



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

November ~ December 2015

Inside:

- **2015 Awards & Holiday Dinner**
- **Two Aeros: "Old Rose" & "OJ 2213, She Was Meant to Survive"**
- **Smog This! Interview with Tcherek Kamstra**
- **A Fantastic Day on MOA**

... & More



Savannah GA
Charleston SC
Asheville NC
Watkins Glen NY
Kingston ONT
Ottawa ONT
Quebec City QC
Charlottetown PEI
Baddeck NS

MOGANS OVER AMERICA VI
MOG 6209
2015

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St. John NB
Mt. Washington NH
Newport RI
Boston MA
Philadelphia PA
Washington DC
Williamsburg VA
Norfolk VA

STEVE ROAKE MEMORIAL



The Morgazette

Newsletter of the Morgan Sports Car Club of Northern California

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

Club Officers 2015

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The Morgazette

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

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

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

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

Nov-Dec issue Dec 4

Jan-Feb 2016 Jan 23

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.

Remember:

Get Your 2016 Dues to Bob Koupal Soon!

*(Use the form he sent you,
do not send them to Gordon!)*

**The Club Roster will come out in March
with your name in it**

— IF —

you pay your dues by mid-February

Cover Photo: Morgans Over America VI, Lining up at Fortress Louisbourg, by Elaine Fisher



DECEMBER 2015

*26 SATURDAY • The NEW **Boxing Day**. Contact Wendell Bain. **See flyer.**



The Prez Sez...

By Michael Rubin, President

Another year, another election. ... No, not those malcontents threatening to bomb one another during their debates on CNN and Fox... but our Morgan Spots Car Club of Northern California annual election.

Thanks to all who took the time to vote, and pay their dues. The new-ish slate welcomes Bob Murray, Wendell Bain and Doug Hamilton to the Board of Directors.

Maggi Craig continues as Secretary, though with a caveat that though she appreciates all the props she gets, it's time for someone else to step forward for this spot in the lineup next year. Thanks for sticking around, Maggi, when no one else volunteered, despite the obvious benefits.

No surprise, either at Treasurer, where George Tollworthy has it locked up in perpetuity. (We ignore his remarks when he says he needs the money.)

Our new Vice President is Elaine Fisher, who will also serve as Activities Chair. Our thanks to Jim Taylor who stepped in this year while Elaine organized Mogs Over America, no mean feat, while seeming to keep her hand in everything else that needed taking care of. Amazing that for such an organized, detail minded person, in her private life she harbors those furry anarchists known as "cats." Indeed, she's the only one I know who can actually herd cats, also known as Morgan owners. (Well, she and Phil have more than a couple of Morgans, too. ...)

And thanks to all who thoughtfully voted for yours truly to continue as President, or in the words of incoming BOD member Senor Bain, "El Presidente." (Donna. ... can you put a little squiggle over the "n" in senor???)

I must include a special thanks to Audrey Haines, who despite impending (successful) surgery on her hand teamed with former President Morgan Staines and others to form a nominating/election committee after we missed our annual October business meeting, and to Bob Koupal, our own Oscar-style calculator, for tallying the votes and declaring winners.

Our club functions best when it does what it's intended to do -- provide a welcome environment for like-minded



* 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)

JANUARY 2016

* 10 SUNDAY • **Oyster Run**. Contact Donna Dell'Ario and Larry Ayers. **See flyer.**

* 24 SUNDAY • **Planning Meeting**, Los Altos. Contact Ellen Jo Baron. **See flyer.**

folk to enjoy their eccentric Morgan vehicles with good cheer and good will in a friendly manner. We seemed to have a bit of playground-type activities in the last year among both SoCal and NorCal groups but let's put that behind us.

Those of us who ordered duck at the Holiday Party were served something barely once removed from its feathers and in need of some further attention (and warmth) from the kitchen. Let's hope that like the duck, the worst is behind us and the best is to come.

See you all (can't miss it) at the Boxing Day Run on December 26th starting in Sonoma Square by the Sonoma Cheese Factory, rain or shine, followed by Oyster Run, The Tradition Continues, on January 10.

And, you can't complain if you don't get on the train, the train of thought for our annual planning meeting and potluck on January 24.

A healthy (please) and Happy 2016 to all.

Michael Rubin

PS: *I wanted to take this opportunity to thank those who have expressed support and encouragement this last several months, not just for club political reasons, but following the serious accident I had last May. For those unaware, during a "trip" to New York State for a family wedding, a malfunctioning shower (that's on you, Holiday Inn) sprayed the bathroom floor, making it as slippery as driving on ice with slicks. I did the splits, resulting in what the radiologists call a "complete avulsion of the primary hamstring from the tuberal ischial." In other words, I tore my hamstring muscle completely off the sitz bone, that part you sit on. Physical therapy, good words from friends and a desire to get back in my Morgan have all been an impetus to getting back up and out. Made it to MogWest thanks to some swell meds from my doctor, and have been slowly resuming activities other than exercising. So for those who wondered, "Where have you been?," that's where. And for those who kept in touch and gave good words, thank you very much.*



Turkey Fun Run

November 21, 2015 • Photos by Larry Ayers



In the spirit of Flash Mog, Don Henry staged a Turkey Fun Run on 11/21.

The meeting place was at the end of First Street in Benicia.

Folk passing by stopped to take photos and said it was like having a mini-auto show.

Though many of us had made other plans for the afternoon, we started but few cars traveled the whole route with Don, including Grant and Angie Larson, Doug and Joyce Hamilton, RB Ward and Janet Lipkins, and Michael and Linda Rubin. Staying in Benicia for a quick lunch together at Sailor Jacks were Bob Panero, Dave Sneary, Thorley and Bob Murray, and Larry Ayers and Donna D.



Holiday Party Tops a Great Year!

Photos by Gordon Craig, Jon Callas, Larry Ayers

Last Wednesday night we all met at the Oakland Yacht Club for our Annual Holiday get together. Great night, welcoming banter among us all, good humor, full tables, good meals, though the ducks flew in a little late:)

Election results were announced and toys were brought for our annual support to the River Oak Family Center in Sacramento, and we had a moment of reflection for our Morgan Friend Ben LaMar, passed on earlier this year. The spirit of giving went right on through the night for the awards, and tales of roadside rescues from local runs to MOA and the derring do of "soggy bottoms."

