



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

September • October 2011



Inside:

***Monterey Race & Concours Weekend • Derby Bentley in Italy/Euro-Rallye • Morgan
Roadside Adventure • Barton-Roche Memorial Run •and More!***



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 2011

President • Bart Weaver
408-254-8912 • bartweaver@earthlink.net

Vice-President • Bob Schmidt
510-792-4157

Secretary • Marj Scooros
408-254-8912 • mscooros@earthlink.net

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

Activity Chairpersons • Phil & Elaine Fisher
925-930-6037, mailtophil@astound.net or
togetelaine@astound.net

Board of Directors • Linda Cannon,
Jerry Gurley and Shelley Katz

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

Membership Renewals & Advertising •
Kathy Tollworthy, 925-462-6378
Trikenut@comcast.net

Member Contact Information Changes •
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Morgazette

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lismoregordon@sbcglobal.net

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dd-mgzt-gc@earthlink.net

The Morgazette

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

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

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

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

- **December 12** for November-December 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 an on-line format as a web PDF. It can be downloaded at the club website or contact the editor.

Welcome New Members

As of July 2011

Paul and Bobbi Stucker

130 Wildwood Way
Woodside, 94062
650-364-9950
petestucker@yahoo.com
1962 green +4

David and Sharon Bigeleisen

101 Howard Street, #310
San Francisco, CA 94105
415/753-1161; work 415/957-1717
(no Morgan or email listed)

Cover Photo: Morgans breezing the turns on
Grant Line Road, Altamont Pass.

Photo by Donna D.

The Morgazette Online
<http://morgancars.us/msccnc.html>



* MSCCNC Club Sponsored Event

Other events are listed for information only
Please let Activities Co-Chairs, Phil & Elaine Fisher, know if you would like to host or promote an event on the Calendar. (*Contact info pg.2*)

NOVEMBER

Flyer

***12TH SATURDAY • Gobble Wobble Tour.** Visit to a South Bay vintage hot rod and Bonneville Speedster collection. Gordon & Maggi Craig, 510-638-4904, lismoregordon@sbcglobal.net, and Bill & Teresa Wilson

DECEMBER

Flyer

***10TH SATURDAY • Holiday Dinner,** Kathy Tollworthy, 925-462-6378, trikenut@comcast.net

***26TH MONDAY • Boxing Day** coordinated by Wendell Bain, 707-795-0260, wbain@sonic.net

CALL for CLUB OFFICER NOMINATIONS! (& Membership Dues, too)

Nominations are open for these Morgan Club Officers: President, Secretary, Vice-President, Board of Directors. Fellow members, please think about who you would like to nominate for the offices at the Business Meeting for Octoberfest. The nominations will be listed and forwarded to Bob Koupal (Membership Roster) for balloting to Club Members, which will be mailed to you separately in November.

Please return your ballot no later than Thursday, December 8th. The Election of Club Officers will be announced at the Christmas Dinner Party December 10.

Also, this is a good time to mail your Membership dues, just \$35.00 for the entire year of 2012. And you won't miss a single issue of the "Morgazette" either. So send a check along with your ballot, Thanks.

Bart Weaver, President



President's Message

Bart Weaver

It's coming up on that time again. Time for nominations for club officers and board of directors for 2012. The nomination meeting will be held during the Octoberfest weekend. Ballots will be mailed based on these nominations and the results announced at the Christmas dinner. (See above announcement.)

We had some great events since the last edition of the "Morgazette." A special thanks to Loren Steck and Annette Yee for once again hosting Morgans on the Floodplain. Also, Dennis Glavis' night concours was a much appreciated addition to the BBQ. Thanks Dennis. This year Jerry Gurley had the Baron Roche-Jan Barton Run as a separate event from Boxing Day. Through much hard research on his Norton, he was able to find roads not traveled by Morganeers before. Jerry also included a lunch stop at the Mountain House (Old Hwy. 50 near Altamont Pass) and dinner at a pub in Pleasanton. Thanks Jerry and Lynne!

We also have some wonderful events in October and November. Dave Sneary is once again hosting Flog Mog. If you enjoy driving your Morgan over long distances through beautiful scenery, this is the event for you. New to the calendar this year is the California Autumn Classic in Morgan Hill. It looks like a outstanding event with plenty of beautiful English cars. Audrey and Dave Haines are once again hosting Octoberfest and annual talent show at their estate in Newcastle. This is always a super event touring a different part of California. Get your act ready for the talent show. Rumour has it that George Tollworthy will not be doing his award winning performance. Unfortunately, the reason he will not be there is that Kathy will be out of action for while after back surgery. Get well soon Kathy. I guess Dave Haines will have to do the pub ditties solo. November has us doing the Gobble Wobble. Always a fun event hosted by the Craigs and Wilsons. The Holiday Dinner will be in December at the Oakland Yacht Club. Please return your signup to Kathy as soon as possible.

As you can see, we have and have had a year of wonderful events. I would like to extend my personal thank you to everyone who hosted an event. I know it is a lot of work, but I can assure you it is very much appreciated.

With great sorrow we announce the death of Christopher Lawrence

A Celebration Service for the Life of Christopher John Lawrence Was Held at the Priory, Great Malvern on 30th September at 2pm.

Christopher Lawrence will be best remembered for his contribution to the racing pedigree of the Morgan sports car. Being himself both an amateur racing driver and development engineer, there can be little doubt that his racing successes, culminating in the Le Mans 2-litre class win in 1962 helped to revive Morgan's flagging fortunes in the 1960s. Thirty five years later he was to return to the Morgan marque and take responsibility for the design and development of the Aero 8. This latter task was arguably his greatest contribution to auto engineering.

