

The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

*Holiday Party
Boxing Day Run
Turkey Trot*

November December 2022





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The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California.

The Morgan Sports Car Club of Northern California (MSCCNC) exists to support and further the appreciation of Morgan Motoring and the related activities of supporting our club and driving our Morgans. Our common interest extends to the friendships and camaraderie gained through participation in club events.

The Morgazette is the newsletter of the MSCCNC. It is published 6 times per year and is mailed free of charge to members in good standing. We welcome any and all original and reprint articles, and/or photos amongst all like-minded persons. Articles must be labeled with the following information: 1) Name of event 2) date of event 3) names of all persons appearing in photos 4) in the case of a reprint, name of publication and permission of the author and/or photographer 5) names of authors and photographers responsible for new articles.

The Deadline for receiving ads, photos and articles for the January-February 2023 issue of the Morgazette is March 1st.

Please send your new documents and photos to the **editors** at: **msccncnews@gmail.com**. After your articles are edited and photos are downloaded and labeled, we pass your stories and pictures onto our layout out artist. We appreciate your contributions to the Morgazette. Each month we receive many superb articles about current stories and welcome articles from the past as a reminder of the club's history. Starting with our next issue, please give us no more than 3 pictures per page. We are trying to reduce the size of the Morgazette while enlarging the size of the photos you submit. The people who contribute to the Morgazette are the reason this newsletter is an interesting and informative publication. Thanks so much, and keep your stories and photos coming!

Cover Story

Our cover portrays a photo of a new award dedicated to a long-time Morgan great, Bill Fink. The trophy is called the "Bill Fink Longevity" award and is given to a person who drives his or her Morgan long distances. The first recipient of this award was presented to Robert Horsley who often attends Northern California Morgan events in his 2005 Roadster. What sets Robert apart is that he lives in Lake Forest Park Washington. Congratulations to Robert and his roadster that was displayed on our cover last month.



Presidents Message

by: Paul Marchant

DRIVERS WANTED!

The world's first speed limit was in the U.K. in 1903. It was 20 mph!

What a great way to wrap up the year with two great events! In December, we dressed up and gathered together to celebrate another year of friendships and Morgan car events. We also remembered the friends we lost who were part of elevating this club to the group it is today. The Holiday Party was a wonderful attraction made possible by our out-going Vice President, Elaine Fisher. However, the year was not complete until we once more experienced Wendell Bain's annual Boxing Day event. This year several Morganeers braved the cold wintery weather to drive on the windy and scenic roads in the North Bay. Again, great Morgan roads for driving, and delectable food to ward off the frosty day.

During the Fall, the Cowley event presented us with an incredible day through the countryside a bit further north. We drove on roads I didn't even know existed! Then, to top it off, we were served a great lunch and were entertained by a live band to boot! So many happy members hope the Cowley's repeat their incredible run, lunch, and entertainment.

Then on to the Thompson's Turkey Trot. As usual, we did not see any turkeys, but we feasted on a delectable breakfast, drove through the stunning countryside through the San Mateo hills and coast, and ended the day in an English pub. How "Morganist" can you get?! Two great events in a row, and I'm really sorry if you missed them.

My only wish for the New Year is a hope to see more Morgans and their drivers participating in our events. There are members who put a great deal of time and effort into planning runs for us to enjoy, and it would be grand to have more people participate. We have a fantastic club, not only with beautiful cars, but with even better members. Please give some thought to joining an event you have never attended. You will not be disappointed, and you may even make a few new friends. That's the best New Year's gift of all! Don't miss out on the experiences that come along with owning a Morgan.





Holiday Party Wrap-Up

Minutes submitted by: Lexa Most, Secretary

The next-to-the-last club event of 2022 was the annual Holiday Party organized by Elaine Fisher and Ellen Jo Baron, held December 11 at Vaso Azzuro Ristorante in Mountain View. After being held for several years in Vallejo, a change of venue was planned in hopes of encouraging more Morganeers from the South Bay area to attend.

In spite of the dark and stormy night outside, those inside the restaurant were cozy and warm. The cocktail time allowed folks to meet new friends and to greet familiar ones before being called to order by Elaine for an official welcome before dinner. After a fine meal, Elaine called the group to order once more, introduced and recognized returning members and guests, and thanked those who had contributed time and energy to the club this year. Among those mentioned were Bob Koupal, registrar, for conducting the election and keeping track of yearly membership; activities coordinator Angie Larson; Morgazette editors Fred and Ann Thompson; new member coordinator Audrey Haines; and the 2022 officers and directors.

Election results and incoming officers for 2023 were announced by Bob Koupal:

President: Paul Marchant, **Vice President:** Jon Rosner

Treasurer: Paul Cowley, **Secretary:** Lexa Most

Directors: Wendell Bain, Elaine Fisher, Fred Thompson

Angie Larson then announced the planning meeting to be held January 14, 2023 in Alamo. Wendell Bain reminded folks of his annual Boxing Day run to be held December 26, 2022. Larry Ayers' annual Oyster Run is upcoming in January.

Six awards were presented this year.

- The Spirit of Donna award was presented by Larry Ayers to John and Barbara Burks for their many kindnesses, articles, photos, and assistance to members in various circumstances.
- Richard and Melanie Smith presented the Soggy Bottom Award to Paul Marchant for being caught in the rain in the Boxing Day run with his top down.
- Paul Marchant was recognized by Elaine Fisher with the Tough Break Award for an unfortunate number of breakdowns "because he drives his Morgans a lot"!
- Jon Rosner received the Leaky Cup Perpetual Award from Elaine Fisher as a (relatively) new member who has demonstrated willingness to help out and run for election.
- The Matt Dillon Spirit of Morganeering Perpetual Award was presented by Angie and Grant Larson to Elaine Fisher on behalf of Fred and Ann Thompson who were unable to attend. She received this award because she is very dedicated to the club and helps wherever there is a need.