All in all, a lovely night for all us Mogs, and many thanks to Elaine and Phil for herding all us cats through, we loved it! Cheers to MSCC/NC!



Annual & Perpetual Awards



Morgazette Scribe • Tcherek Kamstra
Presented by Gordon Craig and Donna Dell'Ario



Moggie on the Spot • Paul Marchant
For the many ways he has helped Don Henry keep his Morgan on the road!. Presented by Bob Frisbey



Morgazette Photographer • Dennis Glavis

Dennis' e-mail response
to receiving Award:

Well thank you all so so
much. I'm very honored
at this award from my
Peers whom I love and
miss very much!
Thank you
Thank you
Thank you
Morgans Ho! Sun in our
faces, wind at our backs!
Dennis



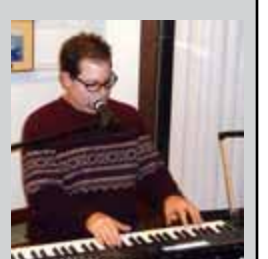
**Tough Break • Pat and
Ken Miles** for mishaps
on MOAVI
Presented by Larry Ayers



Soggy Bottom • Ellen Jo Baron for rainy mishaps on MOAVI
Presented by Kathy Tollworthy, Jim Taylor accepting



Thanks •
to **Bob Koupal**
for the elections;
and
to **Colin
Hamilton** for his
music





MORGAN THREE WHEELER

ON ORDER NEW 2016 MORGAN
3 WHEELERS: Polished Alloy
body & Matte Army Green

NEW 2015 MORGAN
3 WHEELER Black/Black!

NEW for 2014, The MORGAN
ROADSTER '65 Maybach
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body/Black wings, two tone
Anthracite/black leather/red
piping; 340HP 3.7 Vee6 with
6 speed manual transmission

NEW 2012 MORGAN **3 WHEELER**
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3.0 V6 Butternut Ivory

2005 MORGAN **V6**
ROADSTER Maserati Bordeaux
Metallico // ARRIVING SOON

2005 MORGAN **ROADSTER** Land
Rover Panama Green Metallic

2003 MORGAN **PLUS 8** 35TH
ANNIVERSARY EDITION,
Dark Red Cherry Metallic

1995 MORGAN **PLUS 8 ALLOY**
Bugatti French Blue

1967 MORGAN **PLUS 4 FOUR**
SEATER SUPERSPORT, Pozzi Blue

1964 MORGAN **PLUS 4**
FOUR SEATER, Ivory

1959 MORGAN **PLUS 4**
DROPHEAD COUPE BRG/Black

1958 MORGAN **PLUS 4 FOUR**
SEATER Ivory/Green leather

1955 MORGAN **PLUS 4**
FOUR PASSENGER DROPHEAD
COUPE 2 Tone Blue

1951 MORGAN **PLUS**
4 DHC Dark Blue



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Annual & Perpetual Awards, continued



The Matt Dillon Perpetual Award • John Burks. For long time service to the Morgan Club. Presented by Maggi Craig



Leakey Cup • Michael Anthony. The Enthusiast Award.
Presented by Don Henry

Appreciation was expressed by a huge poinsettia plant to: **Donna D.** for her design and production work on the Morgazette. and to **Elaine Fisher** for assistance with Activities and the MOAVI Presented by Gordon Craig and Michael Rubin.



Appreciation was expressed to **John Burks and Dave Sneary** for producing FlogMog runs for 20 years. Presented by Elaine.



Every five years, MOA has soared and journeyed across the great expanse of Canada and the USA. Mogs from MSSC/NC past and present have led and driven on quite a few, thanks to them all:

MOA • Steve Roake, Keith Cox and Jeremy Harrison

MOA II • Over the West- Steve Roake, Keith Cox and Jeremy Harrison

MOA III • Steve Roake, Elaine Fisher and Kathy Tollworthy

MOA IV • Steve Roake, Elaine Fisher, Kathy Tollworthy

MOA V • Elaine Fisher, Ken Miles, Linda Cannon

MOA VI • Elaine Fisher, Ken Miles

The MOA has finally come to rest, number VI is the last one. They have all been extraordinary and unique driving events. The name is a UK registered copyright and cannot be used by others, maybe some "mini-MOAs" with permission? editor



From September 7 thru October 18, 2015, forty-one people traveled over the East Coast of the US and Canada for more than 6000 miles in their Morgans on the Steve Roake Memorial Morgans Over America

VI. Five New Zealand, five British, and two French Morgans had been shipped to Savannah, GA, to join with the Fishers, Baron/Taylor and Steve Kellerman from California; Bart Weaver and Marj Scooros from Arizona; Michael and Patsy Myers from Portland, Oregon; John and Gail Maloney drove from Denver; Ken and Pat Miles, and Ken and Marion Butler from Canada, who

A Fantastic Day on MOAVI

By Elaine Fisher • Photos by Elaine and Ellen Jo Baron



[above] The MOA Group



[left] Bart Weaver and Marj Scooros

[below] The French Group



[above] Tour the US Capitol with Steve Kellerman and Harvey

[right] Ellen Jo Baron and Jim Taylor

[below] Phil and Elaine Fisher and Charles Morgan



Bus tour in Quebec City

*Eating
Lobster-
Kellerman,
Fishers,
et al.*



had all driven to Savannah to join the group. Additionally we had the Jodeikins from Australia who drove their rented Forgan (Ford Mustang Convertible) on the trip. While we towed the Aero to Savanna to carry all the route maps, dailies, and regalia for everyone for the trip, we logged over 12,500 miles in the 8 weeks we were traveling.

We are frequently asked, "What is a day like on MOA"? You can check out many days on my blog by googling "Morgans Over America VI".

After dinner in small or large groups, each evening we pulled out and reviewed the "Dailies" for the next day's trip. These Dailies included a summary of what we could see and do for the day (points of interest), route directions, maps,

and descriptions of the POIs.

Each "travel day" morning at 0600, our alarm went off to awaken us as we had a 0800 Drivers Meeting to attend. While not mandatory to attend this meeting, it was highly recommended in order to review the day and any changes to the printed materials. Some days we had completed breakfast and packed up the Morgan before the meeting, and other days we barely made it to the meeting, then packed up and had breakfast. Some in the group were early birds and were ready to take off as soon as the meeting was completed. Some people had even been known to leave BEFORE the Drivers meeting.

