

March ~ April 2014

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The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California



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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.

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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:

May-June issue • May 23

July-Aug issue • July 25

Sept-Oct issue • Sept 19

Nov-Dec issue • Nov. 21

Jan-Feb 2015 issue • Jan 21

Classified ads placed by members will run one time.

Please notify the editor if you wish to place the ad again.

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

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

Welcome New Members

Bob and Eileen Dayton

Elk Grove, CA 95758
'68 two-tone silver DHC

Ken C. Macdonald

Santa Barbara, 93109
'81 red +8

Neil and Marilyn Miller

Gilbert, AZ 85295
'63 copper and cream +4

Dave and Donna White

Arcata, CA 95521
2003 dark burgundy 35th anniv. +8

Follow Phil & Elaine's MONZA Adventure!:

<http://msccnc.blogspot.com>

Cover Photo: The carnival rides appeared overnight so the Morgans scrambled for parking space at the designated start for the Sticky Bun Run. Photo by Ellen Jo Baron



*** MSCCNC Club Sponsored Event**

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

Northern California Morgan Club events in February included the Chinese New Years dinner on the 1st and the Sticky Bun Tour on the 22nd. Both events were well attended and detailed reports, with pictures, are included in this issue of The Morgazette. That wonderful cover shot on this issue shows something of the array of Mogs staging for Sticky Buns.

By the time you read this, you will either have enjoyed the Hamilton's and the Larson's 2014 "Mine and Wine Tour", or you will have missed it. Scheduled on Saturday, March 15th, it is always a good tour and promises to include three pauses for tasty treats, as well as winsome wines. A write-up, including pictures will be included in this issue as well.

You will see, dear reader, three flyers enclosed with this Morgazette. PAY CLOSE ATTENTION TO THEM. The first one will probably closely coincide with your receipt of the issue — Morgan and Ann Staines' "Stop and Snell the Helmets" tour is scheduled for April 5th (a change from prelim calendars). Ann has connections with the Snell Foundation in Sacramento and this tour promises to provide good insight into the profound efforts to insure motor racing and cycling safety. The date is coming up so soon that you should clear the decks to make sure you attend this once-in-a-lifetime opportunity. Be sure to RSVP! See the the flyer for further details, ...and see you in Sacramento!

The second flyer to pay close attention to, is for the end of April. The Murray's Mid-Week Tour (AKA the "Follow Me Tour") is set for April 30th. Don't forget to put it in your datebook now, so that you don't overlook this always-fun event. Be sure to RSVP per the flyer.

Flyer # 3 is Bob Panero's SpringMog Run, May 4-7. Bob encourages us to book the motel rooms early, for the best prices. Check the flyer for details!

MogWest is approaching — This year on July 18-20. You will also find here a form for reserving accomodation

APRIL

FLYER *5TH SATURDAY (NB: Date Change) •

Sacramento & Snell Foundation Tour, Contact - Morgan Staines.

FLYER *30TH WEDNESDAY • MidWeek Tour, Marin County, Contact - Bob Murray

MAY

2ND-4TH FRIDAY—SUNDAY • Buttonwillow British Extravaganza, Buttonwillow Raceway. Contact - Larry Ayers.

FLYER *4TH-7TH SUNDAY—WEDNESDAY •

SPRINGMog, Sutter Creek, Contact - Bob Panero about lodging, a kickoff barbeque, and routes

***16TH-18TH FRIDAY—SUNDAY • Sonoma Historic Motor Sports Festival**, Sonoma Raceway. Contacts- Susan Loesche & Wendell Bain

18TH SUNDAY • 25th Annual All British Motoring Show & Swap Meet, Dixon, CA, contact United British Sports Car Club, <http://www.ubsc.org/>

JUNE

8TH SUNDAY • Capitol Concours d'Elegance, Sacramento. Contact TBD.

***19TH THURSDAY • Shanty Songs + Food & Grog**, Quinns Lighthouse in Oakland, Contact - Don Henry.

JULY

FLYER *18TH-20TH FRIDAY—SUNDAY • MogWEST, Cambria. Contact - Audrey Haines.

AUGUST

14TH THURSDAY • Pebble Beach Tour, Carmel-by-the-Sea

***15TH FRIDAY • Morgans in the Meadow BBQ**, Carmel Valley. Contacts- Loren Steck & Annette Yee.

15TH-19TH— FRIDAY—SUNDAY • Rolex Monterey Sports Reunion (Races), Laguna Seca.

19TH SUNDAY • Pebble Beach Concours de Elegance, Carmel.

***23RD-24TH SATURDAY—SUNDAY • Overnight to Sierra Buttes**, Sierra City, - Contact Susan Loesche

Full calendar in January issue

at the Cambria Pines Lodge. Remember, the early birds get the best rooms.