After remembrances of Bill Fink by Keith Baldwin, the Bill Fink Longevity Award winner was announced as Robert Horsley, who not infrequently drives his Morgan from his home near Seattle to California for events.

Thanks to Elaine for another fine holiday party. Here's to good health and happy motoring to all in 2023!



Notes from the Activities Director

Thank you to the 2022 Event Planners
By: Angie Larson

Now that people are emerging from their homes and traveling more, several members of our club came together this year to provide a nice variety of events. I want to personally thank the following people for their part in offering us all so many fantastic events to attend.

Planner (s)	Event	Month
Larry Ayers	Oyster Run	January
Fred & Ann Thompson	Dick DeLuna's Auto Collection & Chinese New Year	February
Paul Marchant	Cobra Museum-Scottish Games	March/Sept.
Ellen Jo Barron, Jim Taylor, & Joyce & Doug Hamilton	Finding Fault - The Pinnacles Run	April
John & Barbara Burks	Spring Mog Mt. Shasta	May
Elaine Fisher & Friends	MogWest	July
Loren & Annete Stecks	Best BBQ in Carmel	August
John & Barbara Burks	FlogMog	September
John Grosseto	Ironstone Concours	September
Paul & Leslie Cowley	Run, Party, Wine, & Live Music	October
Nomination Committee	October Nominations	October
Fred & Ann Thompson	Turkey Trot	November
Elaine Fisher & Ellen Jo Baron	Holiday Party	December
Wendell Bain	Boxing Day	December

I also want to thank all of the members who *participated* in these events. Without your attendance, the runs and activities would not be a success. So, thank you for signing up and joining in the fun. We all came together and made it a very memorable year for all.

Sincerely and with Best Wishes for a Happy, Healthy 2023, Angie Larson.

A new date for our Annual Meeting will be emailed to all once the weather calms down and travel by car is safe. We appreciate your patience. Please see our "tentative" 2023 calendar.



Morgan Club Activities Calendar for January–December 2023

Submitted by: Angie Larson

Please note that this is a *tentative* calendar and is subject to change.

We are looking for a few Morgan Club members to plan short drives for the months of February, March, April & June. These events do not need to be elaborate, and do not require long driving distances. The following link can be used for inspiration as it has ideas for things to do and see in Northern California. Maybe you have a special spot you would like to share with other Morgan drivers?!

<https://www.onlyinyourstate.com/states/northern-california/>

January		
Date	Event	Contact
Sunday, January 14	Planning Meeting	Angie Larson
Sunday, January 29	Oyster Run	Larry Ayers redmorganracing@earthlink.net
	February	
	March	
	April	
Early April	Sonoma Historic Races	TBD
Sunday, April 30	Pacific Coast Dream Machines	Chris Hall/Paul Marchant for coral information Paul 925-413-8595
	May	
TBD	Spring Mog	John & Barbara Burks burksjohn1@gmail.com
May 21	Dixon Car Show	TBD
	June	

Morgan Club Activities Calendar for January–December 2023

	July	
July 7-9	MogWest, new location Morro Bay	Dan Redmon
	August	
August 18	Party at Steck's home	Loren Steck & Annete Yee lorensteck@gmail.com
	September	
September 2-3	Scottish Games/Pleasanton	Paul Marchant for free tickets
TBD	Flog Mog	John & Barbara Burks burksjohn1@gmail.com
September 22-23	Ironstone at Murphy's CA	?
	October	
TBD	Party @ Cowley's Drive, Food, Music	Paul Cowley paul@cowleyusa.com
	November	
TBD	Turkey Trot	Fred Thompson fredkthompson@comcast.net
	December	
Sunday, TBD	Morgan Club Holiday Party	TBD
December 26	Boxing Day	Wendel Bain wbain@sonic.net

Dues are Due!

Submitted by: Bob Koupal

Thanks so much to the 105 members that have renewed their Morgan Club membership. However, this leaves almost 40 members who have not submitted their dues. If you are one of the 40, not all is lost, just get out your check book, write your check, and please mail your \$55 membership dues to:

Bob Koupal, 957 Lee Avenue, San Leandro, CA 94577.

Let's Talk Turkey Trot

Article and Photos By: Fred Thompson

Did we see some wild turkeys? We certainly endeavored, but there were flights of chickens and a few Morgans as well. The plan was hatched to follow some of the route that was conceived a few years ago. At full gobble, eleven Morgans and 20 brave ornithologists endured the salty air and the cold on-shore autumn fog of the San Mateo County Coast. The flock first assembled at Breakers Restaurant on Rockaway Beach in Pacifica. We were very fortunate to nest in a room of our own. The theme, as with previous Turkey Trots, was to don the finest tweed in your closet. After an exceptional breakfast, a contest proceeded where tweed donners were assessed. The official judges for the traditional English plumage were Angie Larson and Helen Cataldo. John Hardgrove was selected as the tweediest followed by Ellen Jo Baron and Grant Larson.

On the first leg of the Turkey Trot, we winged south on Highway 1 toward Half Moon Bay, then engaging the first major road east flying up Hwy 92 toward Skyline Blvd, Highway 35. The sun broke out as we were driving further from the coast and away from any foul weather. At the junction of 35 and 92 there was a sizeable turnout where the gaggle of Morgans rafted for a group photo. All the Morgans arrived there safely excluding one rogue Tom Turkey that passed up the lead bird on Highway 92, averting the turnoff, and the rest of the brood. No presidential pardon for him this year! At this turnout, a few drivers flew the coup to pay heed of some of their families Jakes and Jennies.

