

September ~ October 2014

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- . . . and more*



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California



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Newsletter of the Morgan Sports Car Club of Northern California

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

Club Officers 2014

President • Michael Rubin
MRubinCom@aol.com

Vice-President • Doug Hamilton

Secretary • Maggi Craig
maggicraig@sbcglobal.net

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

Activity Chairperson • Jim Taylor
650-380-6431, *jimtay3@gmail.com*

Board of Directors • Mel Cohen, David Haines,
Bob Murray, Bob Schmidt

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

Advertising •
Kathy Tollworthy, 925-462-6378
trikenut@comcast.net

**Membership Renewals & Contact
Information Changes** •
Bob Koupal

Historian • Larry Ayers
707-554-1787
redmorganracing@earthlink.net

Morgazette

Editor • Gordon Craig
510-638-4904
lismoregordon@sbcglobal.net

Design & Production • Donna Dell'Ario
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:

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

Adam and Erin Dolinko
Menlo Park, CA 94025
2005 blue Aero 8

In Memorium - Rest in Peace

Bob Sieling • August 24, 2014
Story page 7 & Centerfold

Richard Odgers • September 10, 2014
Story page 6

Dave Furtado • Sept 11, 2014
Story page 7

Cover Photo: John Hardgrove at the Scots Gathering & Games
"Selfie" upkilt or What Does a Scotsman Wear Under His Kilt?"





*** 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)

October

FLYER *18TH SATURDAY • Oktoberfest & Business Meeting, Walnut Creek. Contact - Elaine Fisher.

***17TH-19TH FRIDAY-SUNDAY • Oktoberfest & Talent Show.** ~~CANCELLED~~ Contact- Audrey Haines

August saw the big weekend at Monterey and Carmel kicked off successfully by Loren Steck and Annette Yee, with their annual "MORGANS ON THE MEADOW" party and barbeque. Many members from both Northern and Southern California attended, mingled, welcomed new friends and renewed old friendships. It was a wonderful way to celebrate Morgans during the weekend of Vintage Racing and International Concours. By the time you read this, FLOGMOG (four days this time), will be one for the history books for another year. Look for the write-up in this current issue.

October brings - CHANGES, and our calendar shows the three day OctoberFest & Talent Show will not be held this year. (The Haines' had only eight RSVP by September 29th, so the planning could not go forward.) However, Elaine and Phil Fisher have planned and prepared a one night party at their home in Walnut Creek, on Saturday October 18th. We expect that a one-evening event should be easier for you to attend, so please RSVP to Fishers TODAY! THE FLYER FOR THIS EVENT IS IN THIS CURRENT ISSUE.

November brings the Turkey Trot, and this year Gordon Craig and Tim Waller are planning a most interesting drive and destination! The date is not quite set for a weekday and the flyer is "Top Secret" for now. I will send out an email announcement soon and all will be revealed.

The Holiday Party is **December 13**. Mark your calendars and RSVP. Reservation forms are in the brochure included with this Morgazette. The Boxing Day run is set for December 26th. You should expect email reminders for both of these December events as well. Happy Motoring, and Drive Those Morgans! Jim Taylor

November

***WEEKDAY (TBD) • Turkey Trot Tour,** Contacts -Gordon Craig & Tim Waller. **Watch for E-Mail!!**

December

FLYER *13TH SATURDAY • Holiday Party, Oakland Yacht Club. Contact - Elaine Fisher.

***26TH THURSDAY • Boxing Day Run-** Contact Wendell Bain.

January 2015

***11TH SUNDAY • Oyster Run XXI,** Contacts - Larry Ayers & Donna Dell'Ario,

***TBD • Planning Meeting & Potluck**

MSCCNC HOLIDAY PARTY

SATURDAY, DECEMBER 13, 2014

Cocktails 5 PM, Dinner 6 PM

Oakland Yacht Club

1101 Pacific Marina
Alameda, CA 94501

This year's party will be a grand event.

Due to a dramatic increase in pricing and "required minimums" by the OYC, we have had to raise the price to \$60 each for dinner (and there is still a substantial contribution by the MSCCNC as well). However, for this increase, the menu will be enhanced. The more people that attend, the more we can enhance the menu.

Breakfast will be available at the OYC on Sunday morning at 0900 and is still a bargain at \$8-13

We also have arranged for (12) rooms at the Marina Village Inn at \$79 plus tax per room, still a bargain. Please call 510-523-9450 and tell them you are with the Morgan Club for Dec 13 and the \$79 rate.

THEN SEND ME YOUR CONFIRMATION NUMBER, so I can ensure you receive the appropriate rate. Elaine Fisher togetelaine@gmail.com or 510-325-6037

Alice Gentry will also be collecting unwrapped gifts for the children at River Oak Center for Children.

Please see the brochure included with this Morgazette for the menu and reservation form.

New for 2014, The MORGAN
ROADSTER '65 Porsche Medium Ivory,
Yarwood Kensington Vanilla Leather

NEW 2014 MORGAN 3 WHEELER
Brooklands Edition, Brooklands Green

NEW 2014 MORGAN 3
WHEELER Black/Black leather/
Black painted nose cowl, Black
exhaust and black heat shields

NEW 2013 MORGAN 3 WHEELER
Black Cherry Metallic!

NEW 2013 MORGAN 3
WHEELER Porsche GT Silver!

2012 MORGAN 3 WHEELER
Red, brand new, full warranty

2014 suspension upgrade

2010 MORGAN AERO SUPERSPORT

2005 MORGAN ROADSTERS:
Silver Blue Metallic, Grey leather/
Fountain Blue Metallic body,
Peacock Blue Metallic wings

2003 MORGAN PLUS 8 Royal Ivory/
Red Leather 35th Anniversary

2003 MORGAN PLUS 8
Brooklands BRG/Stone leather

1983 MORGAN PLUS 4
Aluminum bodied.

1967 MORGAN 4/4 SERIES
V British Racing Green

1964 MORGAN PLUS 4
Four Seater, Ivory

1962 MORGAN SKIMPY
SAN BRG/Tan Leather

1962 MORGAN PLUS 4 SUPERSPORT
ROADSTER Soft Yellow body/Black

1961 MORGAN PLUS 4 DHC,
Red/Black Leather, chrome wire
wheels // DRASTIC PRICE REDUCTION

1959 MORGAN PLUS 4 DROPHEAD COUPE
Kingfisher Blue, stunning restoration

1959 MORGAN PLUS 4 FACTORY
LIGHTWEIGHT Regency Red/Tan

1935 MORGAN 3 WHEELER
MX4/SS Barrelback

1934 MORGAN 3 WHEELER
Ivory/Red 29 Historic Races
and Concours, fully restored

OTHER MARQUES

New 2014 Allard J2X

2012 ZOLFE ROAD ROCKET

New PERANA Z-ONE

PERANA Z SILVER

2008 Tesla ROADSTER

2004 Honda GOLDWING

1989 BMW 635csi, //SOLD

1969 LOTUS ELAN SPRINT DHC



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The Prez Sez...