Christopher John Lawrence was the son of William John Lawrence and Joan Sanderson. Born in Farnham Royal, near Slough, in 1933, Chris was an only child and acquired an early addiction for motor-cycles and golf. Influenced by his mother and an uncle who had enjoyed a brilliant career in the Royal Navy, Lawrence went first to Pangbourne Nautical College and then joined the Senior Service. In line with his love of speed and things mechanical, he opted for the engineering branch. His early life as a Midshipman, at a time when discipline was absolute, no doubt helped to develop his taste for formidable levels of determination and perseverance. These qualities, reinforced by unbounded enthusiasm, were to define his life thereafter.

By any stretch of the imagination Lawrence's life was crowded with success, variety and colour, much of it achieved on the smell of an oily rag. Having gained his engineering degree, he decided that making sports cars go faster held more appeal than a naval career, and having resigned his commission, in short order set up his own company, LawrenceTune. From an early stage Lawrence showed remarkable promise as a development engineer and in addition to his tuning work on other people's sports cars, developed his own marque, the Deep Sanderson, which claimed many track successes in different guises.

Being both an engineer and a racing driver, Lawrence brought an analytical approach to his racing which contributed immeasurably to the performance of all the cars he was involved with as it enabled him to refine critical aspects such as steering and suspension geometry. Few other drivers had this capability. He won over 100 races and set many lap records.

In 1966 Lawrence was invited by a French company to project manage the development of a luxury grand tourer to replace the Facel Vega. After five years of frantic work and several prototypes later the Monica was launched at the Paris motor show in 1971. Beautiful in design and stunning



Douglas Hallawell photo: in Cheltenham parking lot arriving for MMC Centenary, 2009

in performance, the 5600cc Monica caused a tremendous stir. Sadly, just as production started to take off the 1973 oil crisis hit. Gas-guzzling cars fell sharply out of favour and the Monica was effectively doomed.

The demise of the Monica seriously affected LawrenceTune and Lawrence headed off to California for 15 years to offer his engineering skills to the American classic car fraternity. This venture met with mixed success, although there was plenty of racing and his golf handicap came down close to scratch.

On his return to England in 1992 there followed some work for Marcos before he approached Peter Morgan with some ideas he had about trying to repeat his earlier Le Mans successes. Fruitful discussions followed with Charles Morgan, the current managing director, and the possibility of designing a completely new Morgan - the Aero 8 - was given the green light. Lawrence masterminded the design and development of the Aero 8, which, bred as much for the track as the road, has ensured The Morgan Motor Co a secure place in the 21st Century.

Life for Chris, however, was not all about cars. Another great passion was sailing. He owned and raced a 1927 John Alden designed schooner, La Goleta, for many years and was very proud of having won line honours with her in the 1976 Fastnet Race.

Although Lawrence had a reputation for being somewhat brusque in his dealings with people, this was largely a mask for shyness. At heart he was a bon vivant and generous to a fault. His reputation as an engineer was second to none and he was always keen to encourage others who had new ideas. One could not but be impressed with the breadth of his

achievements on the track and in the workshop, or indeed on the water.

Following retirement in 2003, Lawrence continued to promote the Morgan marque and with a large following of Morgan owner fans, took a close interest in club racing and rebuilding 1960s Morgans to the old TOK 258 Le Mans specification. Not content with that, he set his mind to designing and patenting a compact and powerful steam driven piston engine suitable for generating cheap electricity.

In 2007 Lawrence wrote an entertaining autobiography, *Morgan Maverick*, in which he was disarmingly frank about his more erratic business ventures and trials and tribulations as well as the many highlights in his career.

He was married three times: to Jenny Bain in 1958, who bore him two sons and a daughter; to Jennifer Laimbeer in 1983; and in 1993, to Carrie Spender, who had shared many vicissitudes with him since the early days of LawrenceTune. He is survived by Carrie, and the two sons from his first marriage.



ANNOUNCING CALIFORNIA-OREGON TOUR SEPTEMBER 2012

from David Hammond, Medford, Oregon

This is a heads up about the tour I'm planning for 2012. Starting on 9/12/12 and I am assuming folks would start in the Bay Area (Oakland is a large container port). We would meet up/spend the first night in the Monterey, CA area. A visit to the aquarium, then down the coast highway thru Big Sur stopping at Nepenthes' for lunch. On down coast to Hearst Castle and on to the Santa Barbara area stopping at the wharf (Moss Motors is in Santa Barbara if anyone needed spares). Then over the mountains eastward to Yosemite and thru there to hwy 395, probably stopping at Bodie (a ghost town), north on 395 to Lake Tahoe and maybe Reno. Continuing north high in the sierra mountains with stops at Mt Lassen (old volcano) and Crater Lake, Oregon. Continuing thru mid Oregon to the coast, coming out at Coos Bay, then down coast thru the Redwoods and the Napa Valley (wine Country). Thinking of going thru Sacramento (Old Sacramento, Railroad museum) and ending back at Oakland.

I'm planning on about 200 miles/day and think it will be 3 weeks long. As we did on the New Zealand tour, I'd set up lodging and tour participants' would confirm the reservations. Nominal fee to cover costs. I'd appreciate expressions of interest and any comments you might have. I'd also like to solicit help from Mogs along the proposed route. Does anybody want to host a stop? Does anybody have an interesting car collection? Anyone with local information about things to see?

Several prospective tour participants have inquired about renting a Morgan or other British Sports Car for the tour. If anyone has one they would be willing to rent or knows of somebody, please let me know and I'll put you together with them (NFI).