That's it for now. I look forward to seeing you on the road. Get those Morgans out!



The Prez Sez...

By Michael Rubin, President

The great start to 2014 continues with weather being nigh on perfect for our last two events —

Sticky Buns and Pub Grub and Mine and Wine. Alas, I missed the Mine and Wine but we can all read about it in Doug Hamilton's yarn in this issue.

By now, many of you have heard of the sacking of Charles Morgan by the family car company. There has not been much information about it in any detail, what little there is, and second, in the public relations biz, all of us are what are called "stakeholders," we have some serious skin in this game. All of us have invested time and money, not to mention emotion, into finding, acquiring and caring for our Morgans, which seem to evince more caring than most other cars. As the previous owner of my Morgan told me, you don't buy a Morgan, you adopt it.

Let's not forget Bill Fink, who essentially kept the Morgan marquee alive in the United States in the 1970's and 80's with his propane conversions so the cars could be sold here and continues to find ways to help Morgans and Morgan owners. Plus Dennis Glavis, who sold and supported them first at Ferrari of Los Gatos, and now Morgan West in Santa Monica, one of the world's top Morgan dealers. In the 1950's and 1960's, the United States market — especially California — may well have kept Morgan afloat, selling fully 80 percent of the factory's production. Almost a third of all the new Aeros were sold in California, a third of the new three wheelers worldwide were sold in the United States, half of them in California, and most by Dennis, who has now created a new channel to return the V6 Roadster to our market.

The firing of Charles Morgan has drawn attention from international business and motoring media, including a cover page mention in OCTANE Magazine calling attention to a full column by Jay Leno — yes that guy — that says 'Bring Back Charles Morgan.' None of us will likely ever know all the inside battles that took place at Morgan. It's a family fight, which are never nice. But we do deserve to know why the firing took place and what Morgan's plans are for the future.

Charles played a major role at Morgan and served as the company's face to the world. A face with the Morgan name attached. Leno says the surprising sales success of the three wheeler, Morgan's best selling vehicle, is largely because of Charles's promotional efforts. "There are other three-wheelers on the market, some arguably better than the Morgan, but they don't have that personal connection," Leno wrote in his January 2014 OCTANE column. "I've driven three or four of these

trikes but none is as famous or has sold nearly as well as the Morgan, and I think that's because of Charles and the family. "There's no Bob Jaguar or Larry Land Rover," Leno added, "but, if there were there might be more of a connection." (True. I'm fortunate to have both Peter and Charles' autographs on the dashboard of my Plus 4 but I have no idea who from Volvo would sign our car, or why we would want them to.) Leno concluded: "I will miss Charles tremendously and I think it's a big mistake to let him go. He's as close to automotive royalty as you get in Britain, or anywhere, really. That line should be passed down and it seems heartbreaking that it stops here."

Sadly, you'll get no argument here.

A Morgan car company without a Morgan up front? That's the way it's been since Charles Morgan was sacked last Fall. Morgan remains family owned but without a Morgan running it for the first time in more than 100 years. The year began with a management shakeup begun in early 2013 that essentially demoted Charles to head of product planning; then in October the company issued a statement saying: "Further to the decisions taken in January of this year, Morgan Technologies would like to announce that Charles Morgan is no longer part of the management team or Board of Directors of the company..." (Morgan Technologies is the holding company for the Morgan Motor Company and a trust owned by family members, including Charles, who said he owns 20 percent.) Charles was the third family member to head the company, following his father, Peter, and founder (and his grandfather) HFS Morgan. When dismissed, Charles said in a statement "...I have been removed from Morgan Technologies...It is incredibly disappointing news for my family and myself. We remain very grateful for the expressions of support received from Morgan fans, workers and the public since this process began. "I have been dismissed on what I believe are very contentious grounds. Over the last 12 months, it was made increasingly clear that my philosophy to modernise Morgan did not fit with the philosophy of the current management." Other than some gossip swapping amongst hints that this a part of a family feud, little if any of substance has been said by either side and the company insists things are moving along successfully.

The company has declined comment about the matter except to note that it the family has promoted Steve Morris, who has been with the company for 30 years, to Managing Director, and new positions created to oversee marketing, supply chain (sales) and technical issues, all staffed with Morgan veterans. Within weeks of Charles dismissal, the hydrogen powered EVA concept car promoted by him for future development was summarily cancelled. Nothing new has been disclosed by Morgan