The group had been encouraged to travel with a minimum of another

Morgan in case of emergency. We did however, have a few couples that preferred going off by themselves. One couple had a broken shock absorber mount and was without cell coverage to call for assistance. They found a garage where there was a welding machine that no one knew how to use. However, our Morganeer did know how to use it, and welded two washers together to temporarily fix the problem. Bart and Marj also had Morgan problems that they managed to solve on their own.

Most people traveled in groups of 2-5 cars, mostly by nationality, however anyone could join them, depending upon what points of interest each group wanted to see. Sometimes this didn't work too well, especially when the leader got lost.

A really fun day was Day 9- Watkins Glen, NY to Kingston, Ontario, Canada. Day 8 in Watkins Glen had finished up late with the Western New York Morgan Club members who had traveled to Watkins Glen to meet with us, drive the "old" Watkins Glen track, and celebrate one of Steve Kellerman's navigator's birthday at the Seneca Lodge. Originally some MOAer's had planned on a 400 mile diversion to visit Niagara Falls on the way to ►



Baron-Taylor +8 towed off the Ferry . . . and vying for the "Soggy Bottom" award.

MOAVI, cont'd



Jim Taylor's Morgan getting the fix

Kingston, but at the last minute decided to scrap that plan as it was too many miles.

There were two other published routes to Kingston, the scenic route along Lake Ontario, and the fast route on Highway 90 through Syracuse. On both routes there were many Points of Interest. Many of us also had reservations at 1800 to take a "Beatles Tribute Dinner Cruise" in Kingston, so we needed to be sure to arrive in Kingston by 1700. There was also a border crossing into Canada which could take anywhere from 15 minutes to 4 hours to navigate. I did find a website http://www.cbsa-asfc.gc.ca/bwt-taf/#_s1 that had "wait times" at the border crossing which somewhat guided us on what sights we could visit on the way.

We chose to take the scenic route along Lake Ontario, with the Forgan following us. It was a beautiful sunny warm day, as were most of the days on the trip. After driving through the Seneca Lake wine country, we stopped with Bart and Marj for a wonderful filling breakfast at a quaint sidewalk café in Geneva, NY. After breakfast we headed through the countryside towards the lake, then toward Oswego on a "scenic", non-waterfront route.

Our ice cream stop was in Sacket's Harbor, a quaint harbor town. We ran into others who had stopped for a proper fish and chips lunch at a restaurant overlooking the lovely harbor. Being after Labor Day, many of the shops and restaurants were closed in this seaside town, so our visit was short.

We continued on our way along the coast, reaching the Canadian border around 3 PM. At this time, the wait was estimated to be 20 minutes. It

was another 35 miles to Kingston, so we arrived at our hotel in time for the dinner cruise.

Other groups had taken the highway route, and stopped at the Wooden Boat Museum, or arrived in Kingston in time to walk around the town and see some of Kingston's sights.

At 1800, twenty-five of us walked down to the Kingston pier and boarded the boat, similar to the Bateau Mouche in Paris, and were seated at four large tables. We headed out to the River for a scenic tour. A good dinner was served, with plenty of wine, while we listened to the band play Beatles tunes. Then the fun began with our group pretty much taking over the dance floor, and then the many others on the boat joining in our conga line. It was a great opportunity to get to know everyone in our group and many more people.

Over the entire trip, we had many more days similar to this, with a very compatible group, and no serious illness. Sadly Ken Miles had an accident that rendered his Morgan not drivable, and Jim and Ellen Jo had fan and electrical problems that were eventually fixed at Morgan Spares. Others had the usual minor Morgan problems that were either fixed by someone in the group, or just "lived with", like our Aero front headlamp that burned out and requires the wheel be removed to fix it.

Our final banquet was in Williamsburg, VA on Oct 17, 2015 with the foreign Morgans going to Norfolk to be shipped back to UK or New Zealand. The Americans all drove back home separately, with us returning to Savannah to pick up our truck and trailer to haul the Aero.

This was the last MOA, but not the last trip that we will enjoy in our Morgan.



Fisher's Aero at Neil's Harbor, Cabot Trail Canada

Tom Morgan, Motion in Capture

November 1, 2015, Thunderhill

Tom, MSSC/NC member, usually races with "one wheel up", that is, he is noted for flying in and out of turns with the right front wheel "grabbing air". In this photo however, (courtesy of Dennis Grey, Sports CarDigest.com, go on-line and subscribe for free), he is firmly planted heading for the finish ahead of an Alfa he had been dicing with



for 10 laps. November 1st, a cold, rainy day at the CSRG Finals at Thunderhill raceway, near Williams, CA, Tom started 16th. He mostly had Porsches and Alfas ahead of him with a Lister Special in the lead. He battled through to the final lap on a very wet track to get ahead of the 2nd place Alfa. He was chasing the Lister (twice the CCs) when it crossed the finish. Tom misjudged where the Finish Line was, let up on the gas, and the Alfa flew on by to finish 2nd by a nose. Doesn't matter, it was great racing, moment by moment. Cheers Tom, editor.)

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"Old Rose"

1932 Morgan Aero

by Larry Ayers & Donna Dell'Ario

In 1932, the Morgan Motor Company changed Trikes from 2-speed to 3-speed gearboxes, but they had a few 2-speed Aero bodies left over so they were fitted to the 3-speed chassis. Old Rose is one of about a half dozen that became 3-speed Aeros. Quite a rare model back then and today. Its J.A.P. motor is a 60-degree OHV dry sump LTOWZ and is the original motor provided by the Morgan Factory.

Rescued from a shed in Sacramento in Nov. 1993, Old Rose was thoroughly restored by Larry and Donna during the next two years. Ray Olsen refurbished the motor. A master metalworker undertook the reconstruction of the damaged tail end as Larry bartered production of a video of the work. The video is still being sold. Donna's father helped her select the red mahogany, plane it and fashion the dash, and her mother gave her a heavy-duty antique Singer to do the upholstery.

"Old Rose" is the name coined by Donna, whose birthday bunch of roses dried out and inspired the color of the trike.