All Morganeers then proceeded to the roads that I would declare are the natural habitats for Morgans. Such a breathtaking treat driving down Skyline and turning off at Tunitas Creek Road. Lots of curves and wishbone turns. Undeniably worth the trek. The redwoods were magnificent, although no "poul-tree" could be seen. Maneuvering roughly two thirds down Tunitas Creek Road we congregated at Lobitos Creek Cutoff that feathered off to what appeared more reminiscent of a driveway than safe passage. Never having migrated that road before, we were all game to give it a try. Once the flock of Morgans gathered, we journeyed out of the redwoods and into rolling hills and coastal farmlands, always being on the alert for "meleagris gallopavo." Once we throttled by a few farmhouses, the road opened up and it was gravy all the way to Highway 1.

A quick left and right turn landed us at Cameron's English Pub. It was easy to recognize the it, resting just behind the Red Double Decker English Bus. There, we disembarked and had a wonderful lunch. Well stuffed and basted, soon all flew the coup and headed for home. It was a splendid run, and all had a memorable time.

If you think this run was for the birds, you are correct! So, please take out your quill, make a note and plan on attending this fun event next year, no "eggscuses."

The plucky turkey trotters included:

Grant and Angie Larson, Elaine and Phil Fisher, Jim and Ellen Jo Baron, Fred and Ann Thompson, Bill and Jackie Gage, Larry Ayres, Albert Kolvites, Hillary and Peter Mahone, Michele and Ambrose Pallock, John Hardgrove, Maggie Craig, Michael Prevolos and Jon Rosner.



Winners of the Tweedy Donner Contest!
Grant Larson, Ellen Jo Baron, and David Hardgrove



2023 MogWest

More information to follow in up-coming issues.



40th Celebration

MogWest at Morro Bay, July 7th, 8th and 9th, 2023

**You will need to call 805-772-5651
to make reservations and receive our rates**

Ask for the Morgan Car Club rate
Standard Queen Room is 215.20 per night
Garden View Room is 231.20 per night
Bay View Room is 239.20 per night
Deluxe View Room is 319.20 per night

You can view the rooms on the innatmorrobay.com/rooms web site

Rooms are limited so please book early

**For additional information or questions
Call Dan Redmon 805 717-4245**

Boxing Day 2022

Article and photos by: Wendell Bain

It was very cold with rain in the forecast and promising to be accurate but not until late afternoon or evening. Morgan is still under the weather, but back soon.... I hope

Meeting in the town square of Sonoma in front of the Cheese Factory which is now open under new management... But not until 11 AM so those that wanted coffee had to head for other shops such as the Basque Boulangerie by the Sebastiani Theater or the El Dorado Hotel.

President Paul Marchant brought his son and his Super Sport Plus 4. R.B. Ward came in an MGB GT (wise choice). Tim Waller and Alice Gentry in a new Mercedes, another Mercedes 350 SLK with non-member Gerry Meugele belonging to the Wine Country Car Club of which I rode as navigator. A bit more upscale than my Dodge truck. Good support from the club this year with The Cowley's in a Daimler SP 250, Jim Taylor and Ellen Jo in Too Blue Plus 8, Brian Dearle in a 2019 Plus 4 reading only 8 thousand miles. An older Plus 4 four-seater in BRG with matching wire wheels. Steve Wax in a 63 red and black Plus 4, Mike Murphy with a BRG Plus 8. Larry Ayers in his Aero 8, Clan Koupal, Fay, Olivia, Bob along with Kathy Tollworthy in a 67 Mustang. Sal Moreno in a new Mini of the band Randy and the Special Agents that was featured at the Cowley's Blues, etc. tour.

The route went out Broadway from the town square and then from Watmaugh Road to Highway 116. Turn right onto Adobe Road then left on Corona Road, which in honor of the British Holiday had a roundabout. Well, the roundabout has been there for a while. Then out Bodega Avenue 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 Highway 1 to Chilleno Valley Road, then right on Wilson Hill Road, and left on Hicks Valley Road toward our next stop, The Marin French Cheese Factory, having changed their name from Rouge et Noir Cheese Factory. Here everyone sampled the great cheeses and made yet another pit stop. The weather remained overcast the whole day and very chilly. Not ideal, but much better than other parts of the country. Then back onto Petaluma Point Reyes Road with a turn toward Novato and the lunch stop, at Moylan's Brewing Co. Good food, great service, reasonable prices, and good atmosphere.

And all made it home before dark.

Thanks to all who attended.



Brian Dearle, Mike Murphy, Olivia, Fay Koupal, Leslie, Paul Cowley, Kathy Tollworthy, Paul Marchant, R.B. Ward, Larry Ayers, Sal Moreno, Tim Waller, Alice Gentry, Chris, Ellen Jo Baron, Paul Marchant's son



Mike Murphy's Plus 8 and Larry Ayers Aero 8



Paul Marchant and son Paul Jr.



Plus 4 four seater



Koupal's Mustang, Mercedes SLK, Cowley's Daimler SP 520, and Plus 4 four seater



Too Blue Plus 8 and R.B.Ward's MGBGT with Brian Dearle's Plus 4



R.B.Ward and Sal Moreno



Brian Dearle's Plus 4



Holiday Party Comments from Attendees

Gathered by: Elaine Fisher

BRIAN LEWIS - *"Great company and good food. Nice way to spend a holiday evening with both new and old friends."*

ELLEN JO BARON - *"For those stalwart souls who attended the Holiday Party despite problems finding the parking structure and arriving in chilly drizzle, it was a lovely affair. The bar accommodated everyone's needs, food was good and plentiful and expertly served, the hosts Elaine Fisher and Morgan Staines entertained us, and awards were presented. Elaine's clever centerpieces graced the tables, Larry's Memory Book had been updated and expanded, and Keith Baldwin gave an eloquent tribute to Bill Fink as the new Bill Fink Longevity Award was inaugurated. There was time for visiting by most, and a good time was had by all".*

LARRY AYERS - *"Very successful Holiday Party shared with a fun group as we all usually are when we meet. Enjoyable service and food while sharing a most pleasant gathering and congrats to the Club Officers for 2023. I liked the new location but could easily return to Zio Fraedos this year and hopefully more club members will turn out. Thanks to Elaine and others for making the event a fun success. Cheers and Happy New Year.*

At the Holiday Dinner, I had the pleasure of presenting the lovely ash wooden bowl, with its attached metal plate, created by Fred Thompson "In Memory of Donna" Morgazette Award. I was the first recipient in 2022, and the bowl was passed over to John and Barbara Burks for their outstanding contributions in "The Morgazette" throughout 2022. Congratulations to you both, and well deserved.