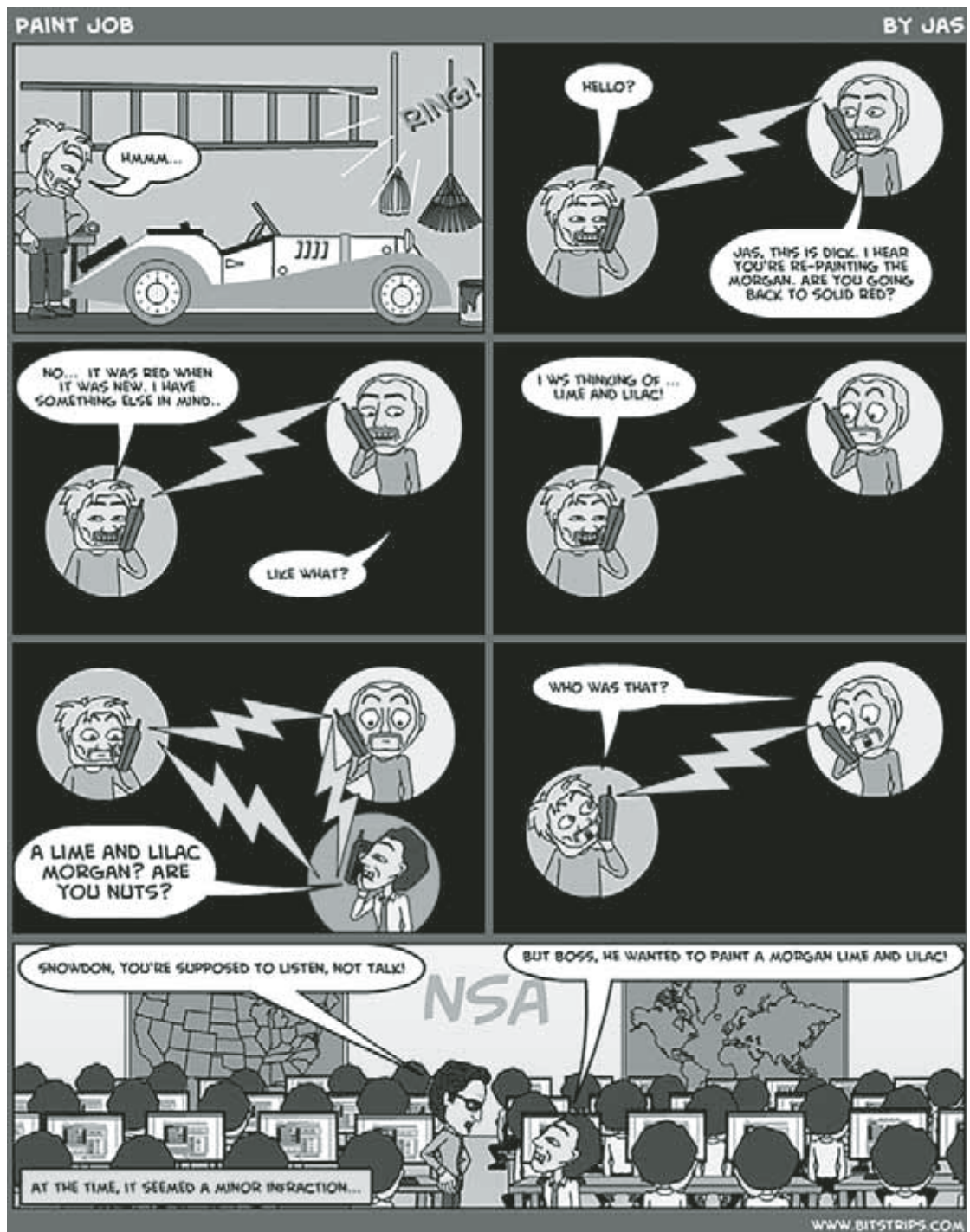
regarding future plans globally or for the United States market, aside from repeating that if the United States accepted EU automotive requirements, which has been proposed, new Morgan four wheelers would be available again. In the meantime, no change is expected in the relationship between the factory and the Morgan community in the United States.

"I remain a major shareholder in the Morgan Motor Company and am concerned for its future. I will take time to consider my next actions and potentially explore other opportunities available to me." Charles, I hope you do.

New '65 Roadster Morgan

Those who missed out on the Morgan Roadster with a Ford V6 power plant, Morgan West is giving you a second chance. Dennis Glavis says. "We are doing these exactly as the SuperPerformance Cobras are done, sourcing the 3.7 liter V6 from Ford's Performance Division and using an installer who has done over 500 SuperFormance vehicles." To be legal, since completed cars cannot be imported, this is done as three separate transactions from three different sources. This is the same system used by SuperPerformance for their replica Cobras, with the rolling chassis and engine/transmission purchased separately and installation by a third party. "Morgan wants to make sure that we control the stock engine purchase and correct installation for potential liability reasons," Glavis said. He said total cost is about \$105,000 including engine/six speed transmission

purchase and installation. Currently this is the only model that the Morgan Motor Company wants to do on this basis since the 3.7 liter V6 has a US equivalent (and with more horsepower) that can be sourced from Ford. For more information, and to see a beautiful Aston Martin green Roadster, check the Morgan West website at http://www.morganwest.net/roadster/roadster_2.html or call Dennis at 310.998.3311. Meanwhile, Bill Fink offers a different approach — give him a suitable donor Morgan and he'll install a sturdy GM-sourced 4 cylinder and five speed transmission for around \$20,000. <http://www.morgancars-usa.com/ecotec.html> or call 415. 433.1344



