head for Seattle or the East Coast, or anywhere, just to drive, The adrenalin just starts to flow... the longer the drive the better, the longer the race the better.."



Here it is, nearly 48 years on, the SS has had its original Lawrence Tune engine rebuilt, and it still carries Paul's carpentry tools to the job sites he works. And it still is on the Journey — Driven.

What's with the rubber chickens? That's another story you'll hear about later.





"Sometimes it's a little better to travel than to arrive"

• Robert M. Pirsig, *Zen and the Art of Motorcycle Maintenance*





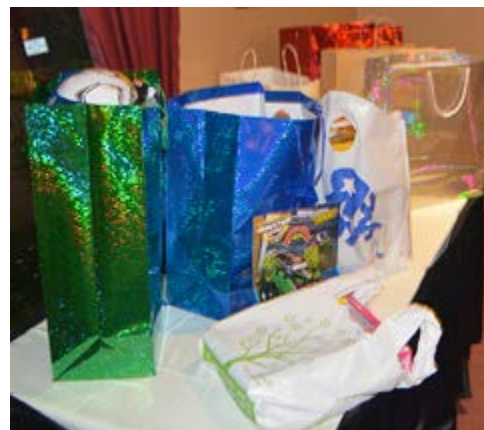
Holiday Party

Sunday, December 10, Vallejo • Story & most photos by Gordon Craig

"Best Ever"...."Keep it going"...."Best ever meal choices"....
"Cozy but easy to socialize"....

In Your words, dear Club Members, just a few of them, around 90% of you liked the party room at Zio Fraedos, the food, menu choices, the seating. The service was a bit slow for some of you, but still a good 75% of you liked it a lot better than last year. The awards and elections were well received, except for a sore loser, she lost by one vote. Our stand up Don Henry did his thing and promised never to run over himself again. And the Plus Fours stole the show with the catchy "Go Little Morgan Roadster"(see lyrics). The room was in stitches! These were some of the highlights of the 2017 soiree, 77 of us attended, great turnout. Morgan Staines our MC, what's not to like? Last but not least, more toys for River Oak, thank you Alice and Tim for organizing yet again.

Here are some photos to remember.



Donated Toys for Children at River Oak.

Go Little Morgan Roadster

Go little Morgan roadster don't break down
Don't break down
Don't break down
Go little Morgan roadster don't break down
Take us out of town.
Because we're going on a run,
Because we want to have some fun.
Don't start a fire in the wire,
Don't blow a tire just climb higher.
Go little Morgan roadster don't break down
Take us out of town

Go little Morgan roadster down the lane
Through the rain,
And out again.
Go little Morgan roadster past the ferns
Hug those twisty turns.
Just keep on rolling through the sun
Because we want to have some fun
Don't get a leak now, leak now, leak now,
Don't start to squeak and only creep now.
Go little Morgan roadster don't break down
Take us out of town.

Sung to the tune of the Swedish Rhapsody by Hugo Alfvén

Lyrics by Maggi Craig

Gleefully sung by Angie Grant, Wendell Bain, Maggi Craig, Barbara Burks



*Our Master of Un-ceremonies,
Morgan Stains*

The Awards



Moggie on the Spot • given to Bob Panero by Paul Marchant



Leaky Cup • given to Tcherek Kamstra given by Lexa Most



Soggy Bottom • given to Doug Hamilton by Kathy Tollworthy



Racer Award • given to Greg Powell by John Burks

Tough Break • given to Tom Morgan (non-attending) by Don Henry



Matt Dillon Award • given to Paul Marchant by Bob Panero for Dave Sneary



NOTE: a new award in honor of **Dean Jackson** was instituted. (Sorry, no photo)

Morgazette Scribe and Photographer awards were merged into the **Morgazette Contributor's Award**. Recipients this year are Donna & Dave White. (Photo on page 7)

An evening of camaraderie — good friends present, absent or past, were recognized for their contributions to the spirit of our club.

Boxing Day

Story by Wendell Bain, Run Organizer • Photos by Wendell and Gordon



Tour maestro, wendell, leads the drivers' meeting.



Dick Nyquist, Michael Anthony, and Susan Morgan



Gordon and R B Ward discuss a carburetor issue.