The "Helping Hand" award, a small metal fire extinguisher, also a music box, was not awarded last year partially because no one was chosen, and due also that it was in need of repair (since completed) so perhaps a worthy candidate will take it home this year."

Last item is that I have taken over the post in the MTWC (Morgan Three-Wheeler Club) as the (NAGO) North American Group Organizer and submit a monthly report for "The Bulletin" about happenings with our three wheelers. If any of our MSCCNC members has anything to offer regarding their 3W vehicles, or regarding other enthusiasts they know about, please send those experiences, stories, etc. to me for the magazine. Thanks, and best wishes for a great New Year."

HILARY SMITH-MAHON – *"The Holiday Party was held at a new location this year- great for those of us on the San Francisco side of the bay! It was a rainy night and unbeknownst to all of us, the street was closed which made finding parking very tricky. But we got there eventually and really enjoyed the meal and the festive atmosphere. I, personally, dodged a bullet and was not elected secretary!!"*

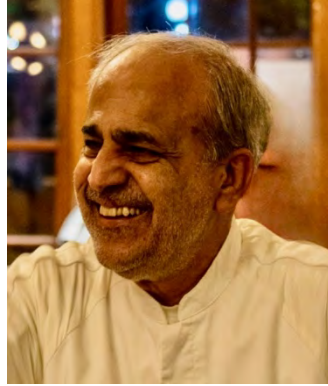


MEL COHEN - *"The Morgan Sports Car Club of Northern California is like family to us. It makes no difference who you are as long as you enjoy the Morgan. Since we live in Napa, we had reservations at the Holiday Inn on El Camino Real in Mountain View. This made it too far for us to walk to the Vaso Azzurro Ristorante. After finding out about the construction near the restaurant we took a taxi. After a very nice Italian dinner Elaine Fisher volunteered to drive us back to our hotel." This was great way to end the evening.*

LYNN AND JERRY GURLEY - *"We enjoyed this year's Morgan Club Holiday Party. We had a lot of fun seeing so many Morgan friends and eating the delicious meals that were served to us."*

BEV MORGAN - *"WONDERFUL to see everyone! It was good for Tom to get out and about to see friends - he had a tough 2022."*

	Your one-stop shop for all of your badge needs! Select from over 1000 new, used and vintage car badges. We also offer design and production services to create your own badge. Commemorate your local Morgan club's anniversary or event! www.MorganCarBadges.com BUY • SELL • TRADE • CREATE	
		







Letter from the Editor – All Charged Up Retro and the Future for Electric Morgans

Article by: Fred Thompson

Photos are Courtesy of the Facebook page: Morgan EV Conversion

In a previous Morgazette issue, the editorial focused on the aspects of driving what I called a “green Morgan.” Well, it has come to my attention that there are a few even greener Morgans. I was charged up and wanted to find out more about these all-electric retro and new vehicles. It is only a matter of time before the internal combustion engine is phased out, to be replaced with electric motors. There undoubtedly appears to be an end date on the horizon. Even for a Morgan. I think it's best to look at not only the possibility of a conversion for existing Morgans, but also what is in the future for the new Morgan Sports Cars coming out of Malvern. There are definite advantages to electric vehicles. Forget about oil changes, filters, belts, and alternators - as electric motors only have one moving part compared to roughly 500 in a combustion engine. Converting a classic to electric would save you money on fuel bills, as well as maintenance and servicing costs, because electric drive systems are maintenance free. Many classic car owners are looking at the possibility of an electric conversion. Also, springing up all around the country are companies that are willing to convert classics to electric, although the sticker price is upwards of \$20,000 for parts, not including labor. In the long run, converting a classic car to electric power will no doubt increase its value. Ultimately, electrification makes classic cars more usable, and therefore people are more likely to pay more for a classic converted to EV.

Morgans are unique and so much fun to drive. However, are these Morgan conversions a wonderful advancement? To some, they might be a sacrilege. Either way, if a Morgan owner wants to convert their car to an EV, a company called Electrogenic is making the conversion process easier. They converted a 1957 Morgan 4/4 to an all-electric car. The company believes this is the first EV conversion ever made to a Morgan. To replace the 1,172 cm³ Ford 100E engine that originally equipped it, Electrogenic chose to give it the Hyper9, an electric motor with 107 hp. The motor was mated to the original gearbox in the Morgan, and some gauges were modified. Instead of displaying how much fuel is in the tank, the car now shows how much charge is left. Throughout the process, the goal was to keep the car as original as possible. It seems that there are other Morgans currently being retrofitted throughout the United States. I found one on a Facebook page called Morgan EV Conversion out of Kansas. The page documents the conversion process, road trips, and car shows.

Is there an electric future for Morgan Motor Company? Matthew Hole, the new chief technical officer with responsibility for electrification stated: “The big question mark is not about if we go electric, but when we should go electric. It, being a hand-crafted Morgan will take us most of the way, but we will need to add some spice, some sauce into the mix,” says Hole. I’m hell-bent on making EVs that are exciting to drive.”