Thanks, David • email: dbh@hamengr.com tel: 541-601-4925

History Notes By Larry Ayers, Club Historian

Wayback in Morganland, July – August

1974 • The "Beasley's Snowshoe Trip, leaving from Iselton on July 4th to "Topsham" and a tour around Lake Tahoe with a "prime rib buffet" all you can eat dinner for \$4.00. Quincy Campout by the Fishers. Manuel's Madness Beach Party at Arroyo de Los Frijoles, south of Pescadero on Hwy. One.

1984 • The Morgan show at the Lafayette Concours. The Morgan "75th Anniversary" Celebrations in Malvern Link, U.K. Kites & Castles with Marj Scooros and Andy Eisenberg with a swim and dinner following at the Eisenberg's in Los Altos.

1994 • A new club badge featuring a belt surround with a bear in the center above Morgan wings for sale by Gary Kaye at \$55. A design by John Hardgrove. Mog West! — and Bob Murray won "Best of Show" with "People's Choice" to Gary Byrd. Harry Robinson took 2nd in the Drophead Coupe Class.

2004 • 22nd Annual Mog West at Cambria Pines Lodge. Business meeting at Harry's Hof Brau in Foster City. 13th Annual "Morgans On The Grass" party at the Steck's in Monterey. Sadie Hawkin's Day Run by Ellen Jo Baron and Donna Dell'Ario.

SCOTSMOGS - Scots Gathering of the Clans & Games

Pleasanton, Sept. 3 • Gordon Craig



Proving once again All Good Things are Scottish, **Olivia Koupal** and Riding Mechanic (aka "Dad") **Bob** regaled one and all with tales of Morgan adventure throughout Scottish history.



The rest of us sought the shade from the bright orb above us.



The ScotsMogs and their brethren draw the crowds every year.

Mission Accomplished



Kathy Tollworthy was finally able to bestow the Leakey Cup Award to Ed Abramson, as he joined the Sept 10th Run.

This award goes to a newer member who exhibits good enthusiasm and participation. In 2010 it was awarded to Ed Abramson, who was not able to attend the Christmas Party and accept the award.



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Not All 3-Wheeled Morgans are “Trikes”

By Tom Morgan (as told to Beverly Morgan)

“Guess what I learned in school today,” I said to Bev. “Uh oh,” she replied. She’s heard this before.

It happened during a track session for the coaches at a recent Hooked on Driving school, and I was driving my right-hand drive 1956 Morgan 4/4 racecar. Coming into Turn 9 at Infineon Raceway, I heard a “BANG,” felt something let go near my right foot, and watched as my right front tire came away from the car, disappeared behind me, and then reappeared going past me on my left. The wheel, free from its 1500-lb anchor, sailed down the track at a high rate of speed, finally coming to rest in the run-off area before Turn 10, driver’s left. The Morgan and I, on the other hand, began rapidly decelerating from about 85 mph as I guided the unevenly-balance vehicle (which handled remarkably well) onto the access road, the chicane part of the track that motorcycles use. When I returned two days later, I found the caliper beyond the tire wall and the concrete barrier some 50 feet from the track.

The emergency crew retrieved the wheel and lift-towed the Morgan back to the paddock, loaded it onto my trailer (BACKWARD), and we came home. There, in front of the house, I noticed the succession of black tire marks along the right side of the maroon car that I had carefully washed and waxed the day before. One spot indicated that the tire had come within inches of my right shoulder. Upon closer examination, I noticed that the knob for attaching the side curtain on the right side was missing completely.

The subsequent operation of taking the 3-wheeled Morgan off the trailer to put into the garage was an engineering project. Turning the crises into opportunity, I decided to upgrade the 5/8” spindles to 3/4”, and modify the hubs as they only make wire wheel hubs for the 3/4” set-up.

Just two weeks later, with the new spindles and hubs on the Morgan, we headed for Buttonwillow Raceway Park to run with the Vintage Auto Racing Association (VARA). Heading east on State Hwy 46, we approached the junction with State Hwy 33, the site where James Dean was killed in 1955. Dean is memorialized by large cut-outs outside a gas station/mini mart, and a traffic signal is (finally?) being installed at the intersection. I didn’t see the arterial “STOP” sign until Bev read it aloud to me, and I slammed on the brakes, stopping in time. As we proceeded, I looked into the rear-view mirror

and saw an ugly sight: all four of the Morgan’s tires had come off the trailer and some were just hanging in the air.

“Oh no!” “What now?” “OH

NO!!” I repeated, pulled over and jumped out. Bev followed. I suggested that she GET SOME HELP,



so she penned a sign and headed back toward the intersection. The third vehicle was a construction truck with the boss behind the wheel; when he spotted her, he crossed the median and pulled up behind us.

"What's the trouble?" he asked. Bev led him to me, and we assessed the damage. "Well, it only weighs 1500 lbs," I said. "If we just had 3 or 4 guys, we could lift it right back into place." "No problem," was his response, as he reached for his cell phone. "It's good to be the boss."

No kidding! Within minutes, we'd been joined by 3 other vehicles and about 8 men. While Bev snapped pictures with her cell phone, they soon had the Morgan back in position. But we'd had to cut a rear strap in order to free and move the car. "No problem," said one of the crew, and produced a



long strap (in CalTrans orange) from his truck. Wow – what luck. We handed them the still-cold 18-pack of Tecate we'd bought in Paso Robles and everyone went away happy.



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Monterey Race Weekend

Photos by various attendees...

"Morgans in the Dark" Concours "Best of Show"



From out of the gloom, Fred and Ann Thompson proudly display their "Best of Show" trophy held at the Stecks Annual BBQ gathering during Monterey Races and Concours Week in August

This award was provided by Dennis to continue the newly established Morgan Concours held by Charles Morgan last year, who could not attend this year.