By Michael Rubin, President

This issue is sort of a mixed bag, with news of some great events — just completed and upcoming — as well as news of the passing of three former Morgan club members.

A not so subtle reminder to gather our rosebuds whilst we may...

Coming soon to a driveway near some of us October 18 is a one-day Oktoberfest gathering being planned by Phil and Elaine Fisher, who stepped up when Oktoberfest, hosted by Audrey and David Haines, had to be called off because an insufficient number of members could attend to warrant the extensive effort and cost required to stage what has been a favorite in our garage. Our personal thanks to Audrey and David for all the work they did to plan what had promised to be another swell weekend. Sigh.

Meanwhile, a Club-wide email should be out on the details of this 1-Day Oktoberfest by the time you read this.

All reports say Flog Mog was a terrific success with somewhere between 15 to 20 Morgans taking part at one time or another in the cruise of the Northern Sierras, Modoc, over to Nevada through Yerington (wonder if the emergency room has changed in 50 plus years...a long story) and back over the Sierras to lovely Murphys. Scenery ranged from rugged and barren to downright beautiful. Esteemed editor Gordon Craig files a detailed report elsewhere in this issue.

Coming next month, the annual Turkey Trot promises to be an electrifying experience for those fortunate enough to attend, so no static to event generators Gordon and Tim. It will come as no shock that this will be a special event and the specifics are "under wraps," but will be released via Club-wide email, so stay very tuned.

Meanwhile, not even our first vacation in more than a year and a half could keep your president and his first Mog Lady from carrying out a diplomatic visit to Hawaii Morganiste Paul Levitt. He's a longtime acquaintance of more than a decade going back to the days when we rented a beach cottage here in Kailua on Oahu's lovely windward shore from Paul's wife's family. Paul dropped by to check something and was wheeling a beautiful 1960 Squadron Blue 4/4. Backstory: When Paul's wife, Robin, decided she wanted to move home to the islands from New York, they drove the Morgan cross country from New Jersey to California, where it was loaded on a boat and carried to Oahu, where it still rests in tip top shape. (He took a moment during our chat to wipe a speck of Gecko poop, an island garage annoyance, off the bonnet of his spotless Morgan.)

Paul is friends with many Morgan folk from coast to coast and has shared rebuilding some interesting Morgans on Oahu that later wound up back on the mainland. There are a handful of other Morgans in Hawaii with some potential "little grass shack" finds coming up from time to time, including a Matchless-powered Trike that had somehow acquired a wood body.

In spirit of Morganhood, we presented Paul with an official Fog Mog badge and lapel pin and made him an honorary member of the Morgan Sports Car Club of Northern California. In return, we were named honorary members of Hi Mog, the Hawaiian Morgan club. Alas, he was unable to present a badge since none are left in circulation. Only one run of the beautiful Hi Mog badges was ever produced, designed by Paul, a practicing artist and art instructor at the Hawaiian Museum of Art and Hawaii Pacific University. He can be encouraged to make some more....

Finally, our deepest sympathies and condolences to the families and friends of late Morgan club members David Furtado, Richard Odgers and Robert Sieling. More complete obituaries are elsewhere in this issue of the Morgazette.

Their departures remind me of a friend, fluent in French,



KAILUA, Hawaii — Paul Levitt, head of the Hawaii Morgan Club — Hi Mog — gleefully accepts a coveted Fog Mog badge from Norcal Morgan Prez Michael Rubin adjacent Paul's pristine 1960 4/4.



The beautiful Hi Mog badge was only produced once, apparently just 100 examples. Paul Levitt did the design and might consider producing more if there is enough interest. Anyone else want to raise their hands with me?

continued on page 20



Richard Odgers, S.F. Chronicle Life Tribute 9/10/2014

Richard Odgers was a long time MSCCNC member since the 1990's. He owned and drove a red on black '98 +8, editor.

Richard Odgers, a veteran business lawyer and legal activist who co-founded attorneys' organizations aimed at promoting minorities in the profession and curbing gun violence, died Sunday after a long illness. He was 77.

Mr. Odgers of Mill Valley spent most of his 52-year legal career in corporate litigation. He served as general counsel and executive vice president at Pacific Telesis, then the parent company of Pacific Bell, from 1987 to 1998. A longtime partner at the San Francisco firm of Pillsbury Winthrop, he retired as a lawyer in 2008 but continued working as chairman of the firm's charity program.

After a gunman killed eight people at a law office at 101 California St. and then took his own life in July 1993, Mr. Odgers helped to establish a lawyers' gun-control group called the Legal Community Against Violence. Now called the Law Center to Prevent Gun Violence, it is a prominent source of research and advocacy.

He was also a co-founder of the California Minority Counsel Program and served as its chairman in the early 1990s. The program, the largest of its kind in the nation, brings business lawyers together to offer training and access to minorities and increase diversity in the profession.

"At a time when diversity and inclusion were not a part of (most lawyers') vocabulary, these were trailblazers," said Marci Rubin, the program's current executive director, referring to Mr. Odgers and his colleagues. "They got together and said we need to put our money where our mouth is, need to drive change or we will not have a legal profession that meets the needs of everybody."

He was "a secular saint of the legal profession," said Drucilla Ramey, former executive director of the Bar Association of San Francisco and a co-founder of the Minority Counsel Program.

Another tribute came from former Chief U.S. District Judge Vaughn Walker, who as a young lawyer in the 1970s worked with Mr. Odgers, representing Safeway in a long-running suit by cattle ranchers who accused major market chains of fixing prices.

"There could not have been a better learning experience for a young lawyer than to work with Dick," Walker said in a statement released by the Pillsbury firm. "He punctured half-baked arguments, pomposity and lack of focus with little mercy ... but he never lost sight of the horizon" and resolution of the case.

At work, the law firm said, "not only would Dick be the first to arrive in the morning, he usually, in the name of fitness, would bound up the stairs to the seventh floor at 225 Bush rather than take the elevator, and then would make coffee for those who straggled in later."

A native of Detroit, Mr. Odgers graduated from the University of Michigan and its law school before moving to the Bay Area.

He received career awards from the Bar Association of San Francisco, the Anti-Defamation League of B'Nai B'rith, and the San Francisco Legal Aid Society's Employment Law Center, where he also served as board president.

Mr. Odgers is survived by Gail Odgers, his wife of more than 50 years; their sons, Tom of San Francisco and Andy of Kaifeng, China; and four grandchildren. Memorial plans are pending.

From the San Francisco Chronicle • Bob Egelko is a San Francisco Chronicle staff writer.

From the San Francisco Chronicle

Dr. Robert J. Sieling, MD • May 16, 1935 - August 24, 2014

Dr. Robert J. Sieling, a neurosurgeon, husband, and father of seven children, and grandfather of nine children, died suddenly on Sunday, August 24, in his home in San Carlos, Calif.