Newly finished in Jan. 1996, it was entered in the Motorcycle Mag "Reader's Collection" Show in San Mateo and took a 1st in the Specials Class.

It's placed at Concours d'Elegance at Hillsborough, Silverado, Stu Barry, Ironstone, and Marin-Sonoma; and at all-British car shows; and of course, MogWest.

"Deifintely a Keeper. . ."





“She Was Meant to Survive”

The Life Long Love Story of OJ 2213

by George Tollworthy with Steve Lister, MTWC Registrar (as told to Gordon),
• Photos by George, Larry Ayers, and the MTWC website

For many years, our esteemed MSCNC Treasurer George had wondered to himself: “What’s become of my ‘32 Aero, (OJ 2213)?” Then one day he read his old steed had been at the Earls Court Motor Show in the early ‘30s. More on that later. George has an abiding fondness for that old 3-speed, 3Wheeler, his first Morgan. This would have been between 1959-72, when he was a young bachelor then young husband commuting 25 miles each way to work in Crawley, Sussex and back to London (“so bloody cold in winter”), then it served as a wedding car in the mid ‘60s and he drove it all over England on holidays and outings as well. Also, he did a “John Leavens” with the car – he rolled it! The ups and downs of a life long love affair.

George currently owns a ‘34 S/S (OG 3281) a trike he has raced at both Sears Point and Monterey, now retired, but also exhibits at numerous events like the Scots Games in Pleasanton every year, MogWest Concours and Rallye, has done so for over two decades. He is a long time active member of the Morgan Three Wheeler Club, UK and turned to Steve Lister, Registrar of MTWC, who keeps records and histories of these wonderful trikes.

George bought OJ 2213 from a young man he can’t recall the name of in 1959. Original owner Eddie Moore had sold it to Mercury Motors of London (*see footnote re Mercury Motors and trophy) in ‘57. Eddie bought it new in ‘32. **Eddie had the car when he became a founding member of the MTWC in 1945, so OJ 2213 was right there motoring at the beginning.**

When George acquired OJ 2213, he thought the car should have had a JAP engine as original, but it came with a British Anzani engine, “made in Kingston on Thames.” George tracked Eddie down through the logbook and wrote him a letter asking him why the engine change, and Eddie said “the Anzani ran sweeter, that’s what he said, ‘sweeter’. I never met Eddie. I wish I had.” (**see footnote re: engine types and St. Christopher/MMC ids)



OJ 2213 as a wedding car? George says, “The handsome bearded chappie on the drivers side of car is myself, best man at the wedding of the less handsome chappie on the other side Mr. Dave Billing Esq. Dave lives happily in Australia with his lovely wife Mary, married 50 years next year. Of note in the picture, raindrops on the windshield, of course this is England. Odd front tyres of course, not enough money for a pair. A honking great dynamo belt driven from



the flywheel. Honking great hooter on the other side for balance. Note tall filler neck on the radiator, I think it was nickel and predated the car. The contour of the windscreen is a little off, the glass was replaced."

Although it was love at first sight, George really had his trials with OJ 2213.

"Eddie's car was not much more than scrap metal when I was dumb enough to buy it. It was not purported to be a somewhat significant car. Just another Morgan trike. I was a 17 year old penniless apprentice and knew nothing of Morgans, but not buying it never crossed my mind. Money changed hands (30 pounds) and the car was towed to where I lived at Raynes Park SW 20. The Anzani was in the cockpit. Upon inspection a little late, I discovered what the mysterious number two owner had discovered, lots of rot – Rotten metal, Rotten wood, Near death . He wisely sold it, I didn't. I was robbed! And so OJ 2213 survived and I began a steep learning curve for me but I got it running. Then disaster. The Anzani dropped a valve and destroyed itself. Chris Booth got the remains of that engine, he was running the used parts department of the club (MTWC). "No engine" OJ was near death. This was the early sixties and it would have been reasonable to let her die. This is where the LTOWZ (JAP engine) enters the story. I bought this engine through an ad I ran in the Exchange and Mart. Cost me 10 pounds with flywheel. Robbed again. The front crankcase half was not rotten this time but cracked pretty good. Robbed again! I got a well used replacement and got it to run. So...the 60 degree JAP is very much not original and if it was the numbers would not match since the case was changed. The JAP liked to shear crankshaft keys Internal and external. A rotten fix it job, the taper gets mangled also the bore of the wheel. About 1963, I had a clue, fixed it again. Thereafter for the next 6 or

so years she became my main transportation except for two years she was in storage while I was in the USA . Turned out pretty reliable . She became a second car when I started a family in 1969. Three years later I reluctantly sold the car. Very reluctantly. I needed money badly. Some foolishness with the UK Inland Revenue. They were quite insistent... I sold the car to a chap who passed



himself off as a regular Joe Blow who wanted a Trike. He lied about that, turns out he was a dealer. I did get 700 pounds in cash though, seemed like a fair price at the time. Inland Revenue got my 700 pounds and seemed satisfied. However they did not send me a thank you note – No sense of humor."

"My roll over was a total turtle job. No fault of any mechanical problem it was driver error, went into a 90 degree left turn way too hot. It being a left turn saved my ass (arse), centrifugal forces pushed my torso onto the passenger seat which fortunately was unoccupied." The damage was severe enough to let OJ 2213 die quietly, but again she was revived with fresh bodywork, "She was meant to survive."