NEW 2014 MORGAN 3 WHEELER
 Brooklands Edition - Brooklands'
 Racing Green, Black mohair
 tonneau, All Brooklands
 features. May be the ONLY
 Brooklands' Racing Green
 Special Edition in America!

NEW 2013 MORGAN 3 WHEELER
 Brooklands Edition, Polished Alloy
 Body, 1 of 50 for the world!!

NEW 2013 MORGAN 3
 WHEELER Black Cherry Metallic!

NEW 2013 MORGAN 3
 WHEELER Porsche GT Silver!

NEW 2013 MORGAN 3 WHEELER
 Sport Green/Tan, Arriving
 shortly—on the water!!

2009 MORGAN AeroMAX

2005 MORGAN ROADSTERS:
 Choose from the only 4 for sale in
 America: Fly Yellow/Two Tone Blue
 Metallic/BRG/Silver Blue Metallic

1967 MORGAN 4/4 Series
 V British Racing Green

1965 MORGAN PLUS 4 FOUR SEATER
 BMW Laguna Blue, new chrome

1962 MORGAN PLUS 4 SuperSport
 Roadster Soft Yellow body/Black

1961 MORGAN PLUS 4 DHC,
 Red/Black Leather, chrome wire
 wheels, Best In Class winner
 at MogWest last year!

1959 MORGAN PLUS 4
 DROPHEAD COUPE Kingfisher
 Blue, stunning restoration.

1935 MORGAN 3 WHEELER Dark
 Red and Ivory, fully restored F2

1934 MORGAN 3 WHEELER Ivory
 with red leather, 29 Historic Races
 and Concours, fully restored

OTHER MARQUES

2013 ALLARD J2x MkII Blue
 with Red Leather, Hemi engine!

2013 PERANA GT BY ZAGATO
 730HP/6Speed manual
 or 430HP/AT

2011 ZOLFE ROAD ROCKET



WWW.PERANAWEST.COM

WWW.ALLARDWEST.COM

1972 HARLEY DAVIDSON
 XLH SPORTSTER

TVR 3000 S CONVERTIBLE
 PROTOTYPE 1978 model; purple/
 tan leather, black top

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Book Review

By Wendell Bain

Morgan International Adventure

“Morgan International Adventure” is the story of how Morgan went International racing in the late 30’s to promote the Series 1 4-4. Author John Clarke started his research into the Morgan 4-4 when helping a friend purchase a log book and a box of car bits that purported to be a 1938 Morgan 4-4. After four years the bits had not been touched so John bought them and sent it all to Techniques of Stotfold for rebuilding. After completion John raced the car for many years, and then eventually sold it.

In his research he met Chris Chapman and Jake Alderson. It was presumed the actual Le Mans Morgan had long ago disappeared, but Jake heard that the car had been found in a derelict state in the US. John was able to buy it from the estate of its owner, and the car was rebuilt and raced at Le Mans in 2010 and 2012.

In order to publicize the new four wheeled Morgan, the factory entered a car for the 1937 TT. It was driven by Henry Laird and Ron "Soapy" Sutton. In the race the Morgan went well, but lost a wheel near the end and was unable to finish. The factory put it to one side until it caught the eye of Prudence Mary Blake Fawcett, a 23 year old car enthusiast with no racing experience. After a trip to Le Mans in 1937 she was determined to race, so she entered in 1938 without yet having a car. Geoff White of Winter Garden Garages, London, persuaded H F S Morgan to lend them the TT car, road registered as BNP 370.

The book is about their adventures, and covers in detail their races using much behind-the-scenes information from the Fawcett family including many previously unseen photographs, more



International Adventure

John C Clarke

than 300 of which are reproduced here.

The last 80 pages give detailed biographies of the five main people involved. These characters each had varied careers in motor sports of all types and in many different cars. None are well known, but it still makes very interesting reading. The author also gives quite a bit of insight into what was going on in the world at the time.

The book is self published and printed in strictly limited numbers.

Morgan International Adventure is available direct from the author's website:

www.morganadventure.co.uk.

Price: 24.95 Sterling with 6.6 p & p (UK)

236 pages, 314 photographs.