Taylor's "Too Blue" and RB's flat rad

It was super cold with fog on the deck and virtually -0- visibility. My Morgan is currently under the weather, but back soon.... I hope.

I was looking forward to a weather change and we had a cloudless sky and the forecast was for warming temps and a gorgeous day. Meeting at the town square in Sonoma in front of the Cheese Factory I found several had arrived before me and were enjoying coffee and conversation. By the start time we had approximately 40 people and 25+ cars. Not all went on the run due to other commitments.

We had 3 Morgans with R. B. Ward & friend Susan in a Flatrad +4; Richard & Melanie Smith in a a BRG 63 +4 two seater; and Jim Taylor & Ellen Jo in their very blue +8.

Morgan folk in other cars: In Mini Coopers - Larry & Donna, and Tim Waller & Alice Gentry; Dick Nyquist in a newly acquired Fiat Abarth along with Mike Anthony; Gordon & Maggie in a newer VW Passat; Don Henry in a Nissan 370Z; Susan Morgan in a Lincoln; Jon Rosner & son, Sam, in an old Range Rover; In sedans - Marty & Lexa & Lolly, and Michael & Linda Rubin. Others from other clubs: A Ferrari 330 GTC; and a TR-4A; Andie and Frank Espina in Jaguar F Type; And an MG TC; a couple of vintage Mini Coopers; and a couple of Porches. Sorry if I missed anyone.

The route went out Broadway from the town square and then from Watmaugh Road to Hwy.116. Turn left on Corona Road, which in honor of the British Holiday had a roundabout. Well the roundabout has probably been there for awhile. Then out Bodega Ave. toward Valley Ford and a couple of back roads leading to the town of Tomales for a coffee/potty break. The latter much needed! From Tomales we went down Hwy. 1 to Platform Bridge Road and then left toward our next stop, The Rouge & Noir Cheese Factory. Here everyone sampled the great cheeses and made yet another pit stop. By now the day had turned quite nice and actually warm.

Then back onto Petaluma Point Reyes Rd. toward Petaluma and the lunch stop, Pub Republic on Lakeville Hwy. Good food, great service, reasonable prices, Good atmosphere.

Heard all had a good time.

Thanks to all who attended.

My Memories of MMC by Helen Cataldo

Photos from Tcherek Kamstra/Bill Fink archive with permission

"Morgan" is a Magic Word

One day a couple of months ago Morgan club member Carol Pitman attended a book club gathering and was chatting with a gentleman who mentioned he owned and regularly drove a vintage Rolls Royce. Carol casually mentioned she owned a Morgan, and with that a quiet, unassuming lady nearby spoke up. "Morgan?", she said, "who said that?" Carol identified herself, telling her she owned a +4 and drove in club events like Flogmog and SpringMog. The lady said, "I used to work for Peter Morgan, I was his personal secretary." Carol peppered her with questions, When? You lived in Malvern? And on and on. Out of that chance conversation, Helen Cataldo became known to me through Carol, she put us together, and thanks to Carol, Helen tells her story in the following pages.

Special thanks also to Tcherek Kamstra for period photos of MMC back in the day, Peter Morgan, Maurice Owen (principle developer of the +8) and Derek Day (Sales Manager) from the Bill Fink Archive.

Yes, "Morgan" is a Magic Word, editor.



Peter Morgan greeted me at the front door. He was an impressive figure—tall, sophisticated, upright, very polite, shaking my hand robustly, introducing himself with that charming smile. He told me what my duties would be, working as secretary to himself, Managing Director, and also

assisting the Sales Manager Derek Day. He offered me the position and I started work the following week. My friends were quite envious, especially the boys, that I would be in such close contact to the Morgan Motor Cars every day.

I lived with my parents in the beautiful Malvern Wells area and my commute was approximately two miles along lovely tree lined avenues to the 1914 brick factory building in Malvern Link. No smog, no traffic jams, just an idyllic country drive.

Every morning at about 10 am, Peter Morgan would be ready for dictation. I would walk through another office (Accounting) to get to his office or else go through the

The Magic of Morgans 50 years passed almost ...