George completely lost track of the car after 1972, the year he sold it. Steve of the MTWC Registry has been able to fill in some blanks about OJ 2213 after George, and the known owners since 1972 have been:

G. Turnbull of England	1972-75
T. H. Wanner of Brunswick, Ohio	1984-94
Lars Doren of Sweden	2000 – present

(brought the car to the MTWC AGM in September) ►

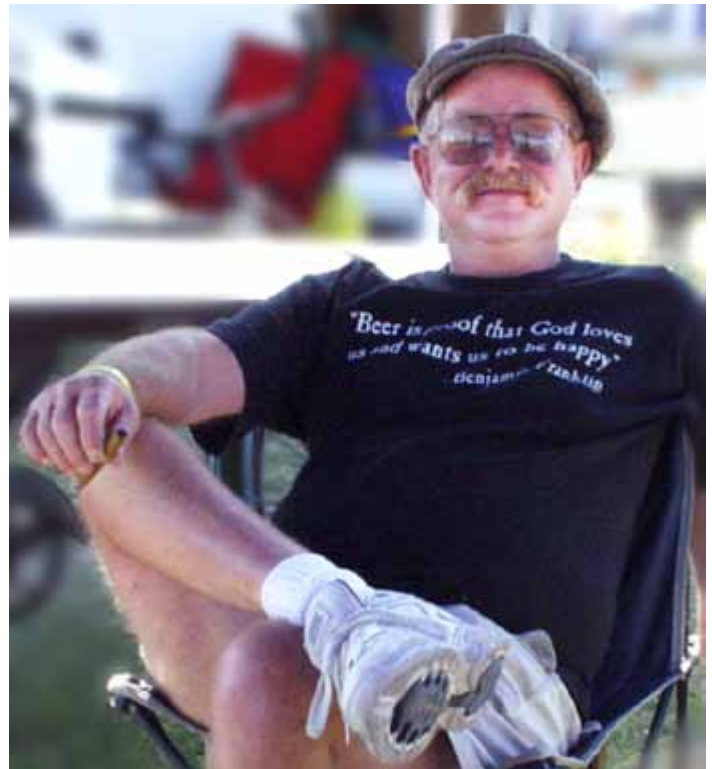


Survivor, cont'd

There have been other custodians but since they did not join MTWC, it is difficult to trace them.

Now, what of the Earls Court Motor Show back in '31? George remembered he had read about that show – turns out he has a book in his library, "No More Twins" by Clarrie Combes, published 1966, that records OJ 2213 as one of two Aeros at the event. So, "Just another Morgan trike" took its turn on a national showcase and became part of the founding fleet of trikes of MTWC/UK. OJ 2213 is history preserved.

Well, we all know George and now we know the why and how he became a very skilled machinist! What a saga! Love at first sight triumphs into love reviving and enduring, tested again and again to the limit, but "She Was Meant to Survive!"



Some footnotes:

(*) "Mercury Motors of London no longer exists. Back in the day they were active Morgan Dealers and provided a trophy to MTWC for the 3rd place award in the Club's Malvern Rallye every year. That rally no longer occurs, but the trophy survives – for first place concours at the AGM. This year the Mercury trophy was awarded to OJ 2213!!! "The concours win at the AGM is very gratifying especially with my old pal Larry judging." says George.

(**) George comments on Trike engine types: "LTOWZ is a JAP 60 degree engine. Most popular JAP for Morgan was this engine but they also made a 50 degree. Larry Ayers "Red Johnnie" has a 50 I think.

So the **L** I'm not sure, **T** = Twin. **O** = Overhead valve. **W** = Water cooled. **Z** = Dry sump.

JAP was the initials of the engine manufacturer = John Alfred Prestwich . So JAP is the make and LTOWZ is the model designation. The original engine was a JAP but a side valve therefore not an LTOWZ .

Anzani was a whole other animal. More properly it was a British Anzani which was an option for Morgan. There was a French Anzani, an Aero engine used by Louis Bleriot who was first to fly across the English channel. These frenchies were not fitted to Morgan."

"Now the St Christopher is critical to Morgan Trikes. All (as far as I know) legitimate factory trikes came with this medallion and yes, stamped with the chassis number. This medallion validates the trike. It's what proves it's a



Morgan. The St Christopher is not on the dash. Well it never was on the dash at least when I owned her. In my time it was affixed to the rocker panel on the floor under where a door would have been if the car had a door. I hope it is still there. Lars would know. And those lovely big fishtail silencers must be totally wrong for the car but I fitted a pair and very sexy they were. Good to see she is still sporting fishtails."

The last word: "Without a St Christopher any maybe " Morgan " may also be a Bitsa. There are scurrilous individuals among us who may seek to deceive us. People who may create a " Morgan " from assorted pieces. Shocking I know."

Best, Claude Rains "I'm shocked , shocked ". (aka George:)

(Many Thanks to Steve Lister, registrar of MTWC for this ongoing conversation of the history of OJ 2213, editor.)

There was a young lady of Smog,
Was shot on the hood of a Mog;
She tended to thrive
When she went for a drive,
And the rest were all left quite agog.

—Mike Miles



Tcherek Kamstra took home our 2015 Morgazette Scribe prize for her stories on the MogSouth gathering honoring her step-dad Bill Fink, and her interview with Jim Baker, master Morgan car badge maker at his shop in England. She has also supplied us with a steady stream of Morgan badge images/designs of her own, some of them appearing for the first time in our pages. This interview by Frank Wnek originally appeared in the pages of the Morganeer, the journal of the 3/4 Morgan Group of New England earlier this year, many thanks for the photos and text and permitting us to re-publish here, editor.

1. Let's start with a question which I'm sure almost everyone is curious about.

Where did your unusual name come from?

My name is pronounced Cher-ik or Sher-ik (I hear both) and rhymes with Erik. It is derived from the Dutch version of my biological father's name, Jerry. His father came to the States from Holland to start life here. Technically it should be spelled Tjerk, a boy's name. However, my parents changed the spelling to make it "easier to pronounce." HA! Thank you, Mom and Dad! It was late 1968, I guess the name sounded "groovy" to them back then.

2. How and when did you become interested in Morgans?

I was introduced to Morgans as a new baby, my dad had one on loan when I was born. Later when Bill Fink (my stepdad) came into the picture, the sight of a Morgan in the driveway became increasingly frequent.

3. Do you own a Morgan? Do you ever get under the bonnet and work on it?

I do not own a Morgan, I have had the luxury of always having a few around so it's like having a different Morgan every month! Besides, have you seen the prices lately? Yikes! I have my eye on one, the Plus 8 Prototype. Since Bill sold the SLR, she has become my favorite. Work on Morgans? I regularly assist Bill do something called bleeding the brakes. Tedious chore once mastered.

4. Do you have an arts or graphic design background?

I hold certification in the arts in the form of glowing comments from my middle school art teachers. I did study Art History at UC Berkeley, however switched my major to English Literature. An Early Netherlandish Painting course proved my undoing. As far

as graphic art I am self taught. Bill gave me my first computer to assist with the selling of the yellow Morgan once owned by Mick Jagger. He actually sold it before I could assist, however that is how I came to work for Isis Imports Ltd. (and no we are not changing the name, this too shall pass one hopes!) I drew all the time as a kid, creativity was really encouraged in our household.