Chinese New Year Dinner

Story and Photos by Ellen Jo Baron and Jim Taylor

February 1, 2014

Twenty celebrants gathered in Daly City for the tasty treats and scintillating conversations of another Chinese New Year. Koi Palace, true to the event, was packed to the gills with celebrants, and we had to wait a while to be seated.

The year of the Horse was ushered in by George and Kathy Tollworthy, Grant and Angie Larson, Gordon and Maggi Craig, Harv Berger & friend Shirley Bernadotti, Larry Ayers and Donna Dell'Ario, Joyce and Doug Hamilton, Thorley and Bob Murray, Steve and Susan Kellerman, and Fred and Lisa Tenover, friends of Jim & Ellen, who rounded out the group because Don Henry had developed a last minute bout of the flu. Ellen Jo and Jim were the hosts, and Ellen, remembering the "fun" that last year's group had playing with their little snakes (2013 was Year of the Snake) had provided tiny horses with red ribbons for good luck, and some amusing paper devices made for annoying other people. **Joyce cornered the horses for her granddaughter later in the evening.** If you flicked



*Clockwise: Joyce Hamilton; Donna D & Larry Ayers;
Maggi & Gordon Craig;
Doug Hamilton, Steve & Susan Kellerman*





*Grant & Angie
Larson,
Fred & Lisa
Tenover*



*Kathy &
George
Tollworthy,
Harv Berger &
friend Shirley
Bernadotti*



*Thorley & Bob
Murray
Ellen Jo Baron
& Jim Taylor*

the stick, the curled up colored paper would make a tube that could zing out quite a long ways or be used as a moustache (**Donna demonstrates**). Larry and Angie were at battle across the divide between the two tables periodically during the entire 3 hour event. Larry and Donna won the award (a beautiful Chinese bookmark brought back from China by Ellen Jo) for the furthest distance traveled, although not one Morgan had made the trip again this year.

Each table chose their own array of Chinese delicacies, and it was pretty amazing that not one dish was common to both tables. The night progressed swiftly and at the close, a few souls, still ready to party hearty on, adjourned again to the Molloy's Tavern in Colma for a banjo extravaganza as they did last year. This year, we heard that Fred Thompson was going to actually be there. We have not had a report from that group of hipsters and since Jim and I pooped out early, we cannot provide any further intel.

Longtime Morgan owner and former Prez Bob Frisbey, ressurected this '58 Series II 4/4 after 3 decades parked under a tree. He brought it to its second life over four years of complete rebuilding, salvaging the old and reconstruction, 1/3 of the wood structure original, the rest new matched to patterns cut with a hand-held jigsaw

Then, a Mustang II front end, r&p steering, reinforced sub-frame, coil over suspension front and rear. The Honda S2000 FI engine with 6 speed box is driving a rebuilt TR3 rear end, stout enough to handle the est. 200+ h.p. Bob built a modern, modified Morgan to be his dream Morgan, and after more than 2500 shakedown miles (including FlogMog) he says, "It is everything I wanted it to be — and more, my Favorite Morgan." Well done Bob!





Sticky Bun & Pub Food Run

Story by Gordon • Photos by: Larry A, Donna D, Janet L, Ellen Jo B, Wendell B, Gordon C



Tour Maestro Don Henry greeted us in the glorious and warming morning sun with fresh Sticky Buns as we gathered from all over the Bay Area and beyond. No one counted, but there must have been over 30 Morgans, including M3Ws, the latter are becoming fixtures on our runs these days.

Maestro Don led us through the zigs and zags of downtown Petaluma out to the west Pt. Reyes road. We sauntered along, sharing the narrow twists and turns with Saturday morning cyclists, until back in the stack Paul Cowleys +4 let out a wheeze and pulled to the side of the road, you humble scribe right behind pulled over, too.



Paul Cowley greeted by Don



It turned out the trouble as a daff electric fuel pump, fortunately (or so I thought) I carried a spare, so we set about replacing it. Alas, after re-plumbing and wiring in, this replacement did not work either, despite having worked six years ago when I tapped it for back up duty on the road, aargh! And then we had no cell phone coverage either, hmmm, but just about that time a Triple A transporter drove up carrying a pick up, driver stopped, said he would go into Pt. Reyes, drop this load and be back in 30 mins. (He did just that, Paul got the car home to Penngrove and re-installed his mechanical pump, the engine started right up.)

Meanwhile, the rest of the gang had stopped at the Bovine Bakery in Pt. Reyes when we caught up (moi and my navigator for the day, Ted Roberts), and they were out of Sticky Buns, phooey!





So south along Hwy. 1 we turned left on Sir Francis Drake Blvd. and made our way to the Mayflower Pub in San Rafael, excellent pub grub and brews tailor made for telling war stories. We all had a great time and run quite like a Sticky Bun--Short & Sweet! Many thanks to Don for putting us all together (and to Michael Rubin for assistance). Cheers!