He was born and raised in Alexandria, Minn., May 16, 1935. After graduation from high school, Robert attended the University of Minnesota, where he received his degrees, both undergraduate and M.D. Following his graduation, Robert did a rotating internship and a residency in neurological surgery at the Los Angeles General Hospital. He then served two years in the U.S. Air Force, spending 1968 at Cam Ranh Bay, Vietnam. When he returned to the United States, Robert established a practice in Escondido, Calif. He came to Kaiser Permanente Redwood City Medical Center in 1972 where he worked until retiring in 2011.

He is survived by his wife, Allene Giesen Sieling; his children: John (Toni), Peter (Rebecca), Mara, Marc, Matthew (Tina), Michelle, and Luke (Katarina); and his grandchildren: Riana, Sean, and Taylor Sieling; Laura and Roben Sieling; Roland and Ruby Smith; and Tony and Caroline Sieling.

Funeral services will be held at 10:30 a.m. on Saturday, September 20 at St. Charles Catholic Church, 880 Tamarack Avenue, San Carlos, Calif.

In lieu of flowers, donations can be made to a charity of your choice or to the California State Railroad Museum Foundation, 111 I Street, Sacramento, CA, 95814, csrcmf.org or St. Anthony's Padua Dining Room, 3500 Middlefield Road, Menlo Park, CA, 92025.

See Centerfold also.



Dave Furtado • May 23, 1950 - Sept 11, 2014

David "Spud" Furtado was a recent MSSC/NC member (2009) who was active in SCCA racing for decades and a very skilled machinist. When he retired to Shingletown, he built a high performance +4 and began to attend Morgan Club events like MogWest and the Oyster Run earlier this year. We didn't know him long, but he was a fellow Mog with a fine knowledge of the cars and happy to contribute his expertise, his +4 went like the clappers! Drive On, Spud, God Bless You. editor.

David "Spud" Furtado, 64, of Shingletown, passed away on September 11, 2014 at home. He is survived by his wife, Deborah, sons Eric Furtado of Florida and Kevin Furtado of Modesto, daughter Laura (Dave) Russell of Cottonwood, 4 grandchildren, brother Fred McGovney of Modesto and numerous nieces and nephews. He is predeceased by his parents John E. Furtado and Alice Davison, brother "Frosty" and sister Jean Turner.

He was born and raised in Modesto, California and moved to Shasta County in 2005 to live among the pines. He worked at many of the local machine shops in Modesto and lastly at Amtex in Manteca until he opened his own shop in 2000.

He was a friend to many and always willing to help on a project. He was previously a member of SCCA and the San Joaquin Jeepers for many years and currently the Redding British Car Club as well as the Morgan Sports Car Club of Northern California.

In lieu of flowers, the family requests that you make a donation to the Shingletown Volunteer Fire Department or the charity of your choice .

A celebration of his life will take place at Allen and Dahl in Palo Cedro, CA on Friday, September 19 at 1:00 PM followed by a get together.

Published in the Modesto Bee on Sept. 17, 2014

The Week That Was, The Week That Is

aka The Pebble Beach Tour, Aug. 12-17 • story & photos by Dennis Glavis

The annual week of the **Monterey Historics, now The Rolex Monterey Reunion, Pebble Beach, The McCall Revival, The Quail, and about a jillion other collector car, motor head enthusiast events** has been on my personal calendar as a participant since 1974. Like horsepower outputs, oh how it's grown!

Tuesday - head to the **Carmel by the Sea Concours** in the Brooklands 3 Wheeler, roam the streets and look at the first series of a-maaaaazing cars of every kind arriving and being placed. It's all guys as the ladies can arrive late, shop the oh so British Village shops of this stunning Carmel village. No huge crowds, no admission fee, just fun<<lot of handsome dogs with their masters/mistresses wondering why.... the weird smells and sounds of the day, so intense, yet so loved by the humans. Ah the sounds of a 4 cam 550 engine, the smell of burning mineral oils. Fog gives way to sunshine, the Morgan gets a cheering crowd wherever I putt to, whenever I just get in and out of it.

Next up, the **Carmel Mission Classic**, a relatively new event at a stunning venue, so steeped in history, so peaceful, so meditative. The Morgan brings secret smiles from every face, even the Bishop, as he blesses the cars, blesses me, anointing me with Holy Water while I try and quietly talk on the phone, securing a Morgan sale. Father Freddie mumbles that he wants one when passing the Brooklands. The 1914 Pope automobile is blessed, the idea of a Bishop blessing the Pope, perhaps a first? The Knights of Columbus, sponsoring the event parade in



Dennis & the Brooklands 3W SS At the Pebble Beach Tour

feathered hats, purple capes, huge gleaming swords looking like Conquistadors in the setting of their conquered... the Morgan fires up, the crowds cheer as we leave the event all smiles and sunburn, on to the McCall, **THE exclusive Gordon McCall party of the week...** warbirds, corporate jets, tourist spacecraft of the future<wines, champagne, women to make Hefner moan in envy... Morgans, hotrods without peer, cars from Pebble, cars from the Historics... Mechanical Celebrities that humble the biped celebrities all attending Gordie's event.

The **Pebble Beach Tour** next, joining as a past participant, past judge, past honored entrant with HFS Morgan's Drophead 4 pass Factory Experimental (as the handwritten record book so described it), a foray with the world's rarest automotive devices, most beautiful, most exotic devices — the madness of the crushing crowds of the Carmel lunch break, hiding from the Press as it is almost too much so many Morgan folk from

all over the world greet me and my eye blinding Brooklands. My Union Jack Davida brain bucket the only color in the parabolic mirror of motoring delight I'm honored to own — the director of the Brooklands collection comes to greet me... whoops, time to head back to the Polo field, en masse, en route peel off on a side road giving chase to a Ferrari 250 Testa Rossa, Scaglietti bodied, billowing 250 oil smoke per it's design... using both sides of the road, passing on center islands on the wrong side we're into it big time. The modern Brooklands can actually pull the TR at will at these road speeds and we depart company all waves, all thumbs up, the Italian and the English well wishes exchanged in grins and grunts of joy in life... the Brooklands provides this, every time I climb aboard, chasing a Testa Rossa, even motoring to a gas station. Never disappoints.

Ah, **The Quail. The Event!**

This time the Morgan Design one of a kind Aero SuperSport "Dreadnought" as well as the polished alloy Brooklands. The

"Dreadnought", sandwiched between two Ferrari F50s in the SuperCar Class seemed to slice thru them like the proverbial hot knife thru butter, it's Deco elegance unique in the modern Supercar tradition of giant wings, giant tires, seats so low they are almost under the cars! The Brooklands #1 was in the Racing Motorcycles Class and attracted Morgan aficionados, again from everywhere in the world. This event features the finest foods and beverages in the world but any attempt to leave the trusty steed to sample some would be intercepted by questions, compliments, "Fire Her Up Mate!".visits from Sir Stirling Moss, Leno (just now a new 3W owner himself), journalists from every magazine and blog, good pal and bon vivant Alex Roy, new 3 wheeler owner and just inducted NFL Hall of Famer Michael Strahan who took his for a Santa Monica Canyon blast with his own 3W squadron, readdicting himself last Sunday... finally, yes, just a gelato on the grab and, always, the Morgan Brookland #1 to savor...