5. Tell us about how your 'SmogThis' website came about. Is it purely your creation?

My web site at smogthis.net is hopelessly out of date, since the advent of Facebook and Twitter and all of the social media sites that frankly are exhausting to keep up with! But yes it was completely my own creation. That is how I taught myself to create web sites. It eventually took on a life of its own. People would send me their Morgan photos to include, and this led me to create the Isis Imports Morgan Calendar - which by the way I am resurrecting for 2016! I gave the first edition away (in 2002) for free to 100 people, having paid my photographer friend to take some shots here at home, and racing photographer Bob Dunsmore kindly allowed me to publish his work as well. After that, Morgan owners

Tcherek Kamstra cont'd

sent me photos in the hundreds, in fact one year on eMOG we had a competition to be included in the calendar. All past editions are posted on the Isis Imports Gallery page, by the way. I am digressing.... sMOG This began as a way for me to archive the Morgan photos Bill Fink has collected over the decades. I still have not got through all of them!

6. When did you become involved in Isis Imports Ltd? What is your official capacity there now?

It was coming up on 2000, if memory serves. My official title on my business card is Director of Sales & Marketing. So I spend a lot of time carefully matching up pre-owned Morgans to the right buyer. But I am also the web designer. And PR person. Social Media Liaison. Support staff, answerer of e-mails, designer of print ads, oh and I determine the market value for all pre-owned Morgans that we sell. Anything and everything that helps Bill to remain in the garage and working on our customers' Morgans as much as possible.

7. How did it come about that Isis Imports moved from Pier 33 in San Francisco up to Bodega Bay? Has that proven to be a good relocation?

The owner of our flat on Telegraph Hill had a buyer for the building. So my parents had two options if they themselves were to escape the now exorbitant rental costs in S.F. They could buy in the city, which would amount to a one bedroom condo with no parking provided, or look further north where they found 8 acres with two homes plus a 100 year old barn house, for the same amount of money. Bill and Keith Baldwin built the garage attached

to the barn themselves. The local peacocks watched.

Bill commuted almost daily at first, now he meets customers by appointment in both Bodega and San Francisco. The pier is pretty much a museum of Morgan parts and by now vintage memorabilia, and is not for the faint of heart Morgan-curious newcomer who is expecting a showroom. Our showroom is the beautiful scenery here in Sonoma County. Customers can see the cars while the peacocks fan their feathers, and watch the fawns scamper around. Plus we are near the heart of Wine Country, so some make a trip out of it.

8. Do you have any personal liaisons with any of the Morgan factory reps?

A lady never tells! But seriously, I went over and visited the factory when presenting Steve Morris

Personal liaisons? Martyn Webb was a darling for assisting me find the shops when the airline lost my luggage. And of course Mark & Sarah Baldwin are close family friends and have been for years. But many of the staff made it a point to come up and introduce themselves to me and to send their regards along to Bill. They really made me feel welcome.

9. What is it that you find most appealing about Morgans from an artistic perspective?

Is there any other sports car that comes close?

Well it is obvious! Look at them! What is not to love? And no other car comes remotely close. If I was forced to endure another marque, I suppose I could tolerate the Jag XK that I included on the badge I created for the NOBBC (North Bay British Car Club.)



with his Hawaii badge. He was very gracious as was everyone I encountered. It had been ten years since my last visit, when Charles Morgan took the time to give me my own personal tour of the factory.

10. What is your favorite Morgan model and why?

That is a tough question. But while I rarely meet a Morgan I don't like, a few have stood out to me over the years - not models,

but particular cars. I loved the SLR and miss seeing her here. A two tone yellow & black Plus 4 I sold one year I particularly loved, and I was strangely charmed by the "Trashwagon" that Frank Homet and Toby Tuttle showed up in at MOG 33. Complete with Peter Morgan's signature scrawled across it. Keith Ahlers' silver Aero 8 which he left in our care for a generously long time. A green propane powered 4/4 which was the fulfillment of a lifelong dream for the woman who bought it. And of course the Prototype.

11. When and how did you begin designing Morgan badge bar badges? Where do you draw inspiration from?

Ah, that was pure chance. I posted some older SLR photos on one of Hermen Pol's Morgan History Info pages on Facebook. Previously I only knew of Hermen through eMog, and we had never met. He subsequently asked me if I would become a co-editor of the page, due to the cache of Morgan photos at my disposal. After that, having seen some of my Morgan artwork on line, he asked me for assistance in designing the 100 Years at Pickersleigh Road badge, our first project together. Then I designed a Lew Spencer badge for the German Morgan club. Then I designed Hermen's new web site, which is just turning one year old at www.morgancarbadges.com. Here you can see my design page where I show many of the badges I have designed, including many rejected designs, which are some of my favorites!

When the new Morgans of Hawaii badge was completed, Hermen suggested we should meet in person, and we finally did in Malvern, to present the badge to Steve Morris. We hung out in Peter

Morgan's old office at the Morgan factory, and went to meet Morgan badge legend Jim Baker at his place of work in Birmingham. Jim gave us a full tour of the badge making process, and I am in awe of him. He is extremely helpful to me, I frequently e-mail him when I am having a creative block and need advice. Hermen's friendship too has been a huge source of support to me, I am now just completing the artwork for our 12th badge together. He is the business side, I am the creative half. It has worked out really well considering he is in Holland and I am in California.

As for inspiration; usually just the event or Morgan group for whom the badge is being made will spark some ideas. Sometimes I am provided with a sketch of what the customer wants on the badge. So I do exactly as they ask, then also I show them what I would do given free reign. Sometimes I have several ideas instantly, other times I have to revisit a badge many times before an idea clicks. But eventually it always does.

12. How do you think we can get the Next Gens and Millenials more interest in the Morgan marque?

Well, without new 4 wheeled Morgans coming into the US for a few years now, that is tough one. The best way I know how? Drive your Morgans! Drive your kids or grandkids to school in your Morgans! Those potential Morgan fans of the future have only to see one to catch the Morgan bug. And when they reach driving age....

hide that Morgan away! Just kidding.