Loren and Annette provided a few "alternate" awards as a lead-in to the evening's concours. Here Frank gets something to remember that "Morgans are Chick magnets."



An Aero SuperSport at the Quail Lodge Show. It looks suspiciously like Tamzen & Jon's new Morgan. The blue finish fairly radiates in the summer sunshine.



Doug's #111 ready to go, fellow racer Brian Howlett looks on

*Out at Laguna Seca racetrack,
Patrick Mannion and Doug Sallen
put some finishing adjustments on
Doug's new '53 Flatrad Racer.*

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Dennis Glavis' racer.



The ex-Grant Larsen Competition Morgan raced under Ron Carrico's sure hand.



Brian Howlett and John Miller inspect Jeff Tamkin's new engine.

For the first time in years, the number of Morgan race entries for the Motorsports Re-Union was only three. No three wheelers were accepted this year and that was disappointing for the applicants as well as for the spectators.

Dennis Glavis was entered in Group 1A, Pre 1940, Sports, Racing and Touring Cars with his 1953 +4 LeMans TT Special. Out of 43 group entries, he was grid-ded in position 23, but managed to finish in 20th place while experiencing no incidents or mechanical problems. He completed 6 of the 7 laps allocated for the session. Well done, and he's now ready for the next event.

Jeffrey Tampkin with his 1962 +4, was the only Morgan entry in Group 2A, 1947-1955 Sports Racing and GT Cars. At practice on Thursday, Brian Howlett drove the car because Jeff has business conflicts. This was the first outing for the new motor that Brian built for Jeff's car. It ran faultlessly and Brian thoroughly enjoyed breaking in the new motor around the 2.238 mile Laguna Seca course. Again, there were 43 entries in this group and Jeff finished in 11th position in the Saturday morning event and was primed for the afternoon final. Five of the fast Porches proved difficult to catch, with the 1962 Aston Martin DB4 finishing in first. * Jeff hammered on and was able to place in 12th spot out of 34 who finished the race. The new engine ran without any problems all weekend, and should be very reliable in the future. Good going Jeff and Brian.

The third Morgan to race over the weekend was the 1964 4/4 Series V driven by Ronald Carrico. This marvelous car was previously owned by none other than Grant Larson who sold it to Ron about six years ago. With a lot of documented history, this Morgan is the featured car for this article.

* Note on the Aston Martin DB4's performance in the "Pre-Reunion" races from the previous weekend. Jeff Abramson drove his Baby Doll Morgan in the same group and dived with the Aston Martin the whole time. Jeff was happy to report that in the final race, he was able to get by the Aston Martin and place ahead of him.

Great driving, Jeff!

ns at Monterey 2011

Historic photos by Grant Larson • Background statistics by Ron Carrico

1964 Morgan B-1089 • 4/4 Series V Competition Roadster

ROAD & TRACK



This 1964 Series 5 Competition Roadster was purchased new from the Morgan Factory by Horace Roberts of Dunhampton, UK. The car was a regular competitor in English Trials events from 1959 into the 1970s, entered as a Morgan Factory Team racer by P.H.G. Morgan and W.A.G. Goodall. Horace Roberts was a semi-factory driver for the Morgan Factory according to Charles Morgan, as well as a close friend of the Morgan family.

In 1965, Roberts took a 2nd Class Award in the Land's End Trial, a 1st Class win in the 1966 Edinburgh Trial, and the same year took another 1st in the Exeter Trial. Between 1965 and 1969, the Morgan ran about 15 trial

Clockwise from above: going under the banner at an early Monterey Historics • Grant Larson and Hank Giffin, previous owner-racers • Grant rounding the bales at a reunion race at Concord airport.

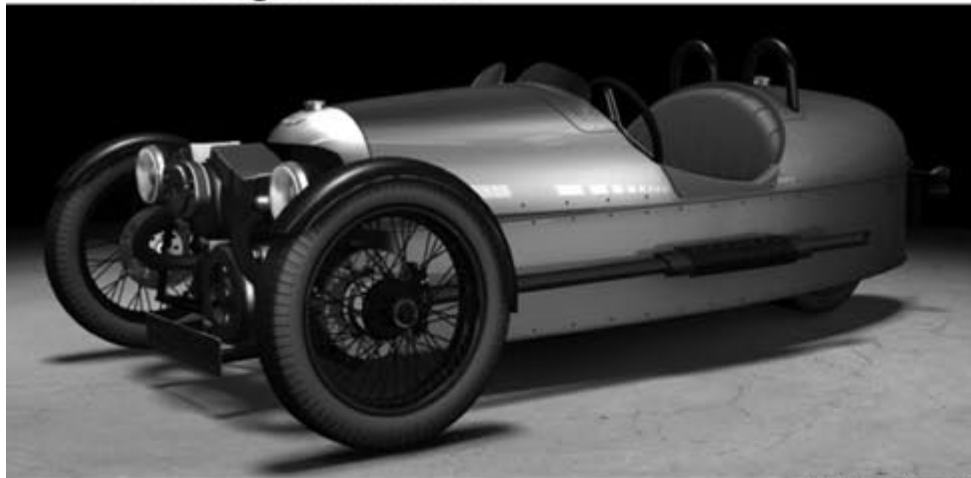


events driven by Mr. Roberts before he switched to a Morgan Plus 8 also entered by the factory.