Following The Quail we dropped the Brooklands 3W at the Motul tent where we were sharing a vendor exhibit with the good folks from Motul, our mechanical beverage of choice....

On to the **Morgan Club BarBQue**, hosted by Lauren and Annette Steck, where Morgan owners, aficionados, dealers, Factory folk usually gather in a conflagration of "burn what you bring" with libations to share.

On to the [Laguna Seca] track, the lovely morning fog and quiet as the madness of 600 collector cars, the world's greatest track event of such, begins with the first "a, rah, rah, rah.....VROOOOOM....." take cover, cover your ears, protect your woman and children" ! Adrian and Joanna VanderKroft's XOV historic Plus 4, flown in from the Netherlands, dice with a Ferrari 250 SWB and an Alfa Roundtail, lap after lap, finishing 4th, then 3rd, then 2nd in the final real race... 3 Three Wheelers piloted by Dale and Karen Barry and Larry Ayers' Red Johnnie ran well, Larry finishing 7th OA and Karen Barry, her first race ever in a 3W, finishing one second behind in an F Type — cheers and lots of bubbly for this fast woman.... Doug Sallen in a Flatrad, his usual lightning fast self, Jeff Abramson in Baby Doll V, cutting thru the Ferraris, the Corvettes, anyone,

anywhere, his usual and a bevy of Plus 4s and 4/4s all in the mix as well. (Moi and Skimpy, my cycle fendered FlatRad had to sit this one out for a new medical issue, now resolved but we'll be back in the dice shortly)... The Brooklands 3W acted as "the hook" all day and resulted in some new orders, Leno again visiting his new brethren, the Press continuing going bonkers over the mirror finish. No one could just walk by — it was like a fun house mirror — you just could not resist a 2nd or a 3rd take — two days of sun track side, the sounds, the visuals, the friends of old, the 3 Wheeler friends of new... the end of a week of automotive and 3 Wheeler delight and sensual overload. Ok, guys from Motul, Jaguar, MorganWest — let's meet for a celebratory dinner and libations tonight!!!! A resounded "Yes" from all, a resounding universal result of load

up, scurry back to the hotels, shower, sit down, ZZZZZZZZZ — everyone fell asleep, everyone! We all were to return home with our California tans, except the Jag guys, now a perfect tint of British Racing Green from a little, nay, a lot of over indulgence...

Ah, the memories, The Week That Was, The Week That Is, every time you fire up that "rumpaty, rumpaty, rump" Morgan 3W.....

Your Faithful Scribe,
Dennis Glavis,
MorganWest, And
Brooklands 3W #01



Monterey Race Weekend

From Sept. 2014 FORMAT, Morgan Plus Four Club, Southern California • J. Dale Barry

Monterey Motorsports Reunion, August 2014. Well, another Monterey Reunion has ended not with a bang but with a roar – this was a great event. We had three Morgan three wheelers and eight Morgan four wheelers racing this year and many Morgan spectators and Morgan crew. Morgan club members that were there included the following in the list below and if we missed anyone, our apologies, just too busy getting racecars ready to go out on the track.

-NorCal

Bob and Peter Schmidt
Donna Dell'Ario – crew chief for Larry Ayers
Greg and Lynn Powell – Morgan 4 pass – crew for Larry Ayers
Don Henry – Morgan +4 – crew for Larry Ayers
Paul Marchant – new Morgan 3 wheeler on display
Bob Behl
Ed Abramson

*Larry's pit crew
[minus Donna]:
Greg & Lynn Powell,
Don Henry*



-SoCal

Randy and Dolores Wilson – crew for Karen Barry
Derek Willburn, - crew for John Willburn
Carolyn and Fred Klein
Mike Hattem – Morgan + 8
Ron Hale – crew for J. Dale Barry
Mike Gertner and JoLee Bernstein – crew for Karen and J. Dale Barry
Katherine Bard

*Karen & Dale
benefitted from
Derek Willburn's
help.*



-PacNorWest

Brian Pollock and son – 1933 Morgan 3 wheeler on display

Some Morgan racers found their cars a bit hesitant while other found their cars running well and others found their cars not up to snuff. Below is a list of those racing and the list is a bit different from that in the last Format – we had more Morgan club members in the race group with other Morgan club members racing cars other than Morgan race cars. The list is by group and group A final races were on Saturday and group B final races were on Sunday. The group 1A for example was for pre-1940 Sports Racing cars and the speed and power of the race cars increased with group number.

1A	Larry Ayers	1930 Morgan Super Aero V-twin # 151	
	Karen Barry	1934 Morgan F-2	# 33
	J. Dale Barry	1934 Morgan V-twin	# 88 DNF
2A	John Miller	1951 Morgan +4	# 89
	Jerry Rosenstock	1961 Alfa Romeo Giulietta	# 0
3A	Adrian van der Kroft	1959 Morgan +4	# 77
	Jeff Abramson	1964 Morgan +4, Baby Doll IV	# 145
4A	Damian Friary	1966 Corvette	# 666
1B	John Willburn	1959 Peerless Ambro	# 259 DNF
5B	Dennis Glavis	1953 Morgan +4 TT	# 100 DNS
	Mike Platlin	1959 Morgan 4/4	# 173
	Doug Sallen	1952 Morgan +4	# 111
	Jim Smith	1964 Morgan +4	# 4
7B	Mark Pladson	1964 Morgan +4	# 144
	Ron Carrico	1964 Morgan +4	# 119



Karen Barry's 3 wheeler on the hot pit lane



Morgan 3 wheeler pit with a 1930 Super Aero, a 1934 F-2 and a 1934 Sports racer.
[Below] a 1931 Super Aero.

The weather this year was generally sunny and bright after 10 AM but foggy and a bit of drizzle in the early morning so that the practice/qualifying races for group 1A and the final race for group 1B were delayed. It was a bit discomforting for us in the fog at the cork screw when the fog suddenly became denser as we descended the 10 story drop from the



top at Turn 8 to the flat at Turn 11.

Adrian van der Kroft brought his well raced (UK and Europe) Morgan +4 to the Laguna Seca races this year repeating his visit about 10 years ago with his Morgan +4+ racecar. Adrian is a dedicated Morgan racer from Holland. (After his exciting 2nd place finish in Group 3A, Adrian van der Kroft was awarded



Jeffery Abramson's 'Baby Doll IV' Morgan.



Platlin and son Danny with 1959 Morgan 4/4

the ReUnion Trophy for Outstanding Competitor, editor)

Jim Smith drove his 1964 Morgan +4 as a replacement for his open wheel racer that had problems. Brian Pollock brought his 1931 Morgan 3 wheeler to the pits and put it on display.

The three Morgan 3 wheelers were well placed in the qualifying event on Saturday morning showing all three in the top 10 of the 25 entrants. However, during the Saturday afternoon final race, the Morgan 3 wheeler #88 racer lost a small bolt in the engine case that leaked oil onto the exhaust manifold and was soon sidelined as a DNF. The repair took about a minute later – frustrating.