Sampling the Bakery's wares: Bob Murray, Linda Rubin, Carol Pitman, Larry Ayers, Fred Thompson, and Bob Panero

Don Henry offered one sticky bun per car for the first dozen arrivals – He soon ran out!

Many of the passers-by wished the many Morgans were going to be part of the carnival rides.

Blessed by warmish weather and dry roads, we really enjoyed cruising around the Marin hills that we know so well.

Half the crowd at the Mayflower Pub in San Rafael. No vantage point to photo the other half!



Hamilton's to Larson's Mine and Wine Tour

Organizers: Doug & Joyce Hamilton and Grant & Angie Larson • Photos by Joyce, Wendell, Gordon



The 2014 Mines and Wine Tour was run on Saturday, March 15, starting from a mid-morning rendezvous launch from the Hamilton's in Atherton and concluding at the Larson's in Belmont, all in the central peninsula of the San Francisco Bay Region. The launch from the Hamilton's went smoothly despite unanticipated simultaneous construction activity involving cement trucks and contractor crew going on across the street with consequent need for parking supervision.

The tour featured a run southward along the Skyline Drive crest of the Santa Cruz Range, featuring a stop for a tasting at the renowned David Bruce Winery, followed by a return run northward up the coast on Highway One and ending with post tour festivities at Grant and Angie Larson's in Belmont. The overall tour involved approximately 110 miles of mountain and coastline driving, all along prime Morgan roads.

MINES feature of this tour was represented by several large open-pit sand quarries in the San Lorenzo River valley in the vicinity of the town of Felton. Unfortunately (or fortunately if one lives near one of these now-inactive quarries) the open pits were all well fenced and surrounded by corridors of dense brush and trees, hence could not be viewed from the ground. As visible on Google earth, however, they are very large quarry pits several hundred feet deep, with steep, probably dangerous, side slopes. The uncemented sand formation developed by the quarries was widely used for construction in the region.

WINES feature fortunately was more accessible, with several excellent vineyards and wineries being located in the central Santa Cruz Mountains. Our tour visited one of the





Participants

Jerry Gurley	+8
Bob & Thorley Murray	+8+
Tom & Beverly Morgan	(MG)
Wendell Bain	(Dodge Brothers)
Gordon & Maggi Craig	+4 str
Greg & Tangie Solow	+4
Hilary & Peter Mahon	+4 str
Larry Ayers & Donna D	+8
Ann & Fred Thompson	+4 str
Lisa & Paul Marchant	+3
Angie & Grant Larson	+4 str
Don Henry	+4
Marj Naughton	+4 dhc
Phil & Elain Fisher	BMW dhc
George & Kathy Tollworthy	+8
Joyce & Doug Hamilton	+8
Viggo & friend	+4 str



best known, the David Bruce Winery located on Bear Creek Road. We then stopped for lunch in Pescadero which is about an hours drive up the coast and two miles inland up Pescadero Valley.

The last stage of the tour involved a twisty run up Tunitas Creek Road to Skyline, then north on to Highway 92 and down to the Larson's.

A total of 17 cars, 14 of which were Morgans, went on this event. The Morgan tally was one +3, eight +4's, four +8's and one +8+.

Co-sponsors Grant and Angie Larson hosted the festive end-of-tour party which included convivial conversation, excellent food and spirits, and entertainment consisting of singing with guitar accompaniment by tour participants Tom and Beverly Morgan.



Gordon's CORRECTION

Last issue, I prefaced Doug Hallawell's excellent "Scrutineering" article claiming TOK finished 1st in Class and 3rd overall in its history making run to glory of the 1963 LeMans 24 Hour race. Well, not quite. TOK finished 13th overall, not 3rd. I knew it writing the preface, I checked it twice, but I missed the error in proof. Still and all, a remarkable finish for a largely untested car and its two drivers, Shepard-Baron and Lawrence.

A couple of "Hot" links

For a spectacular, hair raising ride up the Klausrennen road course check out Bill and Maggie Tuer in their Aero SS/ JAP 3-Wheeler run. During the 18 minute video you can make out Maggie entering the frame on the left pumping up the pressure in the fuel tank as they climb the heights. https://www.youtube.com/watch?v=D_GYGAZMgRE

Here is a plug for our Morgan friend Tony McLaughlin and The Morganville Registry, an internet list that charts known Morgans around the world. <http://www.morganville.org/home>

And lastly, Hermen Pols unique Morgan History Info website, this site just keeps getting better and better, here a new addition: <http://www.morganhistoryinfoshop.com>

Happy Morgan Trails, see you next issue, gordon

MONZA- Morgans Over New Zealand Again

Trip of a Lifetime - The North Island by Elaine Fisher

Eighteen Morgans were shipped to Auckland: 15 from Ipswich UK, and 3 from Oakland for our 8-week



road trip through both islands of New Zealand.