In the early 1980s, the 4/4 found its way to the U.S. East Coast and was owned by Richard Fohl, who raced it in 1988 in the SVRA Summit Point event. Later that year he ran the Vintage Grand Prix, Brumos, Atlanta. The following year he ran the Walter Mitty Challenge and then sold the car to Admiral Hank Giffin, who entered it in the Mid Ohio SVRA that same year.

continued on page15

2011 Morgan ThreeWheeler



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2010 MORGAN Aero SuperSports Kilimanjaro Sand Metallic

2010 MORGAN Aero SuperSports Porsche Medium Ivory exterior, About to enter build on July 11.

2005 MORGAN Roadster Aston Martin Racing Green Metallic, Cognac leather

2005 MORGAN Roadster Maserati Bordeaux Pontevicchio

2005 MORGAN Roadster Amazon Green Metallic/two tone tan interior/ Green fabric top, 5,800 miles, as new



NEW MORGAN
60TH ANNIVERSARY
BADGES

2005 MORGAN Roadster Pollen Yellow exterior

2005 MORGAN Roadster Connaught Green 1,500 miles Tobacco leather

2005 MORGAN Roadster British Racing Green, 7k miles

2003 MORGAN Plus 8 35th Anniv. Edn. 8,500 miles lots of extras

2003 MORGAN Plus 8 35th Anniv. Edn. BRG Metallic/two tone 2.4k miles

2003 MORGAN Plus 8 35th Anniv. Edn. Rosso Corsa, 6.6k miles

2003 MORGAN Plus 8 35th Anniv. Edn. Merlot Metallic/pale grey and black two tone interior/grey fabric top, A/C.

2002 MORGAN Plus 8 35th Anniv. Edn. Black

1968 MORGAN Plus 4 Four Seater BRG/Black

1964 MORGAN Plus 4+ 2009 Pebble Beach Concours d'Elegance, SS spec

1961 MORGAN Plus 4 Roadster BRG Body/Black wings

1952 MORGAN Plus 4 LAB 274 'The Dellow Morgan'

other marques

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4/4 Series V Competition Roadster, cont'd

From 1990 through 1997, Giffin entered 6 other events, mostly running at Mid Ohio. The car was then purchased by Grant Larson.

Grant entered the 1998 Monterey Historics as well as two other events that year at Sears Point. In 1999, Grant shared driving duties with John Burks in the Enduro by HMSA at Thunderhill. That same year witnessed 4 additional events at the Sears Point Wine Country Classic, Buchanan Fields, Monterey Historics, and CSRG at Sears Point. In 2000, the Morgan saw action with Grant at the Wine Country Classic, SIR Northwest Historics, Zupan's Historics in Portland, OR, and the Coronado Speed Fest. CSRG Thunderhill was back on the schedule for 2001 as well as the Monterey Historics, and CSRG Sears Point. The last year that Grant raced the car was 2002, participating in the Portland Historics and the Classic Coronado Speed Festival.

Ron Carrico purchased the car from Grant Larson in 2005. The following year he was racing with HMSA at Laguna Seca. The year 2006 also saw Ron racing at Willow Springs, VARA Fontana, and the Coronado Speed Classic. In 2007, VARA Fontana, the Monterey Historics, and the Coronado Speed Classic saw action. In 2008, the Morgan raced with HMSA at Laguna Seca and in the Coronado Speed Classic. For 2009, Ron was at Buttonwillow with VARA, in the Wine Country Classic in Sonoma (for the 100th Anniversary of Morgans), and returned for the Coronado Speed Classic. In 2010, racing action was seen at the Monterey Motorsports Reunion and during the Coronado



Grant Larson, Laguna Seca

Speed Week in San Diego.

This year at the Monterey Reunion in August, the Morgan was entered in Group 7B, 1961-1966 GT Cars under 2500 cc. During practice on Thursday, the left wheel rim broke for some reason, however, no mishaps were experienced on the track. The wheel was changed out, and on Friday afternoon during practice, Ron ran in 17th position in the field of 41 entries, completing 10 laps.

On Saturday, all the A-Groups ran their races. On Sunday morning, the car ran in good form, as it did all weekend and raced in the final

event late in the afternoon finishing in 15th position. Nice going Ron, and we all hope that you and this very special Morgan Competition Model continue to have fun and record racing successes.

By the way, Grant Larson was at the track on Saturday and stopped by to visit Ron and see how his old racing Morgan was doing. I sense that quite a feeling of nostalgia and emotion was experienced during that visit. Racing blood still cruises through one's veins after they've retired from the marvelous sport of racing, especially when it's a Morgan that has campaigned.



Ron Carrico, Turn 4 Mazda Raceway, Laguna Seca, 2011

The 31st Annual Baron Roche' -

Story by Jerry Gurley



Above: Baron with a friend in his 1948 F-2 Morgan... windscreen folded flat, of course.

Left: Jan by his 1928 Aero Morgan with Anzani engine.

Baron Roche and Jan Barton were early club members who were notorious for taking "the road less travelled."



The 31st annual Baron Roche'-Jan Barton Memorial Fun Run, took place on September 10, 2011. The day was led by Lynne and I (Jerry Gurley), with help from Marj Skooros and President Bart Weaver. We had a turn-out of eleven Morgans and four other types, on what turned out to be a very warm day.

We planned on using some very

unusual roads that I am sure most participants had never been on before. The first one was the very narrow Morrison Canyon Rd., where fortunately no other cars were encountered. We then went up the very beautiful Niles Canyon Rd, toward our first stop which was the Concannon Winery in Livermore.

After some tasting and chatting, we left for our next stop, using Tesla Rd., Cross Rd., Midway Rd., and Grant Line Rd., to the historic Mountain House Bar and Road House for



Jan Barton Memorial Fun Run

Photos by Jerry Gurley, Gordon, Larry & Donna

lunch.

It's a good thing we didn't have many more people with us as no one wanted to go outside to eat lunch because of the heat. So we all ate inside using all the available seating. The strip steak sandwiches with salad and beans were well received.