I was born into a Herefordshire farming family, was brought up and attended school in and around Malvern. I

came of age in the '60s. Malvern is a Spa Town, a tourist destination, known for its many outstanding public schools (St. James, The Abbey, Ellerslie, The Girls College, The Boys College, The International School, amongst others), and most important the birthplace and home of the famous composer Elgar. Of course, the Morgan Motor Company was another famous name in Malvern, and a job at the Morgan Motor Company was coveted. It was a very big deal to have an "in at the Works." In those days I was known by my maiden name, Helen Davies. In 1969 MMC advertised a job opening in the local paper. I was 21 years old, back from a short spell in London and decided it would be an exciting place to work. I applied for the position, and asked for an interview. My request was granted!



Helen Cataldo, Cont'd

Stores Department door. He always had a jovial smile and would start with talking about the weather, his family and the number of Morgans to be completed this week. In those days it was about 9 or 10 cars per week. I remember Peter's office was on the dark side because the windows were very small. It was a smokey room and the first thing I did was empty his ashtray of cigarettes and open the window. The desk was traditional with the green leather top piled high with what looked like clutter but actually neatly stacked piles which you never touched. He knew what was important and would begin to dictate. I would take shorthand and transcribe the letters on a Royal typewriter.

Peter was always passionate about his cars and the factory was like family to him. He remembered the names of all the workers and would be so interested in their lives. He was so proud of the family business and we all knew he would never sell out. He believed in quality over quantity.

Maurice Owen was an interesting figure. He was involved



Maurice with Derek Day

in the development of the Plus 8. He was a portly, happy character who added colour to the worksite. Maurice (pronounced Morris) had worked with Stirling Moss and other famous race car drivers of the day. As he

worked, he was always cheery, smiling, in good humor and owned a pub/hotel not far away at Upton-on-Severn where he would stay and many of the workers would join him for a round in the evening after work. Peter Morgan and Maurice Owen were a great pair—Peter with a mischievous twinkle in his eye, Maurice with his outlandish sense of humor—never a dull moment, they were unstoppable.

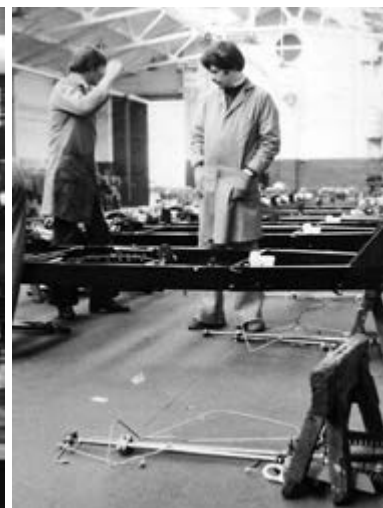
I would meet buyers and distributors from all over the world—Japan, Australia, France, Italy, USA, Spain, Belgium and of course so many loyal British Morgan enthusiasts. If Peter or Derek were tied up in meetings, I would show them the factory, walking from shop to shop through the rows of buildings to the Chassis and Wood shops, to the Metal/tin and Paint shops, the Trim shop, lastly to the Test/Predelivery area. There were stringed tickets attached to each frame with specifications hand written. Some of the walls were plastered with racy photos of pin ups, the men would sometimes be asked questions about their jobs by visitors. The Tea Trolley was rolled through every afternoon at 3 pm—big tea pot, milk, sugar and lots of mugs.



Body metal shop



Making door forms



Frame shop

My Favorite Memory, The "Yellow Clogs"

I met a few celebrities as they came to pick up their Plus 8s. One was Adam Faith, big Pop singer in the UK at the time. He had ordered a Plus 8, and Peter would let customers add their own touches to the cars as they were built. Adam Faith wanted a particularly bright shade of yellow for the body color, and he sent Peter a pair of his favorite Dutch Clogs in that colour. Adam was a small man, about 5 feet tall, and wore a small size shoe and the clogs fit me. I asked Peter if I could have them, and he gave them to me, I was so thrilled! Adam arrived to pick up the car and asked after clogs if he could have them back. Peter was a bit embarrassed to tell him he had already given them to me, so Adam said "Ok, but can I have one back?" Peter turned on the charm and persuaded Adam to let me have both, each were really very thoughtful and gentlemanly about letting a young woman have the clogs.