13. When you mention Morgan to someone and get a quizzical look in return, how do you describe the car to to someone who has never heard of them?

More and more I find that people I encounter have heard of Morgans, and if not, out comes my phone with the photos. If the have the misfortune to be at my home, well, by the time they escape, they are practically Morgan experts!

14. Have you driven the new 3 Wheeler, and what was your impression? What would be your sales pitch to a prospective buyer?

This vehicle appeals to a select audience, but those who want one are pretty much ready to commit by the time they come to us. Look at nearly any photograph of a 3 Wheeler, the person behind the wheel invariably has a huge grin. I think that 3 Wheeler drivers, like blondes, just have more fun.



Foreword

Bill (known to his friends as "Button") has been an inspiration to the North American Morgan community for as long as I can remember. He perfectly symbolizes something we all wish we could aspire to. Courage. It takes a lot of guts and enthusiasm to undertake the projects he aspires to and completes. In that, he epitomizes the classic mogul of the Peter Morgan era. Lorne Goldman

My desire to own a +8

began during the 2005 Rocky Mountain Run at a park a few miles from Jasper. I was driving our 1954 Bentley as Geri Button was having problems coping with our Morgan +4. Lloyd Reddington wanted to try the Bentley and I wanted a go at Lloyd's early +8.

So off I went for a spirited run in Lloyd's Morgan. I did not get across the parking lot when Mike Powley stopped me. He wanted me to take his wife's English cousin with me. I was not totally happy about this as I secretly wanted to find out what the +8 would do and scaring the pants off of Mrs. Powley's cousin was not part of that plan. But, damn it, it was the first chance I had at a +8 and I wanted to take advantage of it.

I first found out how it accelerates. 0 to 60+ was quick. The curves came up and I took them as fast as I dared. It was impressive. Something happened up front. The Morgans had slowed to a crawl. I went from about 80MPH to 20MPH in a heck of a hurry. No doubt I was going too fast to start with for that road. I assured the English Cousin I would drive the rest of the route to Jasper slow and sane. Poor guy. He was already white-knuckled, staring fixedly ahead without blinking.

The Story of Itsa Bitsa

by Bill Button

Not sure how it all ended up as it did. I first asked Judd Marten if I could have the chassis/crosshead that had been damaged in a accident when Judd first took delivery of a new +8. It was at Robert Couch's shop along with a windscreen and some other stuff. "Sure!", he said and he called Robert to tell him he had given it to me. When I picked up the chassis and windscreen, Robert casually said I might as well as take two rotten body tubs he had as he was going to burn them. My first task was to take the chassis/crosshead to an old fashioned auto frame shop on Capital Hill. The technician that did the job was almost blind but he did an excellent job.



Picture of chassis

At the time, I was very active in a Morgan Website called eMog run by the GoMoG Webmaster, Lorne Goldman. Lorne lives in Quebec near Mont Tremblant. He was touring in Vermont and was rear ended and his Plus 8 burned to the ground. It was a close call for Lorne and his wife Audrey. Lorne sent me his front wings salvaged from the car and some other parts he saved for the cost of packaging and freight. Actually, he had spent a bit of money having them painted with primer to preserve them.



Picture of Lorne's accident

The seats came from Paris. Doug Hallawell sold them to me for a small amount. But the real trick is how he shipped them. Some months after my purchase, Mike and Elizabeth Miles were in Spain and stopped in Paris to visit Douglas. When they went to the airport for their flight home, Doug (retired from Air France) had the seats wrapped and asked the flight attendant if he could ship them as excess luggage with the Miles. Sure! I drove to Portland and did not find the Miles, but their luggage and the seats were there. I took the seats, left a message on the luggage and drove back to Seattle. Turns out "Homeland Security" delayed the Miles in Cleveland trying to figure out what dastardly plot they were hatching. (They missed their flight but came in via Salt Lake City a few hours later.)

Then I bought an engine in parts from John Sheally II. It was a 3.5 rover block and Buick 215 heads. Not happy about this but it was all I could find at the time. I also bought a new bulkhead from JHSII.

I purchased a T-5 gearbox from D&D Fabrication in Michigan. Mark did all the engineering to convert this stuff into a suitable power plant. The machining was done by Earl's Machine Shop near my Home. My son-in-law Joe assembled it.

While at MogWest in 2004 Gordon

Craig (Northern California Pal) showed me an early +8 (owned by Doug Hamilton) with a Chevy S10 rear axle. Doug put me in touch with Dick Tuttle, a Morgan Master Mechanic, and he gave me detailed instructions on how to fit it. Paid \$150 for the axle at a local wrecking yard.

Roger Shawyer – Sydney Australia sent me a Morgan steering wheel, rear springs, bellhousing and other stuff. He paid the freight costs.

Lance Lipscomb – Atlanta sent me "Hood Frames". He paid the freight costs.

Somebody in South Western U.S. knew of a bonnet. I got it for \$250. Story is a +8 driver near Santa Cruz had it fly off his Morgan. He had been drinking and was afraid to go back and fetch it. etc. etc. No idea if this is true.

I bought one rear wing for \$50 from Dick Dice and \$700 (incl freight) for the other from Mel Rutter (ouch!!!). Dick also gave me a dash from Heinz Stromquist. (I know but that is how it went)

I bought the Morgan wheels for less than \$100 a wheel from Bill Fink. I was later to buy a spare engine/transmission and a rear shock hoop from Bill.

VDO Tach and Speedometer from Tom Henderson – No cost to me.

Radiator – Dave McEwen – No cost to me.