We then headed down the Altamont Pass Road towards our stop at Kassabian Motors to look at, and maybe buy, some exotic cars. Some of us went across

the street to view the Motorcycle Museum at Arlen Ness Motors.

From there it was back down Niles Canyon to the seedy motorcycle bar, The Florence, in downtown Niles for some much needed cooling libation. After a very hot day, we finished with 12 strong survivors for dinner at The Main Street Brewery in Pleasanton, where we again toasted Jan and Baron at the conclusion of a good day. Thanks to all who participated.



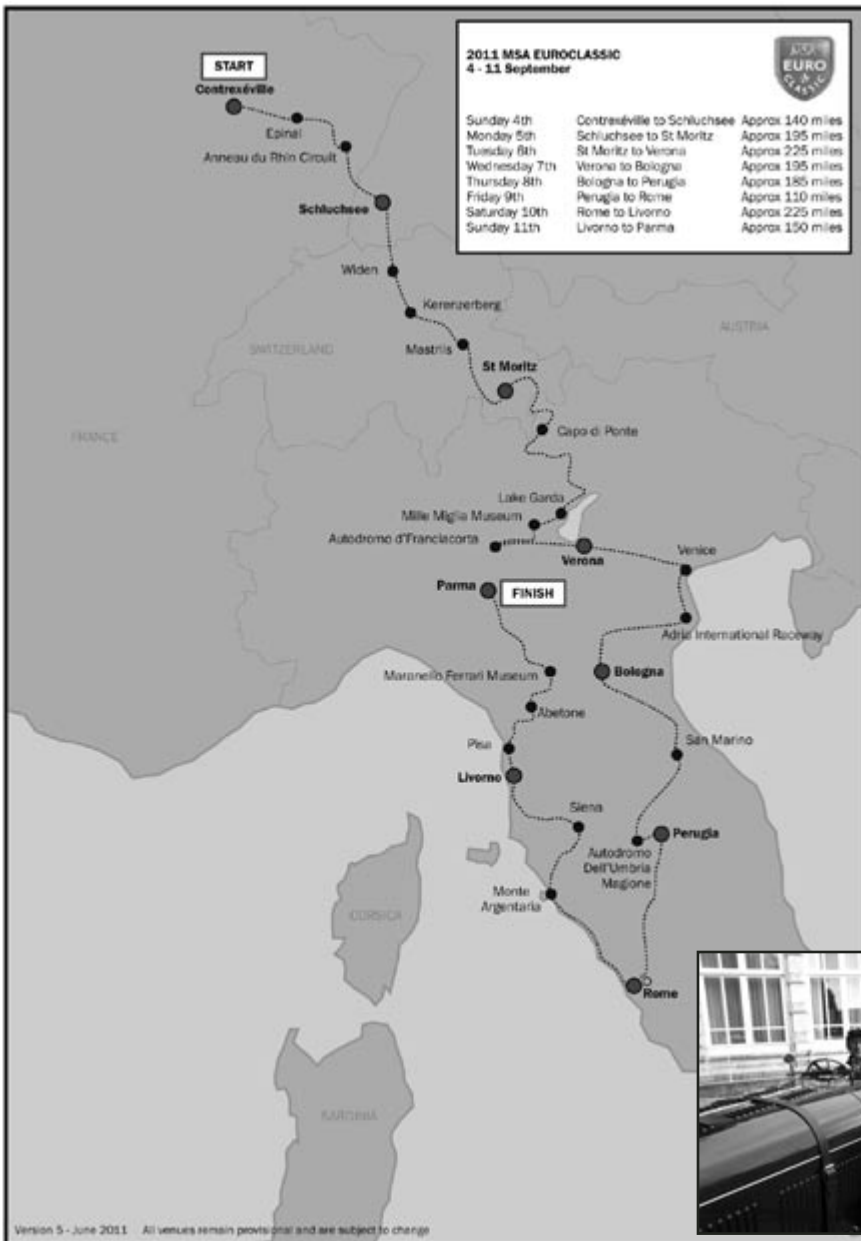
EuroClassic Journal

Notes & Photos from Paul Cowley, September 4-12

Fellow Mog Paul Cowley spent some of his summer as "Riding Mechanic" on a 1934 Derby Bentley, 3.5 litre, owned by friend Edward Courage of London. They shared driving duties, too, on this year's eight-day non-competitive route starting in the spa town of Contrexéville in western France and then headed through some of Europe's most spectacular scenery – the Black Forest in Germany, the Swiss Alps and the Italian Lakes – before heading south as far as the 'Eternal City' of Rome. The journey then turned north through the rolling hills of Tuscany for the finish in the historic town of Parma renowned for its hams and cheeses.

Notes from Paul

OK we are into day 2 (9/5), have moved from Paris through the Black Forest up into the Alps and currently at St. Moritz... problems today with the car electrics, mainly because it hasn't stopped raining since we started... I have the distributor and leads in my hotel room, trying to dry them out... Before we drive on early tomorrow... Having great time... hope it stops raining soon... cable brakes are somewhat interesting in the wet...



In Verona (9/6), made it over the passes but major probs with the plugs fouling, even took the air cleaners off to lean it out but its mostly the engine running so cold that the plugs are not warm enough.. should improve as we come down into Italy... And it all warms up... more later...

Press Release, 9/27

"The spectacular 1425-mile road trip featured overnight halts and sight seeing stop-offs at many of Europe's most desirable and celebrated tourist destinations. As well as visits to Brescia, Bologna, Livorno, Perugia, Pisa, San Marino, Siena, St Moritz, Venice and Verona there was plenty of action for driving enthusiasts too, with exclusive track time at no fewer than four different circuits. On top of this time was found for visits to two of the continent's most revered motor museums: the illustrious Mille Miglia Museum and the official Museo Ferrari."