I shared an office with Derek Day, our Sales Manager. Derek was another fabulous Morgan character and friend, always with a grin from ear to ear keeping customers happy. This was not an easy job, he somehow juggled the slow, interrupted and frustrating production of the



Maurice Owens with +8

cars because of the shortage in supply of parts and engines during the many labor strikes of the time with the constant demands of buyers and dealers to get their cars "on time". I would type many a letter he dictated, addressing the unpleasant task of explaining delays, but fortunately the cars proved to be so desirable a prize that hard feelings would evaporate upon delivery day. This would go on and on and he was so affable and upbeat through it all.

I was always an explorer, before MMC I had moved to London for school and work and also a short stint in Marseille. I wanted more travel, my itchy feet took hold. I was young and carefree, I decided to explore the United States before I returned to Malvern to "settle down." I applied to an agency who arranged travel and visas for "English secretaries"! In those days this was a "status symbol" for large companies in New York and other U.S. cities.

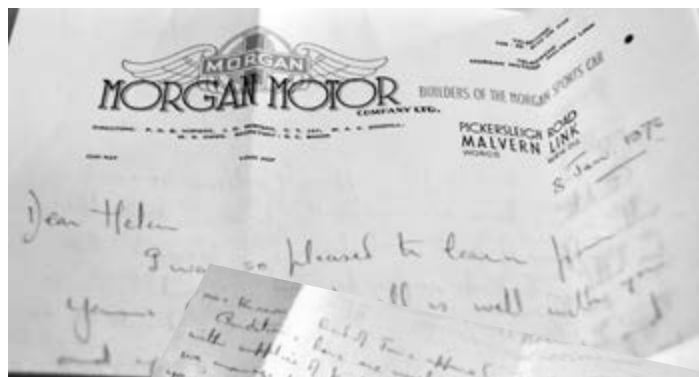
I had talked with PM and Derek Day about my exploring goals from time to time, so they were quite supportive and enthusiastic about my progress and when I decided to leave Morgan Motors they wished me well and as if I was part of the family asked me to write them about my adventure and keep in touch on a regular basis. Peter Morgan wrote me a wonderful letter of recommendation.

In November 1972 I flew to New York where by arrangement I met the company director and was introduced to my new job as a legal secretary in Manhattan. Here I was, in a big skyscraper in America, struggling to understand "American English", all the way from Malvern! On weekends I went to museums, theatres, art galleries, the ballet, and the opera. Over time I visited other east coast cities and attractions—Niagara Falls, Boston, Philadelphia, Washington, Charleston, Savannah, Atlanta, Miami, and New Orleans—all the many express trains and the Greyhound were my friends in these frequent getaways, I didn't need a car at all. I wrote PM about my trips and he wrote back, updating me of the goings on at the Works, notes on the folks I used to work with...this was 1973 and he was very concerned about shipping +8s to the U.S. and meeting DOT emissions and safety requirements.

After exploring the east coast I naturally wanted to

see California so I drove across country with a friend and found temporary employment in San Francisco. This was the Spring of 1974, I was planning to explore the rest of the west coast and then head back east again. But, I met my future husband introduced through mutual friends at a dance, this changed everything! Like me, he was an immigrant from Europe – Italy in fact, and right away we had a lot in common. Of course Cesare loved Ferraris and Alfas, drove them everywhere, and he coached me for my California driving license. I gave him quite a shock one day when I decided to turn an immediate right into oncoming traffic. After all that, he still married me! We married in 1976 and moved to San Leandro, started a family and raised two children of whom we are immensely proud. Our son is an architect and our daughter is a veterinarian. I spent 30 years working at Kaiser Permanente which was very rewarding and I thoroughly enjoyed.

Half a century later I look back at the fairytale years of life in Malvern and the many lovely people I worked with and met during my three years at MMC. I do go back to visit my Mum and old friends, it is all part and parcel of my heart. Now, all I have to do is convert Cesare over to Morgans, I have a feeling he will love them!



In the Middle of the Napa-Sonoma Firestorm

A first hand account by Michael Rubin, photos from Mike Anthony and internet press images

October 8-15, 2017

We didn't know whether to cough or cry. Flames on the hills and mountains on both sides, reports of friends' homes lost, evacuations of areas where people we knew lived, and the endless streams of smoke and ash.