BGO8 returned to racing in 2014. BGO8 was a factory trails car in 1935-1936 having been driven by factory manager George Goodall at the 1935 M.C.C London to Land's End trial and at the M.C.C. London to Edinburgh trail

Continued next page



Doug Sallen with his 1952 Morgan +4 flat rad

Monterey Race Weekend, cont'd



in 1935 and 1936. It was also driven by Peter Morgan in the mid-1930s. The car returned to racing at the 2014 Monterey Reunion after 78 years and was driven by Karen Barry.

BGO8 is a prototype F2 model and one of the first Morgan 3 wheelers to have a Z-shaped steel chassis unlike the normal V-twin models that had a tubular chassis. It has an in line 4 cylinder Ford E93A engine under the bonnet and a normal 3 forward and reverse type gear box and also has cable brakes. The history of BGO8 and some period photos may be found in a number of Morgan books.

First woman racer of a Morgan 3 wheeler in the USA. Karen Barry is the first woman to race a Morgan 3 wheeler in the USA and that historic event occurred at the Monterey Reunion of 2014. Several photos of Karen racing BGO8 were published in the Sunday issue (17 August 2014) of the Monterey Herald newspaper. See the front page of the Sports section as well as the following page.

Friday night with Loren Steck and Annette Yee. Once again, the Steck house off Carmel Valley Road was the scene of the annual meeting of Morgan club members at Monterey for the races and field shows. Yes, the back yard was packed with about a dozen Morgan cars including one modern 3 wheeler, a flat rad and several +4s, a few 4/4s and some +8s. Parking was its usual problem along the narrow road to their house. However, Morgan folk were out in force, food and drink were plentiful, BBQs were hot and discussions were lively.

Tom Morgan racing well. This was on the internet a few weeks ago and written by Gordon Craig. The lead story in this week's Sports Car Digest online (www.sportscardigest.com) covers the PIR Historics during the last weekend in July and the accompanying photo gallery shows Northern California 4/4 Morgan racer Tom Morgan in anger as he eventually wins in Group 1 (photo nos. 68, 91 and 96). A plug for SCD, free on line subscription gets you an issue per week covering U.S. and International vintage racing, rallies, auctions, features on historic racecars, and great photography, worth a look.



PEERLESS AMBRO gets an OUCH!

Shortly after the start of the Group 1B Final, John Willburn (#259) began to close on the top ten in the 35+ field, setting up for the remaining 12 laps. "Suddenly," said John, "I got caught up in a accordion from a car going off track, into a half spin I could not catch but it really caught the tires. (right into the side gravel and K-wall, ed.) The car was running good (recent engine rebuild), I'm usually not that close to the fast group. The car is fine just a little fiberglass damage." The Peerless Ambro Special is a 1959 +4 powered/chassis with a highly race modified fiberglass body built by the Ambro brothers of Wisconsin in the late 1950s.



Mark Pladson and his crew wait in the hot pit lane to race his 1964 Morgan +4.

Larry and Donna enjoy a moment of quiet together in their Pit. Larry indicates that "3 are enough!"

Morgans in the Meadow

BBQ at the Stecks • August 15 • Photos by XXX



Jim Taylor and a new Plus 8



Peter Schmidt and friends



Michael Hattem checks out a few Plus 8s



Folk gather under the new night lights



Karen Barry, the first American 3-wheel racing woman, joins Danny Patlin, son of Morgan racer, Michael Patlin (SoCal) in the buffet line.



A beautiful line up near the creek



Greg Powell previewed the results of his multi-camera track video of Red - lots of interesting viewpoints..

Bob, We Will Miss You

At the Reception and Celebration of Life for Bob Sieling after his Funeral Mass, Jerry Gurley turned to me and said, "You know, Bob was meticulous about that +8 of his. He would schedule a regular maintenance day with Dennis in L.A., leave very early am and drive all the way to Morgans West, and stay with the car all day. Then hop in and get home to San Carlos, do it all in 24 hours."

That was Bob, like his calling as a neurosurgeon, he would be sure of his tools, his procedure, his preparation, same for that +8 of his. The membership records go back to 2004, but many of us can't remember a run without him and Allene in that 2003 +8, bought new. We found out from his oldest son John that his passion for Morgans began in Encinitas, California when he bought a +4 four seater for him and his growing sons and daughters (see inset). He would drive it every chance he could and brought it north when he came on staff at Kaiser Permanente Medical Center, Redwood City and raised his family in nearby San Carlos.

So Morgans were Old Hat to him, and he always wore one of the two fedoras that sit on the front wings, always ready to go, all of them Day Runs, we had so many of them with Bob and Allene.

John Burks wrote and said of Bob, "When one of the Morgan folks go, its like family to me." And so it is for all of us. We will miss you, Bob, miss riding with you down all the country lanes we can't recall the names of, but for the road of life with you, we are so glad and thankful in the knowing of you for all those many miles.



**"You know, Bob was
meticulous about that
+8 of his.**





Lavender to LeMans

Story by Elaine Fisher • Photos by Elaine & Philip Fisher

**September 2013- Hum mm, 2014 Le Mans
Classic Races July 3 through July 6, 2014.**

"Experience Provence Tour"

(www.provenceproperties.net/tour-info)

**June 21 through July 1, sounded like a trip
combo brewing for husband Philip and me.**



We'd been to the Le Mans Classic Races in 2006, 2008, and 2012 with the Morgan Sports Car Club UK, and said we didn't need to do that again. Elaine had been on the "Experience Provence Tour" twice before with her sister, and once with MSCNC member Linda Cannon. But Philip hadn't been to Provence yet. Never mind the group on these tour were mostly ladies, including my sister, but we had no photos of the Morgan in the scenic Provence Lavender fields and villages. And we had already planned the New Zealand MONZA trip in Jan/Feb 2014. And we have prior MOA friends in UK that we wanted to visit. And we had to use our 1999 Morgan 4/4 4-seater that we store at dealer Richard Thornes in Reading UK.

With enough rationalization, we signed up for both tours, as who knows what the future will bring? Time to start planning the route to make it the most enjoyable and most cost efficient. While we don't usually stay at Marriott's while in Europe, I had a lot of credit card "Points" from the New Zealand MONZA trip that I could use for free rooms on this trip.

On Wednesday June 11, 2014 we flew to London Heathrow and picked up the Morgan. We have learned to stay close to the dealers for a couple of days so we can return when "something" goes wrong on the Morgan, which sits for 6 months at a time without use. That gave us time to visit MONZA friends and MOA friends close by. Thankfully we had no problems this trip, other than



needing new tires before next years MOT (safety check), and we even had top-down weather.

We took the overnight ferry from Portsmouth, UK to Saint-Malo, France. Our route took us about 1100 miles to get to the tiny village of St.Cecile-les-Vignes in Provence. We had hoped to take back roads, but because we wanted to stop along the route, we ended up taking a lot of scenic toll Auto Routes in order to make our daily 250-mile distances. The weather was mostly dry and hot.