Notes from Paul

Verona 9/7 Bloody overdrive has failed... the only new part on the car !!!! Ed is having one shipped in to meet us in





Rome tomorrow.

Well, not without incident but we have made it here to Rome yesterday, been in the engine bay as much as on the road on various problems, including fitting a new overdrive unit on the side of the road yesterday !

Great fun, heading out on the way back via Tuscany, Monaco and south of France... Paul

So, you'd think wet ignition, snow and rain, running and chugging rich most of the time and changing out an Overdrive by the side of the road would be enough adversity for a trip like this, and then you'd get to relax, enjoy the luxurious accommodations, sip some wine, get a few rays of the Tuscan Sun, a turn or two round the Ferrari Works Track at Modena, but read on:

9/16... Wow a lot has happened... ok

So we completed Paris to Rome... all good

Replaced the overdrive successfully on the road side... all good
Got to Siena... all good
Got to Pisa... all good
Got to Parma... all running sweetly
Just outside Modena getting close to the Ferrari track and museum — disaster struck!

We got taken out by a maniac 20 yr old driver in an Audi A3 — 3 cars coming towards us on a road that was single track in each direction... nowhere to go... the double overtaking maniac clipped us... he lost control and spun into the bushes, we stayed on the road but front leaf spring detached, wheel

caved in and we skidded along on 3 wheels to a stop...

No one hurt but could have been really bad.



Car being trailered back and insurance underway.....

OUCH! Glad both our Drivers are OK... the Derby



Bentley was brought back to London, and now awaits repairs. The young Italian driver (described as "Motta, Pazzo!" by all the witnesses) was cited and awaits trial.



A New Lease On Life

Tom Smith's New Morgan: Part 1

Tom Smith is a Mog from Connecticut, long time member of the 3/4 Morgan Club of New England. This is Part one of a continuing series of how he came to resurrect his second +4, a fated experience if there ever was one, and this saga will appear in our pages as space permits in future issues. Many thanks to Tom and Marc Wonderman for story and pictures. editor.



A red two-seater Plus Four with the chassis number 4442 departed Malvern in September of 1960 and was shipped to Worldwide Imports in Los Angeles, and from there it was sold to an unknown customer in 1961. By 1978 the paper trail leads to Nevada, where the car was registered to Constance A. Star. One year later, the car was in the hands of Frank Cuni of Trumbull, CT, who in turn sold it in 1979.

Sometime during 1981 Neil Pagnotto a 3/4 Group member, parked 4442 in his back yard in Stamford with the best of intentions. The engine had become prone to overheating, and eventually the head cracked as a result. The owner removed the damaged head, acquired a replacement and rebuilt it with new parts. He was determined see the Morgan put right.

But he was not, as it turned out, all that determined. Though he owned the car until October of 2005, the parking spot became a final resting place, and the car never moved again. At some point during the intervening 25 years Mr. Pagnotto realized that time and weather were taking a toll, so he removed the easily detached and most biodegradable parts and stored them close by in the cellar of his house.

Various rodents and other wild creatures found uses of their own for the car. The oil dried on the TR engine (yes, that's hard to imagine, but think of it taking place in geological time) and birds nested in the engine's exposed cylinders – sort of a chickadee condo with British cachet.

By 2004, 3/4 Group member Tom Smith had already completed a full restoration on his 1960 +4 four-seater. And as far as he was concerned, one Morgan restoration was enough to last a while. Meanwhile, Jim Baker, a fellow architect and British car fancier was delivering Meals On Wheels to a certain building in Stamford with a derelict car in the back yard. Jim mentioned to Tom that there was an old Morgan rotting behind a building, and the hunt was on. Tom eventually tracked down the owner and, yes, he could come and have a look at it.

Which was how it came to pass that on a summer afternoon in 2004 Tom, with me along for company, went to see the car mostly out of curiosity. It quickly became clear that what we'd come to see was not so much a car as the remains of one. An inventory of what was useable yielded a very short list: Maybe some sheet metal, the gearbox – if it wasn't frozen – ditto the differential. The dash, instruments, upholstery and the rest stored indoors yielded a few salvageable parts too. The saddest thing was that right there, among the pieces, was the new head, carefully wrapped in oily plastic and still perfectly useable. For 4442, salvation had always been close at hand, but not quite close enough.

The owner held an optimistic idea of what the car was worth. Tom, after consulting with Linda Eckler, concluded that buying 4442 would mean buying little more than the right to a chassis number. And since he wasn't looking for a project at the time,



finally Mr. Pagnotto decided that a little cash in hand and a junker removed from the yard wouldn't be a bad day's work. Tom reached an understanding with wife Toni. A price was agreed upon and a date was set.

The job of picking up the car was done in two stages. The first order of business was to haul out the boxes, buckets and armloads of parts that had been stored indoors. Each time we couldn't think of one more thing that could possibly be attached to a Morgan, the seller would say "wait, you'll need this too." The loose parts filled two cars.

Two weeks later on a blustery fall day we returned with a trailer. With two come-alongs, some grunting and some strong language, the "carcass," as we had begun to call it, was winched onto the trailer more or less in one piece. Part of the rear section was secured with duct tape so that nothing would fly off, which looked like a real possibility if our speed was to exceed 10 mph. After sinking into the ground for 25 years, 4442 felt the breeze of motion as a proper roadster should, and against all the odds, made its way out of Stamford to begin another chapter in its life.

to be continued...

that's were things came to rest.