Linda and I were safe, we felt, on the flats in north Napa, but the Mayacamas Mountains to the west were spewing smoke and flame and the Vaca Range, Atlas Peak and Soda Canyon on the east were aflame as well. Maps showed the fires came within a mile or so from us, so the worst we faced was being without power for more than two days, no internet or phone for a week and closer to two weeks with no cell phone service. No comfort for family and friends unable to get in touch.

It's one thing to see horrors like this on television, another to be in its midst. I covered brush fires in Southern California when I was with Associated Press, pushing my



VW Bug to outrun a wall of flame and the phalanx of fire trucks right behind me. But this meant homes of friends and areas we've loved and lived with for decades were gone, eaten by fire.

For almost two weeks where you went in the Valley people wore breathing masks, in stores, cars, the few walking around. They were hard to find, everyone was sold out. We finally found a Sherwin Williams paint store where the manager drove an hour in each direction to pick up boxes of the NR95 masks, which filter out 95 percent of particulate matter and smoke. Anyone with asthma or allergies had problems.

Worse, think about running out your door with the clothes on your back and everything you worked for, treasured, loved, irreplaceable things, all gone.

A few years ago there was a silly game called "Six Degrees of Kevin Bacon," the point being that within six people you know who know people who know someone who know etc. eventually someone will know the actor.

This is a no degree; everyone knows someone who lost it

all, usually several.

For the most part our Morgan Club friends were spared, some being evacuated for safety's sake when exit routes were in danger, others, such as **Paul and Lesley Cooley, were evacuated twice**, returning to help neighbors in need.

Dick and Rochelle Nyquist, Morgan owners who occasionally took part in our events and those of the Wine Country Car Club, were awoken by heat at their Napa Road home in Sonoma County, a mile or so from the now-lost Stornetta Dairy landmark. They barely escaped but their home was lost along with family heirlooms, Dick's collection of vintage accordions. **The fire consumed the Morgan, a 1967 low body rhd +4.** The garage/barn, a large



shop with some 20 classics, a Jensen Interceptor, Lotus, Austin, Morris Eight, Citroen Traction Avants, Jaguars, an IMSA racer, a **1930's era Dodge long bed passenger bus Warner Bros. Studios used daily and as a prop in movies like "Casablanca"**, and an MG TC. With the cars, Dick's extensive tools and valuable machining equipment. All gone except a few salvage candidates, possibly the WB Bus and maybe the Morgan.



Most remember being hosted for a tour and lunch at the home and shops of Pat and Patty Matthews, with the remarkable collection of concours post-war Mercedes Benz, including two 300SL's, a stunning garage and collection of MB engines, transmissions etc. as well as another building full of collectible value cars of interest from a variety of other makers. Pat also owned and restored an old fire truck and preparation apparently helped. Their home burned, alas, but they're safe and now living on a guest cottage on the property while they rebuild.

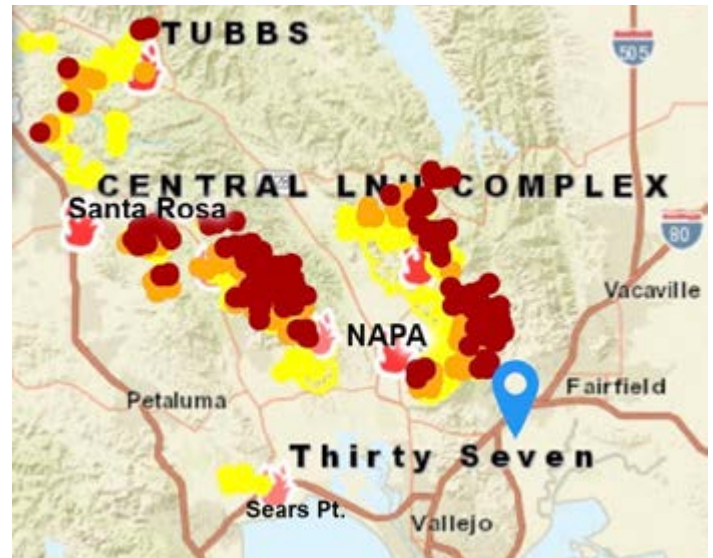
Longtime member **Ed Stump**, a retired ER doctor, is also a volunteer fireman, a member of the board for the Calistoga fire department. His home on Sharp Road just off Petrified Forest Road above Calistoga was in the line of the furious and deadly Tubbs Fire which swept all the way to the Fountaingrove, Wikiup/Larkfield and Coffey Park neighborhoods of Santa Rosa. Ed said when the call came he threw his backpack, laptop and wallet in his pickup and with others patrolled Petrified Forest Road, stomping out embers that threatened to cross the road and add to the devastation. He did that over a two day period, along with helping at the station. When there was a break, he raced home to move his BRG Morgan Plus 8, which he'd bought from the late Ira Wolk. Of course, the battery was dead. Lesson learned, Ed said. Keep a trickle charger going.