On the Experience Provence Tour, our ten days at the villa in Ste- Cecile-les-Vignes had us taking daily tours, sometimes out in the group cars, and when a scenic opportunity or lovely drive for the Morgan occurred, we took her. These scenic times turned out to be drives to the lavender fields, up Mont Ventoux, and of course, taking other guests on a Morgan ride. We visited the markets of l'Isle sur la Sorgue, St. Cecile-les Vignes, San Remy-de Provence, and Vaison La Romaine. We visited the scenic towns of Senanque and Gordes, the ochre cliffs of Roussillion, the Roman theatre in Orange, wineries, lavender distilleries, restaurants, and much more. Philip survived all the ladies with only one other male along to share car stories.

Upon completion of this tour, we headed toward Le Mans/Vaiges, stopping overnight in Veyre Monton, and Amboise after driving down the scenic Loire Valley.

Quentin and Anne English, Travel Coordinators for The

Morgan Sport Car Club, UK have in the past arranged affordable "Le Mans Packages" for its members, which included the costs for the ferry, hotel and banquet meals for 4 nights, tickets for the races, and a convenient Morgan parking corral with a club marquee (tent). Hotels for the big group were spread out in towns that were up to an hour away from Le Mans. We stayed at the Hotel du Commerce in Vaiges twice before, which is a lovely hotel with excellent food, and a 1-hour scenic drive from Le Mans. Thirty-two rooms there were filled with MSCC Morganeers.

Everyone arrived at the hotel on Thursday, and quickly washed their dirty Morgans, despite the heat and predicted rain. A delicious, many course, French meal



Continued next page

Lavender to LeMans, cont'd

took up the evening as we met new friends and greeted old friends.

Over the course of the weekend, we made three round-trips to the Le Mans track, which can be grueling on race day. Friday was for tire kicking and socializing, walking around the massive amounts of vendor booths, visiting the pits, and occasionally watching the practices on the track. We had intermittent rain this year over the weekend, which was not particularly disruptive to us.

Saturday afternoon was the **Little Big Mans Race where 90 miniature replica racecars, including 4 Morgans, ran with their young drivers followed on motorcycles by parents/coaches. The kids were very serious and so very cute.**

The Classics race is run on the 8.4 mile circuit also used for the annual modern day 24 Hours of Le Mans. The races are broken into 6 different year periods with the newest 1979. The model of car had to have run originally in the 24 hour Le Mans race to qualify. Many of

the cars are the original cars that ran.

While TOK 258 - 1962 +4 was in the race, she wasn't driven this year by our friend, and owner Keith Ahlers, whom we had hoped to see there. There were a total of 9 Morgans racing in plateau 1-4. One notable competitor was Tamsin Doyle, the 1st lady to drive a Morgan since Prudence Fawcett in 1938, and she drove Prudence's Morgan.

Starting at 5 PM on Saturday, the first and oldest cars 1923-1939 (pre-WWII) started the racing this year. These are my favorite to see, but of course, slow. Each race lasted about an hour and each group ran three races overnight. We managed to make it through group 4 this evening before heading back to Vaiges, returning on Sunday to pick up on watching the races where we had left off. Obviously there is quite a difference between the early cars and the later cars in the speed and engine roar, which made each Plateau have its' unique enjoyment. I have to say that this was our favorite time at Le Mans, despite having said previously "been there, done that, don't need to do it again".

The Sunday evening banquet at the hotel was superb, with many thanks and gifts for our hotel hosts and cook, and saying good-bye to new and old friends.

Monday morning we headed back to Caen to catch the ferry back to Portsmouth, visiting UK friends for a few days where we purchased new Toyo tires for the Morgan and repaired the bent bumper, returned the car to storage and flew back home, having traveled 2524 miles and been gone for 1 month on a mostly top-down wonderful holiday.

More articles on Le Mans can be found in the Aug and Sept issues of MSCC Miscellany and videos at www.youtube.com/morgansportscarclub



Ironstone *Concours d'Elegance*

Photos by Elaine Fisher, Larry Ayers, and Donna D.



This photo begins to give you an idea of the amphitheater of Ironstone Vineyards ~ however, this slice shows only about 1/3 that area. . . which is only about 1/3 of the whole display that showed 365 cars!



The 6-car Morgan class was beautifully placed by the lagoon. Shown here: Susan & Dave Loesche's 1968 +4 and Philip & Elaine Fisher's 1970 4/4 4-seater.



Elsa DaCosta and Paul Kennedy a brown/tan 1965 4/4



Morgan Class winner: James Nickerson's Black/Burgundy 1961 4/4



Winner of the 6-car Micro & Mini Car Class: Larry & Donna in "Old Rose," a burgundy/dk green 1932 Morgan Aero

More photos next page

Ironstone, cont'd

Yet again, MSCNC members, Roy and Divina Lane, escaped without a photo. Too bad... they have great cars!

Ah!
Donna
and
Elaine
found
shade.



MSCNC member, John Grossetto and his Osca in the Race Car class. On the way that morning, he was seen pulled over by the CHP ~ now how did he escape the ticket???

Prez Sez, cont'd

who reads the semi-occasional newsletter produced by the vigneron of Burgundy. He says the obituaries express pure shock that someone in their 70's or even late 80's was ripped from the land of the living while still in their prime. These are the guys who drank a bottle of wine with lunch, ate meals replete with foie gras and butter, and prompted the French Paradox.

The lesson, to me anyway, is to get out and enjoy our Morgans and similar pleasurable activities.

Hope to see you all in your Morgans on a road near me and at Halloween and Turkey Trot. Despite the chaos remaining from our recent move from St. Helena to Napa, Linda promises she'll find our official Turkey hats in time for Turkey Trot.

Happy trails to all,
Michael

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FlogMog "Dicianove 2014"

Story by Gordon • Photos by Angie Larsen and Gordon



Straight off, lets state a few points about this Anno 2014 FlogMog, Sept. 29 - Oct. 3

Bob Panero did a fantastic job of mapping and road directions for this 4 day touring event. He constructed and laid out a day by day itinerary that guided the rest of us in a near 1000 mile loop of total miles (counting leaving and coming back to the Bay Area for most of us). We began at the Sun Valley Mall in Concord early-ish Monday morning, north through the Delta, then a stint on I-5, I-80 east to Auburn to northeast Hwy. 49 and 89 to Graeagle. (223 mi.) Day 2 we kept north on 89 up through to 8600 ft. of Mt. Lassen heights and the sulphur smells emitting from restive vents, then east on Hwy. 299 to Cedarville in Modoc county. Day 3 we turned south and east into the high desert country of Nevada to Gerlach (gateway to the Black Mesa of Burning Man Playa fame), past the Pyramid Lake Reservation, crossed I-80 again on south to Yerington for the night. Day 4, Yerington due west to Murphys largely on Hwy 4 over the spectacular Ebbots pass (8500 ft.) and plunge to the San Joaquin Valley gateway town of Bret Harte and Mark Twain fame. Finally, Day 5, Back to the Barn day from Murphys

to the Bay Area (130 mi.).