Back in 2012, the Morgan Motor Company presented the Morgan Plus E (Plus 8 body) at the Geneva Motor Show. It promoted all the combined heritage and happiness with an electric drive-train. It actually uses a five-speed manual transmission, to provide all the interaction that owners would desire as well as keeping the timeless style of the Morgan.

Letter from the Editor Continued

It will be a few years before Ann and I look to convert to an all-electric Morgan. In the meantime, I'm sure there will be many advancements. Our Tin top is a 2016 Audi A3. Our full charge gets us 24 EV miles. Boy, has Technology advanced in 6 years!



Change of Chairman at Morgan Motor Company

Article is courtesy of Dennis Glavis



Malvern, 22 December 2022

The board of Morgan Motor Company have agreed to the resignation of Steve Morris, Executive Chairman. He will be replaced by Lawrence Price, a longstanding non-executive director, who will become Non-Executive Chairman. This change will be effective on 31 December 2022.

Steve began his career with Morgan as an Engineering Apprentice in 1983, exactly 40 years ago. He subsequently made his mark in a number of production and engineering roles before becoming Operations Director in 2004, Managing Director in 2013, then CEO and finally, Executive Chairman in April 2022.

Lawrence Price is the great grandson of the founder, HFS Morgan, and has long been closely associated with the company. He first joined the board as a non-executive director in 2012.

Going forward, Lawrence will work closely with Massimo Fumarola, CEO of Morgan, to continue the successful development of Morgan, rooted in the celebration of the essence of motoring and craftsmanship. Functional design, honest engineering and an exhilarating driving experience will combine with higher quality refinement and customer engagement, while international exposure will ensure business growth.

Steve Morris, outgoing Executive Chairman, said:

“I am incredibly proud to finish my career with Morgan during my 40th year, the year I reached the pinnacle of the business in my role as Executive Chairman. Whilst this decision has not been an easy one to take, 2022 felt like the right milestone at which to change direction. Throughout my years in leadership of the business, I have focussed upon continuous, stable growth. A goal made possible thanks to the passionate management team and workforce. My respect for both is absolute, and I have taken enormous pleasure in building, nurturing and working alongside Morgan's people, they are without doubt the heart and soul of the business.

“I have simply too many positive stories to tell from my years at Morgan. Looking back on my adventures with Morgan, it is the friends, colleagues and experiences that I will cherish and miss the most. Moving on will not be easy for me, but as I close the chapter on a hugely significant era of my life, I look forward excitedly to the next. “Needless to say, I leave Morgan, the management team and the entire workforce with my best wishes for every

success in the future and warmly welcome Lawrence in his new role as Non-Executive Chairman.”

Lawrence Price, Non-Executive Chairman and great grandson of the founder, HFS Morgan, said:

“It has been a pleasure to work with Steve since joining the board as a non-executive director in 2012. His impact and importance to Morgan throughout his 40 years has been vast. He has led the business through significant change delivering sustained growth and financial success. These achievements enabled the introduction of new product lines and investment into the facilities, operations and team.

“The founding Morgan family, along with the wider family of customers, suppliers, dealers and employees owe enormous gratitude to Steve, and I know that his presence will be sorely missed by all. He leaves the business stronger than ever in the company’s 113-year history.

“I wish him every success in his next endeavours and once again thank Steve for his undeniable role in making Morgan the success that it is today.”

For further information please contact:

Morgan PR & Communications
press@morganmotor.co.uk

Welcome to New Members

Submitted by: Audrey Haines

We are pleased to announce that our Morgan Club has four new members. They are Karl and Ren Krause from Sonora, and Craig and Teresa Ligon from Grapevine, Texas. We look forward to seeing you at our events.

Karl and Rem Krause

15819 Ridgefield Court
Sonora, CA 95370
Home: 209-533-2280
Cell 1: 925-980-2673
Cell 2: 925-784-0863
Email 1: karlhanskrause@gmail.com
Email 2: renorise1@gmail.com
'65 green 4/4; chassis B1091;
license 6PPG092

Craig and Teresa Ligon

2720 Pinehurst Drive
Grapevine, TX 76051
Home: 817-329-4124
Cell: 214-535-9423
ligons@gmail.com
2021 Sand M3W



**Phil Hill/Tony McMahon/Bill Fink
Memorial Banzai Run
Sunday, February 19th, 2023**

When: We will meet at 10:00 am on Sunday, February 19th, all cars departing for the run promptly at 11:00am.

Where: Meet at the parking lot of the Corner Café and Bakery in the Crossroads Shopping Center, Northeast corner next to Starbucks on the corner of Valencia Blvd. and McBean Parkway in Valencia California.

What: A spirited recreation of Phil's Bonzi Run through the Angeles National Forest, with even more diabolical Rallye questions, confusion to rein supreme. Prizes at the end and finishing at a fantastic Brewery Gastronomic where you can cheer or swear at you Rallye Maestro.

Be sure to gas up before you leave on the Run! There is a Shell station diagonally across from the Crossroads Shopping Center.

Contact and RSVP: Dennis@morganwest.net

Cell: 408 813 2480

Please RSVP so I can get a nose count for the restaurant...

Tribute Speech for Bill Fink

Presented by Keith Baldwin at the Request of Paul Marchant
Transferred to script by Jon Rosner

Good evening, ladies and gentlemen.



First let me say thank you to Paul for inviting me to speak on behalf of our great friend Bill Fink. Also, thanks to Jon Rosner for driving me around and giving me a place to stay. It has been quite a few years since I last attended the Morgan Club Holiday Dinner, and it is good to see so many friendly faces. Bill always brought me as his guest, even though I can recall that we usually arrived just as the entrée was being served.



Most of you likely know most of what I am about to say regarding this dedicated man, but I think that you will enjoy hearing some of my recollections of times passed.