Richard Cressy, Keith Merrett and Scott Murray did a fantastic job of planning the route, hotels, and organizing activities with the local Kiwi's. Roger Lacey organized insurance for the group, and Colin Cundy, Richard Cressy, and Philip and I organized shipping.



Participants came from UK, Belgium, California, Colorado and Portland, and several Kiwi's joined for a few days.

Unfortunately one family shipped their Morgan and weren't able to attend, and Michael Myers on Day 1, collided head on with a garbage truck, rendering he and his new wife Patsy to a hired "Forgan". Their Morgan is under repair at Derek Atkinson's Shop near Auckland.



While Patsy had some severe bumps and bruises, Michael was physically unscathed. Lyle Honess from Australia had shipping problems so wasn't able to join until the South Island.

The trip began in Auckland with a wonderful day trip to visit Richard Langridge's stable of many beautiful Rolls-Royces,

followed by a wonderful BBQ at David and Sue Bartley's, where we were pleasantly surprised to find **Evan Snyder, a long ago MSCCNC member.**



We separated from the group to head north along the west coast to reach Cape Reinga, the designated furthest point north, then joined the group in Pahia, and came back down the east coast to Auckland.

On the Coromandel Peninsula we all visited Tony and Alice Wallace at Cook's Beach where they directed us to the local sites. We really enjoyed Colin's Cundy's 60 Birthday party at Wellington before an early morning ferry to the South Island.

Twenty nine days later we returned to the North Island, where we had high tea with the British High Commissioner Vicki Treadwell, then headed off toward Napier to enjoy the three day Art Deco Weekend. The weekend was filled with beautiful old cars, wonderful costumes, great music and lots of fun.

Our Taupo visit took us to Bob and Maxine Taylor's for a wonderful get together.



Some of us stopped by Hobbiton for a tour on way back to end the trip in Auckland before flying home to SFO.

The weather was varied with little rain, and the views and sights magnificent.

MUCH MORE ON ELAINE's BLOG at
<http://www.monza2014.blogspot.com>

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My Visit to the Morgan Factory in 1966

Photos and story by Ted Roberts

Ted and Janet Roberts have owned a 1966 +4 roadster for all of its driving life to this day. Ted went to The Works in 1966 to take delivery of his pride and joy and photographed its build. Here he chronicles that time and the Great Morgan Tour of his young life. Thank You, Janet and Ted for putting this story together for us, editor.



When I got off the train at Malvern Link the small greystone station seemed a bit bleak on this sunny June day in 1966. It was set on an open country hillside. Not a soul was around. Then I found the baggage master having his lunch in back. Puzzled by it's rural location, I asked him where I would find the Morgan factory. He cheerfully replied "There's a path along that hill on the other side of the tracks that will get you there." Sure enough, at the crest of the hill I looked down on a long, narrow weathered brick building. As I approached I saw the Morgan sign over an arched entrance door. Entering, I found myself in a dark wood paneled waiting room. I peered



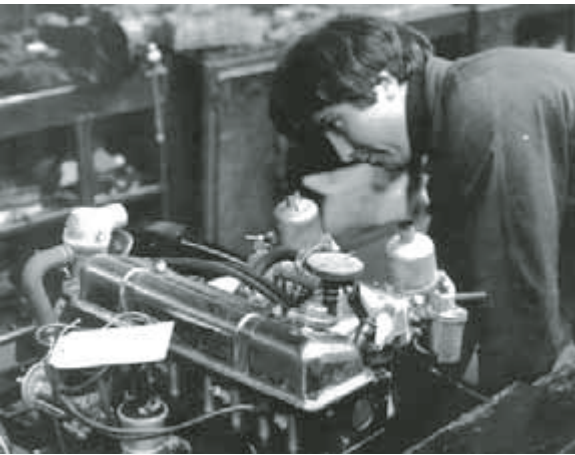
into the small counter window of the business office. An accountant told me that Peter Morgan and the staff had gone off for lunch and would be back shortly. I took care of the delivery papers which I had worked out with the Morgan dealer located in Los Angeles. The dealer had agreed to make sure I got timely delivery of the Plus 4 in return for my taking photographs of the assembly of the cars at the factory. The cost of the car was about \$2500, comparable to that of a VW bug. It was an amazing price for a hand built roadster. At that time, "old fashioned looking" sports cars were not in great demand.