Bob's thoughtful planning brought us all a great Morgan road adventure and then some. All the maps and directions came folded in a handy bright blue packet map case with velcro flap, like something out of Price-Waterhouse, Absolute Class! Many thanks, Bob, for blazing our trail.



And don't forget the dash plaque, which reads "FlogMog Dicianove 2014"? I have it on very good authority from Angie Larsen, our resident native Italian speaker/interpreter, "Dicianove" means

"Ten and Nine", or the 19th annual FlogMog. Now, lets see, next year will be the 20th annual, but lets wait a bit with that, and get on with this year.

DAY 1 We took the Delta route on 160 through Isleton, Locke, Ryde, Walnut Grove, morning bright and sunny, local traffic. This time of year the levee roads are full of tractors and trailers hauling pears and other produce from the Island and Tract farms. Many "No Tunnels, Save the Delta" signs were seen, oh here we go, Peripheral Canal all over again, why can't the bureaucrats, lobbyists leave this place alone? We make our way to Auburn, head north on 49 for lunch in Downieville, then a left on 89 to the Chalet View outside of Graeagle. Paul Marchant joined us there in his now-seasoned 3W (he drives it everywhere), and he graciously allowed me a solo "test" spin on a gravel side road. What a



FlogMog cont'd

hoot! It is a bit awkward and tight for a largish tuna like moi, and it was my first time in any 3W of any type, but what a kick in the pants once you get a bit familiar with it. The single rear wheel grabbed and spun variously on the gravel here and there, but the rig righted itself no problem and Cap'n Slo had a blast first time out. Cheers, Paul, thanks for the ride. We were joined by Gary & Francine Marquis in his splendid recently rebuilt XK-140 Coupe and friend Paul, now a regular, in his beautiful (and very rare) Lancia BT24 roadster, coming from Chico. Also, Barclay and Lynn



came in from Sutter Creek/Plymouth and Lynn's son Greg came up from Berkeley in his BMW Z4. The FlogMog Fleet was growing.

DAY 2 Leaving Graeagle the real driving and climbing to altitude began in earnest ascent towards Lake Almanor and Morgan Summit, then the jog into rare air (for the chugging carbureted Mogs) through Mt. Lassen Volcanic National Park (near 9000 ft. elevation in places on winding 89.) Leaving the Park we descended a bit and drove onto Fall River, the junction at Hwy 299. We had lunch at the Fall River Inn, and The Northwest FlogMog Regulars joined us here, Bill Button in "Bitsa" and Barbara and John Burks in their +8+ (Yep, he decided to keep it, no longer for sale). Heading due east on 299 we came into Cedarville in Modoc County in the late afternoon. At the Sunrise Motel, we were greeted by our amiable hosts John and Susie Bunyard, welcoming us to a spacious motel/RV park with stand alone kitchen and picnic facilities. We had the place to ourselves mostly, and a potluck BBQ that evening in the fresh mountain air was just the thing after a long day at the wheel. At times it was a drive of windy blows through the mountain passes and onto the high grassland valleys of Modoc,



so beautiful and rugged, it was our longest slog of the Tour, 270 miles.

DAY 3

We all had breakfast at a great bakery cafe on Main street in Cedarville. After that, we went back to the Modoc Reservation Gas station for refueling and the Sunrise across the street. Most everyone left ahead of Maggi and moi, we tarried a bit packing up and as we were leaving town heading east on 299, we MISSED the sign for the instruction "Turn right onto Surprise Valley Road (CR-1) - 97 mi. - Gerlach." We just kept going into the brilliant rising sun, looking for that right turn. After ten miles, we crossed the Nevada State Line and the road changes from tarmac to hard pack gravel. We kept going and entered into one spectacular little desert valley after another, rock

formations on either side emerging from deep cut canyons. The road was largely smooth, occasional dips and washboard, but we went slow and easy just drinking in this stark and beautiful landscape. Then a right turn appeared with the sign "Gerlach - 87 mi." so it looked good, we could drive 45 or so, just kicking up dust. The country opened up into sparse pasture with herds of cattle and we would pass by occasional truck/trailers loading the beasts for transport to lower winter pasture. It was a stretch, but we figured could this be the right turn called for, it is going in the right direction. After passing a few more surprised cowhands working herds, we thought are we going to do 2 more hours of this? Nah, don't think so, so we turned around, backtracked to Cedarville. We were gone about 45 minutes as we came to the main crossroad in town, asked a few locals, how do we get to Gerlach, and they just pointed south, follow Main street they said. And we did, so we had had a nice excursion into high desert country, and it was time to get moving. "Lismore" had acquired a patina of light clay dust, and as we neared Gerlach, I remembered why I knew the town name. It is the gateway town into the annual "Burning Man" Festival where perhaps a month before, tens of thousands flock to the Black Rock basin known as the Playa, get very



dusty with white clay grit and bake their brains out for a week. I have friends who do this, I can't, the heat would be too much, so I've never been, not likely to go. Anyway, we looked like we fit in:) We did skip going to a Pottery works outside of town Mike Gerdts had told us about, not enough time, though I heard later other FlogMogs stopped and had an enjoyable look.

So we motored on past Pyramid Lake Reservation (fed by the Truckee river, I'm told.) on Nevada Rt. 447, crossed I-80 (30 mi. east of Sparks) where the road name changes to U.S. Alt. 95 and on to Yerington we go and Yerington Inn for the night. We had a nice dinner with the group at a casino across the street. Whoa, long day, another 208 miles logged, a big loop south.

Continued page 25

SCARY STORY

BY JAS



WWW.BITSTRIPS.COM



DAY 4

Now we're in position to "Go West, FlogMogs" and we do so on NV 208 to Hwy. 395, lots of paving going on in sections, flag stop waits, pilot cars, etc.

Then we're clear and Topaz Lake, like its name, a shimmering gem before us as we come back into California and a left turn onto Hwy 89, which connects to Hwy. 4 and the 8700 ft. Ebbots pass, what a sight! Miles and miles in all directions of open sky and horizons, mountain ridges one after another, seems endless. Then its downhill and uphill on what is called "The Pacific Grade Summit", alpine lakes and meadows for some 40 miles of winding road and round the bend views. It is a total reverie for a Morgan driver on this road, just going and going. Then again, somewhere along this stretch I began to feel the rear of the car wallowing a little as I turned wheel to wheel. I pulled into the boat ramp parking lot at Alpine Lake and took a look--aargh, a nearly flat left rear tire! I had no useable spare, but with a can of "Fix-a-flat" and a scissors jack, I went about with a band-aid. Along comes a guy in a pick-up with an SCCA sticker on the door, and he turns out to be John Armstrong, a vintage 356