Not only was Bill the Morgan Master, but he was also a great sportsman. He was born in Upstate New York. His passion for rowing started in his university days. Rowing competitively for Yale and eventually Oxford in the U.K. In 1962 he was on the team that defeated their long-time rivals (185 year rivalry!) Cambridge. Bill rowed for Yale for three years and was part of the undefeated Oxford Crew of 1965. He continued to row for Oxford with his last race being in Rome, Italy in 2019. In later years he encouraged Tcherek in the sport where she competed during her days at U.C. Berkeley. Bill would often row close alongside her shouting "Go Tcherek." Bill, at that time, had a standing invitation to attend the Oxford boat races, riding in the Executive Boat and still competing in the "Old Boys" races in Europe. Still very competitive I might add! Most evenings he would be on his rowing machine getting into shape. He was also a highly regarded member of the rowing group at Lake Merced in San Francisco. His singles boat is stored in the Number One shelf at Lake Merced.

Two years after Bill's passing, and when the Covid Restrictions were lifted, the 2022 Boat Races were held in April on the Thames in London. Many of Bill's friends from Yale and Oxford were in attendance, including Jim Rogers who flew in from Singapore for the event. Just ahead of the race, a brand new boat ceremony was held organized by Bill's close friend Ed Trippe. The new shell was lettered up "Bill Fink." Oxford won that day, beating Cambridge by quite a wide margin. The crew in their new lettered shell, the "Bill Fink", were victorious with a five-length win in the annual race against Cambridge.

During Bill's student years in the U.K., he toured around Europe on his beloved Norton Motorcycle. Eventually his father insisted that it was time for a car and as I remember it was a choice of three. He settled on a Morgan, picking it up from the factory. Just as a recap, Bill also had a second-hand

Bill Fink Tribute

hearse that he had sold earlier. I don't think that his father knew about that one.... bit of a passion wagon no doubt. To get the Morgan into the states Bill stripped the car and shipped it in parts, rebuilding it stateside. That was then he thought he had found a good way to make a living, working alongside Steve Miller on Eddie Street in San Francisco. Much later, it became harder to get



Bill with the Yale veterans' crew who gathered each year to row long after graduation. Bill is in the Morgan T shirt.

Morgans into America. This is when Bill hit on the idea of switching them to propane. He took the idea and the car to the factory. First off, persuading Peter Morgan to take a ride with him. Peter was very impressed and told Bill "good job, only one thing, I don't think that it is a good idea to have a propane cylinder bungee-corded to the back of my seat." The idea of propane was run by the techs at Land Rover who said that it was a bad idea, and that the engine will be toast very quickly. Undeterred, Bill drove the car for many thousands of miles in the U.S. and when the heads were removed the engine was clean with no damage whatsoever.

Bill and his great friend Maurice Owens, Chief Engineer at Morgan and an experienced race car engineer and builder of the first Plus 8 OUY 200E, worked tirelessly on projects such as door frame impact and fuel tank positions to meet the strict U.S. crash testing specifications. Bill arranged crash tests, front and back, on his personal Plus 8 at Pier 33 resulting in a "Pass" but also requiring a complete rebuild! Every year the U.S. threw another spanner in the works, but Bill never gave up.

My family ties to Bill began in the 1970's when my father was promoted to international store man. Very different times then when all communication was done by telephone. Bill and Dad became firm friends. I found many labels in Bill's shop with Dad's handwriting. My brother Mark was an apprentice at the factory and now Warranty and Repair Shop Manager at Morgan. He trained under Maurice Owens wing, leading to a great relationship with Bill. During the 1980's Mark spent many of his vacations helping Bill on Pier 33. During these times I met Bill. In 1997, I was lucky enough to be a crew member the year "Big Blue," a Plus 8, was raced in Le Mans. Bill asked if I would like to come over and help for a while.... that turned into 25 years!

Bill, Judy, Tcherek and Amy treated me like I was part of the family. I had no idea how much work Bill had done to keep Morgans in the States. Morgan was once again axed from the U.S., and Morgan didn't seem to be very bothered by it. So, Bill took on the task to do all the paperwork necessary to bring the last four years of cars over. Bill spent hours on his computer, reading through endless amounts of regulations, placing phone calls to his many tech friends. Morgan eventually did send a "mule car" in 1998 to be tested at the EPA in Ann Arbor, Michigan. We hired a Ryder truck that had four seats with a mattress in the back so one drove while the others slept. For three days the car was being tested, two of which we spent at the Henry Ford Museum. When Bill was successful, the car passed the EPA test, and we headed home.

Bill Fink Tribute

Bill never got flustered or lost his temper and he had great family values. Only once did I see him get hot under the collar. This was after a wonderful meal at his home in Bodega. The dishes, from a wonderful dinner prepared by Judy, had been cleared away and the three of us sat down to a few glasses of wine with the aroma of one of those strange cigarettes. This was when Judy spoke up and said "this is a good time to repair the cuckoo clock." The clock hadn't worked for quite a while. Bill was not amused and said that he would look at it another day, but Judy insisted that he already tried that and that it was Keith's turn. So, she proceeded to remove said clock from the wall and lay it down on the table. Of course, that wasn't the way it should lay. First the weights inside fell out and we watched the long winding chain discharge itself all over the floor. I am sorry to say that I mistakenly started to laugh, which in turn, Judy started to laugh. Bill was not at all amused and left for bed muttering voiceless shrieks under his breath. Bill boxed it the next day and took it to San Francisco to be repaired.