Gradually, the staff and crew filtered back from their break. After introductions, I was escorted into the main assembly room, shown about a bit, and then given free access to wander around taking my pictures. I appeared to be the only visitor. The guys were back working on shaping the wooden frames and chassis, connecting engines and transmissions, putting body parts together. Not being mechanically minded, I'm sure I missed the nuances of the assembly process, but it made for interesting photography. I watched workers who had been at it for decades,



making and installing myriad parts, like the fellow who had been making just the grills for decades. There were also young guys, fans of the Beatles and Stones, just learning the trade. I met the women who were still sewing the leather seats for my car. No one seemed bothered by my presence.

Returning the next day, the Plus 4 had



roadside. Kids would cry out as we passed "Beatles, Beatles". We headed for the western Norwegian coast up the main road over the mountains which was sometimes gravelly, passing glaciated peaks and winding down to the spectacular Hardanger fjord.

After a brief stay in the port city of Bergen, we headed north, crossing numerous fjords by ferry we wound our way up to Trondheim, the Morgan's most northern destination. I parted ways with the Spaniard, stored the Morgan, and took a quick trip by Postal Steamer up to the Lofoten Islands, above the Arctic Circle and back.

From Trondheim, I drove across the wooded countryside of Norway and the endless forests of Sweden, heading south to Stockholm to

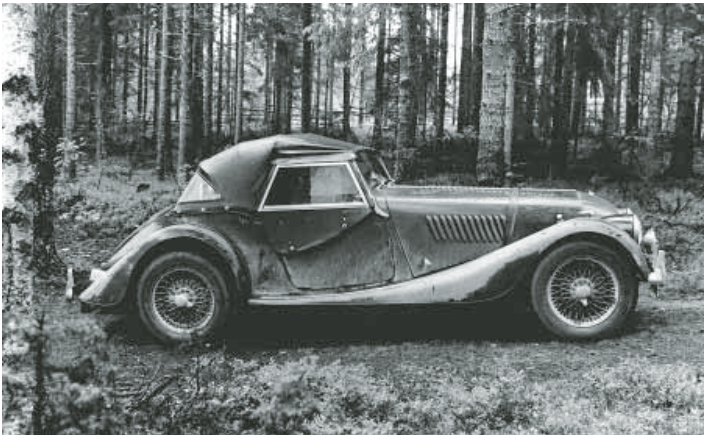
garage which has been my Morgan's home for the past 46 years.

During the 1970's and 80's I mostly drove up to Sonoma, Napa and Marin. I commuted to many late night meetings of the North Central Coast Commission where I represented the Sierra Club. Returning on the San Rafael-Richmond Bridge, I had the bridge virtually to myself and could really open up the Morgan full bore. I had some beautiful drives out to and along the Sonoma coast to visit friends in Jenner. I made trips down the Peninsula while courting my wife Janet, who lived in Palo Alto at the time. Together we have driven up through the Napa Valley several times.

Now, I take mostly short runs in Tilden Park and the East Bay hills. My Morgan remains just as

it came from the factory. I haven't had any body restoration work done, only occasional mechanical work to keep it going forward towards its 50th anniversary.

I've just loved

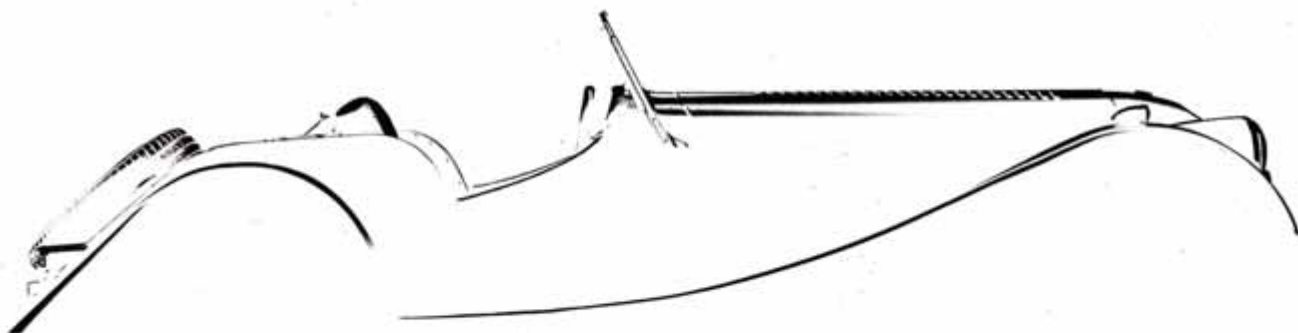


meet up with a lady friend. We took a leisurely weekend drive and returned to Copenhagen for a brief stay. The final leg of this tour was to deliver the Morgan to the docks of Hamburg, Germany for shipping to San Francisco.

At that time I lived in an apartment on Lombard Street on Telegraph Hill, and just parked on the street where the only vandalism to the car was a stolen spare tire. Two years later, I bought a small house in north Berkeley with a tiny detached

having it around all these years, thinking of the folks back in Malvern Link whose craftsmanship made it happen.





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