And since we never know if, when or what kind of disaster may hit, get a "to go" box stashed with the most important

records and other heirlooms close at hand.

We breathe easier these days but it still wrenches our guts where we have to drive over roads that once brought pleasure and joy with green trees, beautiful views of hillsides and mountains.

Vineyards served as firebreaks in many areas since vines don't burn easily. But you still can see scorched vines. Viticulturists say they'll likely survive though it may take a year or two to recover, unlike the many victims of the fires.



This fire map may be a little hard to read, but provides a view of the extent of the many fires.

Activities Report, continued from page 3

September: Flog Mog in the Sierras--Thanks to the Burks, the Powells, Carol Pitman, Bob Panero & Michael Gertz...

October: cancelled due the disasterous fires. Maybe next year?

November: Turkey Trot — Thanks, Michael Rubin & Gordon Craig

December: Christmas Party — Thanks, Elaine Fisher & Donna Dell'Ario

THANKS FOR THE MEMORIES - YOU ARE THE BEST

So you can see from this amazing list of contributors, we are so fortunate, they gave us all the opportunity to drive and enjoy our Morgans.

This leads me into my pep speech.

Sunday, January 14th...Planning Meeting is a pot-luck... a good time to see friends but, most vital, this is the day when the Activities Calendar is discussed and members that have an idea for a run

come to present their plan and fill out the calendar.

For instance... March, May, June, Sept., Oct. Are months that are open. We do have some plans in the making for these months, but let us hear yours.

Be sure to check out the Spring Mog Flyer, it will be a popular event so if it fits into your schedule, make your reservations soon. We love one day events, weekend runs, mid-week runs, and week long runs. If you have questions, and or proposals for a run, I can be contacted at:

4angiogrant@gmail.com

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Southern California Morgan Club Honors

The Leavens' Couples Award • December 2, 2017 • Photo by Dennis Glavis



Larry Ayers and Donna DellArio, while visiting Dale and Karen Barry in Los Angeles, decided to go to the Southern Club's Holiday Party, held at the Long Beach Yacht Club. Most of the attendees also participate in MogWest, so it was fun to socialize in a different venue.

The Southern California Club has a number of perennial Awards that were given out after the dinner. One of these is the **"John & Brigid Leavens Couples Award."** They were long-time members of the Club until the mid-1990s when they died in an accident on a Morgan run on the Angeles Crest Highway. Their award was instituted in 1998 to recognize members annually: couples who both contribute time and energy to the Morgan Club.

Larry has been a very long time member of the Southern Club (as well as our MSCCNC, and several other US and International Morgan Clubs). This award recognizes Larry and Donna's contribution to MogWest and Morgan Racing.

Classifieds

For Sale • 1953 Morgan +4 "flat rad", \$32,500

This car was built in October 1953, towards the end of production of the flat radiator version of the Morgan cars. Engine rebuilt about 1500 miles ago, and the rest of the car was completely gone through at the time and repaired as needed to bring it up to excellent running condition. This car has the original Triumph Vanguard engine, although the engine has been improved with the addition of cam bearings and a shaved head to increase compression to 7:1 (original is 6.7:1), so it is literally better than new. New tires, wheels sandblasted and powder coated, new muffler, new Brooklands steering wheel, good top and side curtains. Wood is in excellent condition. Nothing needed--ready to drive anywhere.



Contact Jesse Bregman,
jbregman@mac.com,
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