My recollections of Isis Imports would not be complete without mentioning Bill's loyalty to not only the Morgan Car Company but to the people and businesses in San Francisco. First to come to mind was Veronica. She would do anything for Bill and was a lady with a wonderful personality. Then Don's Mufflers and Bobby the Detail Guy from Oakland. Bobby lived and worked in a neighborhood that had a questionable reputation. There also was Donny who did the trim work. Ryway Electrics built alternators and starters. The radiator company was located on Divisadero. Peter's Auto Radio, which became Symphonic Auto Sound, was on Post Street in San Francisco. From the 1980's to 1997, Tris Thomson did dozens of radio installations for Bill, hiding the radio under the glovebox which prevented the theft of the installations, as car radio theft was rampant in those days. Even when Bill did most of the work later in Bodega, he remained loyal to each, only seeking alternatives closer to home as those service providers finally retired or closed their shops.

My memories of Bill will stay with me for the rest of my life. He never gave up, even when he was in poor health. We got into the Chevy project, and I would question his cutting into a customer's car. He always repeated what Maurice Owens had said to him years before "BE BRAVE."

Finally, my Isis Imports memories could not be complete without mention of my best friend Tcherek, who became the last piece of a great business, taking it into the 21st century.

I was very blessed to have Bill Fink as my friend and he changed my life. His kindness was endless to the pier 33 cats and the deer and peacocks on his property. The new car ceremonies with the Italian ice cream cake, and champagne served in plastic goblets with plastic utensils in North Beach became part of my life. Same with Yet Lee Chinese Restaurant on Stockton, Little Joes Italian restaurant, the 6:00 A.M. morning coffee we drank at Café Trieste and eventually, Gino Carlos bar for celebratory drinks. San Francisco will forever be my city by the bay.

So, ladies and gents, I would like you all to charge your glasses and raise a toast to a very special absent friend who could share a drink with not only the bosses, but also with the lads on the shop floor.

Here is to Bill Fink!



Bill at the races - 4th from left back row. Next to Bill in the dark shirt is Mark Baldwin, currently engineer at Morgan Motor Company, and kneeling in front of Mark is his brother Keith Baldwin.

Gentlewoman Racer: Prudence Fawcett

By Michael Satterfield - 01/03/2023

A bit of Morgan history sent to the Morgazette by: Dennis Glavis



Prudence Marie Blake Fawcett grew up with a love for cars encouraged by her uncle Percy, a Bugatti enthusiast. Her first car was a Wolseley Hornet, which she would maintain herself at the age of just 17. After her lower secondary school was complete she left Sheffield to spend time in Genoa, Italy where she would drive an Alfa Romeo 1750 in her first racing event, she brought her love of Alfa Romeo back to the UK and with her friends, Charlotte and Lance Prideaux-Brune, became an official importer for Alfa Romeo which were sold through their Winter Garden garage.

Prudence ran with an affluent crowd of racing drivers and friends and in 1937, she was invited to travel to Le Mans aboard the Duke of Kent's private plane, a trip that would change her life forever as she watched women like Joan Richmond, and Kaye Petre complete in the grueling 24-hour race. Prudence was going to drive at Le Mans, the next year.

The Winter Garden garage had just added Morgan to their growing list of sportscars that they were official dealers for and Prudence was convinced that a Morgan 4/4 would be the perfect car for a 24-hour race. Prudence took her plan to Henry Frederick Stanley Morgan who agreed to supply her with a car, however, the Winter Garden garage would run the entire effort. To fund the rest of the effort Prudence approached her friend Lord Wakefield, founder of Castrol Oil for sponsorship. She also talked Geoffrey White, the

Winter Garden garage's Sales Manager to be her co-driver. Morgan, registration number BNP 730 was delivered to the Winter Garden garage, and mechanic Dick Anthony began modifying the car for competition. The 1098cc engine was fitted with a drown draught carburetor, an 8:1 compression ratio, and a magneto ignition system. When tested at the Bookland the car could maintain speeds of just under 100 mph. The car was also fitted with a fold-down windshield, cycle fenders, and only one spare tire to save weight. Morgan would go on to sell a replica of this car to the general public.



The now 25-year-old Prudence and her girlfriend drove the car to France and set up their base at the famous Hotel Des Iles, which had been used by many Le Mans racers including the Aston Martin works for the team. The team settled into their hotel and prepared for an exciting adventure. Prudence would be one of five women competing in the 1938 race.

At 4:00 PM on June 18th, 1938 Prudence sprinted to her car, and the race was begun, Prudence and Geoff would stop for fuel and change drivers every 15 laps.