Porsche racer I have seen around at Sonoma and Laguna Seca race tracks in years past. I asked him if he is carrying a portable inflator/compressor I could borrow for a couple of minutes. He does, and I use it but it becomes clear I'm going to need it as the tire or tube inside still persists leaking a little. He is going to give it to me and I promise to UPS it back to him, and he finally says that would cost too much to ship and "Why don't you just give me twenty bucks for it, I have another one." Bingo, the deal is done. So John drives off and I pump it up to 25 psi, and go for a short spin to distribute the "Fix-a-flat" goop around the tube, hoping it will seal the tube. As I'm doing this I hear a sharp whistle coming from the balcony of the nearby Alpine Lodge/cafe across the road. There is FlogMogger Bob Frisbey having lunch. So we join him for a spot, and then together take off down the long downhill, have to stop again to pump up, then into Arnold, where I get a pump up from a tire shop but they have no 165-80-15 inner tubes. But all that pumping gets us to Murphys and the Murphys Historic Hotel, our last stop on the FlogMog Tour. Its been a long day, and we've come back into a California heat wave, but good things happen in



130 short miles. We go into the night, have a nice dinner at the Hotel, and a little later a songfest/practice for a future Talent Show as George, Angie and Maggi warm up their pipes.

DAY 5

Head for the Barn The night before Bob makes me a deal, he will loan me his spare for the trip to Oakland and he will follow us home. He grew up in Oakland and has many fond memories of the town, so this means he can take a look around at the old family home and the schools he went to. We get back to Hood St., remove his spare, reset in his roadster doughnut hole and we take him to lunch. Bob has the whole afternoon to drive around and get back to Aptos. You know, its great knowing so many Mogs and car guys when there are bumps in the road, ready to lend a helping hand. FlogMogs are known for that.

Next year is The XX FlogMog, imagine that. Angie, How do you say that in Italian?:)

From Tcherek Kamstra, ISIS Motors

The Morgan Centenary at Pickersleigh Road Badge

Hermen Pol of Morgan History Info is strongly recommending advance ordering for this limited edition badge, currently in production. Because I designed the badge, he has asked me to handle the bulk of local orders (excepting of course those who have already placed orders with him directly.) There are three color options being produced : 100 in color (numbered), 25 collector badges in sepia and 25 collector badges in bronze. I just want to ensure that our Stateside Morgan folk are aware that the badge is available, and not miss their chance if at all interested. The prices vary per badge, however I was advised by Hermen that a flat cost of \$100 USD plus shipping (local shipping rates) would be fair and simplify things for USA buyers. Please feel free to e-mail Tcherek at isis@morgancars-usa.com to place an order.

Shown here is the preliminary design I created, which upon approval from Morgan is now in the hands of the badge making experts.



1933 aerial view of the Morgan Factory



1986 Morgan Plus 8 • R9690

1. 190 hp fuel injected Land Rover V-8 engine with only 34,500 original miles. GAS powered.
2. 5 speed Rover transmission.
3. Chassis powder coated.
4. Ash frame treated with marine sealer, primer and black paint.
5. Dynamat insulation
6. All gray leather upholstery with sports seats, Morgan emblem embroider on head rest.
7. Leather console with arm rest.
8. Solid wood dash signed by Charles Morgan.
9. E. Narbi wooden steering wheel.
10. All aluminum Body and fenders, painted with Porsche Chrystal Silver, and marine blue with some pearling.
11. Leather Bonnet strap with sheep skin padding. Stainless steel bonnet stay rods.
12. Stainless Steel Wire wheels with New tires. Spare tire has cover with embroider Morgan emblem.
13. New Stayfast cloth Top, and tonneau. Curtains to match, case for curtains with embroider Morgan emblem.
14. Luggage rack and Bows powder coated.
15. Up graded exhaust system.
16. A First place Award winner at Morgan Hill British Fall Classic.
17. AM/FM radio with CD player. Power antenna.
18. New alternator and battery.
19. Garaged with car cover.
20. California legal and passes smog.
21. \$65,000.

**Call Steven or Lynda Ponsi, 831-484-1807 (home)
or 831-595-1946 (cell)**



Correspondence

Alamo World Travel - F1 Monaco Tour 2015

Dear Gordon,

I am putting a group together to take a quality cruise to the Monaco F1 in May 2015 and I wondered if you or any of your members might be interested. This is pretty much a "bucket list" event for many people. There are 2 ships, both relatively small that I am putting groups on. One is 9 days and includes 2 days in Monaco during the F1 as well as 2 days in Cannes during the film festival. The other is 5 days including 2 days during the F1 and 1 day in Cannes but not during the film festival itself. Both will be a blast.

I enjoy cars and usually take part in The Silver State Classic or the Big Bend Open Road Race once or twice a year for fun so I thought I would reach out to some car clubs.

As a total aside I was raised in Malvern and FINALLY made it to the Morgan Factory Tour a few weeks ago. What a great tour.

These are the two.

<http://cruises.advaia.com/details/?OfferID=1117180&CID=154> (5 days)

<http://cruises.advaia.com/details/?OfferID=1118582&CID=154> (9 days)

Thanks for reading this far and if you have any interest of course I would love to hear from you.

Regards, Bob Dean, Alamo World Travel

408 888 0854 (Cell -best) • 925 837 8742 (Office)

<http://www.alamoworld.com/>

Annual Morgan Club Business Meeting At Oktoberfest

Please note • we will hold our Annual Meeting prior to the start of the Oktoberfest party at Phil and Elaine Fisher's on Saturday October 18th.

The agenda will include the treasurer's report, a discussion of next year's Holiday party, a Fog Mog Facebook page or website and the nomination of officers for 2014.

Nominations will be open for President, Vice President, Secretary and Treasurer as well as members of the Board of Directors.

A warning — If you don't want to serve, shame on you. But you'd better show up or someone may offer your name as Keeper of the Morgan Diapers, those cut up pieces of cardboard we politely place under our Mogs when we visit others.

Thus Sez the Prez

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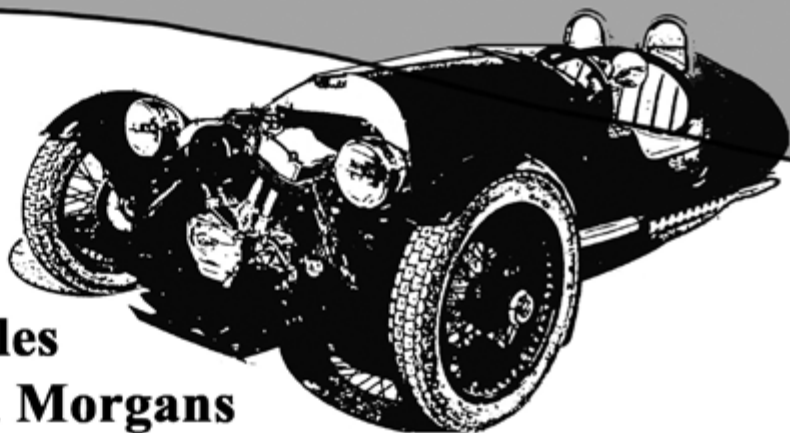
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