But if cars have a soul, this one was still hanging around to see how things would turn out. The car had never been vandalized or raided for parts. The form of the body was disturbingly complete, and despite the best efforts of the Smith/Wunderman team, not one part could be found missing. Tom summed it up when he said "it wants to be a car." And in making that observation he also sealed his fate.

Another year went by, and

*Photo below:
We're actually standing on the ground!*



Red's Post-trauma Rehab Progress Report

Story by Donna • Photos by Larry



Once uncovered, one could see that the left front wood was well and truly smashed. Replacement was Larry's only option. "Measure twice, cut once" guided the process. With the side panel beaten into shape, it overlaid the new wood and body filler was applied.

Since the new wheel was found and laced, pretty soon the body can be rejoined to a rolling chassis!

Resurrection is in sight!



From: Morgan Motor Company

Date: Tue, 27 Sep 2011 07:48:31 -0700

Good morning from across the pond

We are delighted to advise you that the USA launch of the **Morgan3Wheeler** will be at the **LA AUTOSHOW** from 18-27 November.

You are all invited to attend this show to promote this new Morgan and to take orders.

Best wishes,
Mark

Mark Ledington
Global Sales Manager
Morgan Motor Company Limited
Pickersleigh Road
Malvern Link
Worcestershire WR14 2LL



MOGDOGS

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Vallejo, CA 94589

831.917.6999

Contact: Michael Anthony

New Website:
mogdogs.com



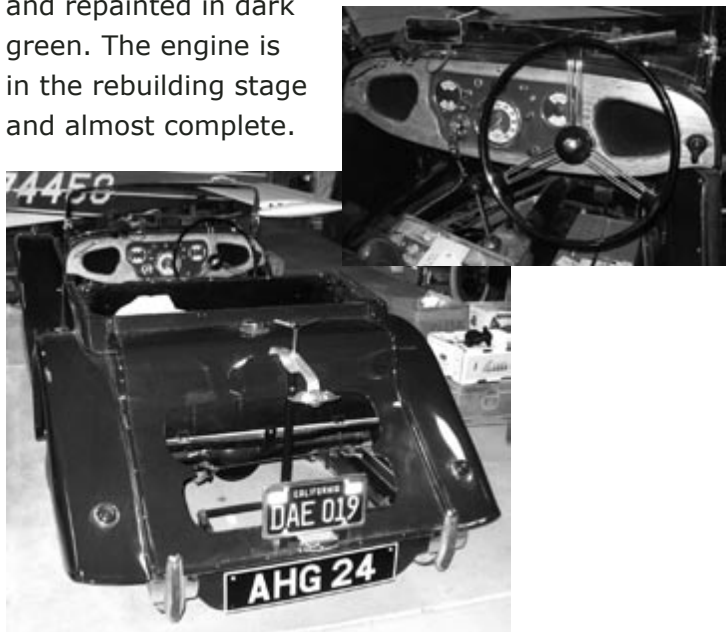
Member Classifieds

Announcing Sale of Steve Roake Morgans to MSSCNC Members

As you may well know, Steve Roake passed away on April 14th. Steve had two Morgans in his collection and friends believe that Steve would have wanted the cars be offered to club members before being advertised.

Any interested persons may contact:
Roy Payment at totoh@sonic.net

The first Morgan is a **1950 4/4**. This car is a frame up restoration with new woodwork, new wiring and repainted in dark green. The engine is in the rebuilding stage and almost complete.



For Sale:

Plus 8 factory alloy wheels, set of five, new, never mounted, size 15" x 6 1/2" x .307 inset. Photos available.

Best offer. Andy, catfish13@msn.com

Thanks, Andy Traggis

60TH ANNIVERSARY +4 BADGE

This coming year is the 60th Anniversary of the Plus Four. A badge has been struck to honor the breed. Contact Dennis at MorgansWest for further details. (See Ad, pg. 14)



The second Morgan is a
+4 #6962 of 1967

vintage. The factory made 50 of these competition models. It is in very nice condition - white with blue leather interior.



FOR SALE:

1934 Morgan Super Sports Three Wheeler. Barrelback body style with overhead water cooled J.A.P. engine. Excellent condition.

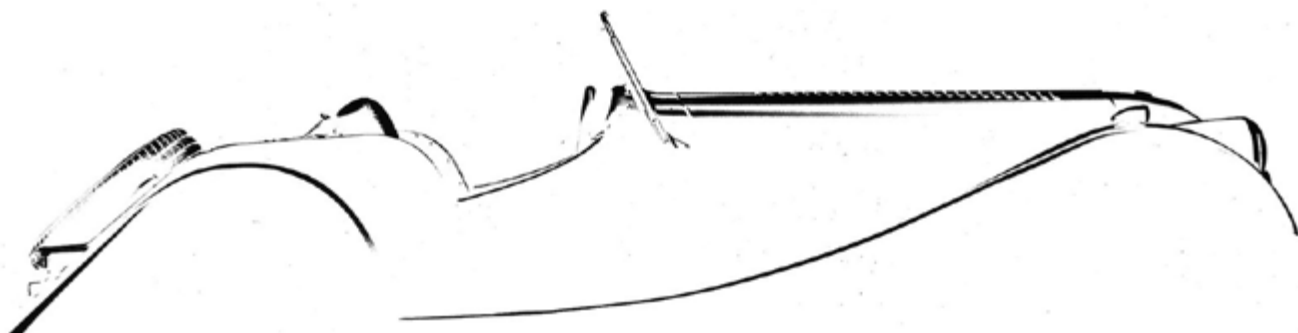
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Price includes custom trailer.

Contact Bart at 408-254-8912 or

bartweaver@earthlink.net





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