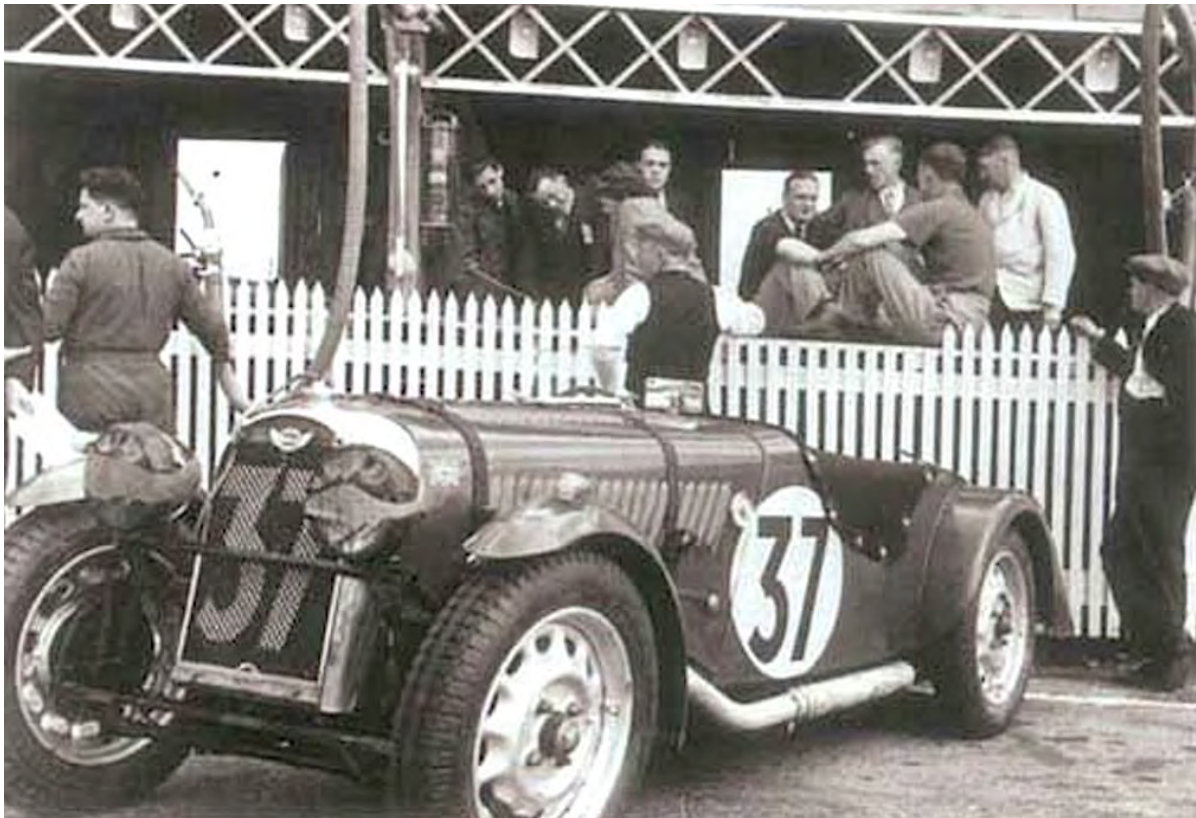
The Morgan performed well with an average speed of 57.2 mph covering 1,373 miles, with only a slight leak in the radiator hose and a misfire from a valve problem. The Morgan team would come in 13th overall, an amazing feat for Morgan's and Fawcett's first-ever entry in the race. Back at the Hotel Des Iles, Dick Anthony installed new valves and Prudence and her friend drove the Morgan back to Sheffield, reportedly averaging over 60 mph on her way to Calais. 1938 would be her last year of racing, she married Leslie Trevelyan an amateur pilot and the two made a pact, he would give up flying if she would give up racing.



So, in 1939, Prudence returned to Le Mans with Morgan but this time as a team owner, with Dick Anthony and Geoffrey White driving. Morgan was especially interested in supporting the 1939 race again as the opportunity to win the Rudge Whitworth Biennial Cup would be a major marketing advantage for the small carmaker. While the Winter Garden garage was still running the race team, the Morgan factory was more involved even having Morgan's chief road test Charlie Curtis drive the car down to the Hotel Des Iles before the race.



The Biennial Cup would go to a Simca-Fiat, with the Morgan coming in 2nd in its class and a respectable 15th overall. With the outbreak of World War II, it would be a decade before Le Mans would resume hosting races, and Prudence never returned to racing, but a book *Morgan Sports Cars The Early Years*; Alderson & Chapman says that her love of sports cars remained with her until the end of her life, Prudence passed away in 1986 at the age of 73.



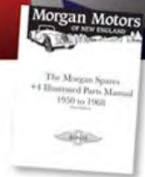


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British Racing Green/Mulberry Red Leather // **26K MILES!**

DENNIS GLAVIS

MANAGING DIRECTOR

3003 PICO BOULEVARD

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ANNIVERSARY EDITIONS

2003 Morgan Plus 8 – Royal Ivory, Mulberry Leather // **18K MILES!**

2003 Morgan Plus 8 – Two-Tone Silver, Dark Red Leather // **23K MILES!**

2002 Morgan Plus 8 – Rolls Royce Garnet Metallic, Gray Leather // **35K MILES!**

2002 Morgan Plus 8 – BRG, LeMans '62, Only one in North America // **#1/40!**

2001 Morgan Plus 8 – BRG, Tan Leather // **6 LITRE LS2**

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1967 Morgan Plus 4 SUPER SPORT

– BRG, Dark Red leather/White hardtop // **STUNNING RESTORATION!**

1967 Morgan Plus 4 LOW BODY

– Burgandy/Black wings, Black vinyl // **BEAUTIFUL DRIVING EXAMPLE!**

1967 Morgan Plus 4 DROPHEAD

COUPE – Ivory body/Irish Green wings, Ivory leather // **RECENT GROUND UP RESTORATION!**

1964 Morgan Plus 4 DROPHEAD

COUPE – Red, Tan leather // **ONE LOCAL FAMILY OWNERSHIP!**

1963 Morgan Plus 4 ROADSTER –

BRG, Black leather, 2-seater, well maintained // **GROUND UP RESTORATION!**

1961 Morgan Plus 4 FOUR SEATER

– Tan body/Irish Green wings, Tan leather // **LEFT-HAND DRIVE**

1960 Morgan Plus 4 DROPHEAD

COUPE, GRAND LUX – Ivory on Regency Red, matching Red leather interior // **CONCOURS QUALITY!**

1955 Morgan Plus 4 ROADSTER

– Red Center Body/Black Wings, Black Leather // **LEFT-HAND DRIVE**

1954 Morgan Plus 4 – Yellow,

Black interior, interim-cowl example // **RIGHT-HAND DRIVE**

1929 Morgan/GN BLACKBURNE

AERO – Single seater, racing history // **ONE OF A KIND**



OTHER MARQUES

1965 Sunbeam TIGER MK1A

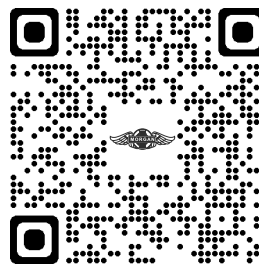
– Race Rally Prepped!

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