As you can tell I received major help from Morgan Owners around the World. These contacts were accomplished mainly thru eMog Lorne Goldman, the Moderator of EMOG was a huge help to me in building the "ITSA BITS". Just about every detail was discussed with Lorne either on eMog or offline. He suggested the Edelbrock Carb and a Offenhauser intake manifold. My first idea was to use Propane to solve the Environmental problems. I even bought a spare propane carb from JHSII. But as I learned more about the options I had in Titling and Registering in the State Of Washington I realized

this was not necessary. Lorne also gave me information about the T-5 transmission. Actually I think I became Lorne's PITA as I would argue about trivial items I disagreed with. But he stuck with me and to this day has always responded to my questions. Lorne invited me to a gathering of eMog friends at a famous Manor near Malvern for a weekend (the Elm's Hotel). There I met Peter Mulberry (Morgan machinist extraordinaire) and Kevin of Tudor Motors (Morgan restorer). Both have helped when asked. One question I asked Kevin is "Do you glue the joints in the wood frame"? No I do not, He says; I make joints precisely and they do not need gluing. Guess what; I can't make a good joint. I glue them with epoxy glue – lots of epoxy glue to fill the gaps. I bought the front suspension parts from John Worrall (Heart of England). He is 15 minutes from the Morgan Factory and a friend of Peter's. He had the run of the Factory during the Peter Morgan Era. Great advice and good service. Two other Mentors were Jim Walters and Bill Mote. More about them later.

The Build Wooden Body Tub

The two rotten body tubs from Robert Couch seemed to be pre-1980s. I took the metal skins off them off and also disassembled to some degree. I left the scuttle intact. I replaced the sills and repaired the rockers and other rotten wood with CPRES from the Rot Doctor. CPRES is an epoxy with a carrier that saturates the wood



and evaporates leaving the epoxy. Expensive but effective. The fender arches were treated with quite a lot of this CPRES as they were not in good condition. I proved this was a good solution by treating a well rotted rocker, letting it dry and cutting it into sections to see if it was strong and well saturated with epoxy. It was. I painted it with marine oil-based primer and Marine oil-based enamel.



Picture of body tub

I then fitted the body tub to the chassis.

Skinning The Body Tub

I ordered a couple of sheets of "Half Hard Aluminum". Jim Walters took a "Busman's Holiday" and skinned the Body Tub. Took him two days and saved me a heap. It was interesting to watch Jim roll stainless steel wire into the spare tire hole. Jim also made the inner fenders or valances. Looks like factory stuff. Also Jim made the gas tank.



Picture of skinning

Itsa Bitsa cont'd

Drive Train

I won't go into the details of the Engine/Transmission/Rear Axle other than the way I went about this was not the best solution. The 3.5 engine is a mixed bag but nothing special. Probably 180 to 200HP. It does have a huge amount of torque at lower RPM's. The T-5 transmission has a .63 5th gear and the S10 Rear Axle is 3.73. This axle ratio makes the .63 5th gear perform over 65MPH. But must use 4th for real power. Fuel consumption is a bit less than 20MPG. With the 15 gallon fuel tank I have a range of about 300 miles. Nothing really special about this. I did have engine running problems from the start. Vacuum leaks as well as Silicon Tape in the fuel system. Bill Mote spent a day sorting this out. Don't use Silicon Tape in the fuel system. I eventually bought a Edelbrock Carb from Mark at D&D especially jetted for a 3.5 engine. As well Mark rebuilt the dizzy. As Mark said; "Nothing is right".

Exhaust Header

I saw a picture of a header I liked on the RPI website. I decided to make it myself. An exhaust specialist in Auburn sold me a flange to fit the Buick 215 and an assortment of tubing. I cut and tacked a header together and a Welder finished it for me. I may have saved a bit, but not much. I will buy the next one.

Exhaust System

I towed the Bitsa to a local Exhaust Shop. I ended up with 3 different attempts and a bit of money getting a system I liked. They were too loud. The last one I copied from Heinz's +8 which used ordinary oval mufflers. Works a treat! Quiet with a powerful sound.



Wiring

I had a spool of 14ga marine wire left over from my Boating days. Joe (son-in-law and auto electric mechanic) wired the Bitsa. Comment: I do not like wiring wrap. Joe used plastic ties. I had a Jaguar light switch. Now it was also an ignition switch. Ignition switch on and also the running lights or headlights if I want them. No ignition key. There is a Master Switch with a plastic key if needed. Only 5 gauges. Fuel, Temp, Volts, Oil & Vacuum. No wiper motor. One switch. No automatic choke a manual choke. A "Odyssey" battery about the size of a dictionary glued to the bulkhead. This battery has done the job for over 7 years. Just a hand operated wiper and Rain-Ex. Joe ran long lengths of wire with as few connectors as possible. No wiring color code, wiring all white. If one cannot figure this system out they are brain dead. KISS!!!! Diode running and brake lights.

Test Runs

Now I had a runner about Easter of 2006. It ran well or at least I thought it did. My first Run was the "Devil's Punchbowl". As we got near Newport, Oregon I passed the long line of Morgans at speed. Stopped for fuel in Newport and about a mile from our destination the Bitsa quit running. Had it towed to the Motel and on Sunday rented a Uhaul/ trailer and took it home with my tail between my legs. I must admit I was a bit ill tempered but got what I deserved. The only thing wrong was the fuel filter was full of dirt. Could

have easily been fixed roadside if I had not been so stubborn and embarrassed.

Jim Walters did a bit of work modifying the

cowl to fit a bit better. He cut darts and reshaped it to fit. The Bitsa was held together with plastic ties and the bonnet belt Lloyd Reddington gave Me some time ago. A year ago Jim did some more work on the Bitsa body and I primed it for painting. I did take several trips to Northern California but had suspension and engine problems. Changed carb jets and MPG dropped to about 14MPG. I had taken leafs out of the springs to get a softer ride. Handling was terrible. Gordon Craig checked my rear springs with others. Way too soft he determined. I now have 7 leaf springs and used Peter Mulberry's thrust bearing setup on my latest run to Sutter Creek, California.

Paint

John and Barbara Burks found a painter near Ashland, Oregon. I wanted it dark blue. John wanted it white for safety and Barbara mediated and picked two shades of red. They painted it for a total cost of \$3,000 Of course I did the assembly work.

Putting The Pieces Together

I was having a Devil of a Time to get the sheet metal to talk with each other. Ron Garner (Boston) had seen the Bitsa while in Seattle on Business. He sent Me detailed instructions on how to assemble the sheet metal. Ron has many years of experience with Morgan Sheet Metal. I met Ron in France while visiting LeMans and Assen Holland.

Conclusion

I still have the interior to finish the Bitsa. I am tending to want to use natural tan cow hide for the interior.



excessive ride height and thinks it might be Bump/Steer. At the moment I am working on this.

Future

I recently purchased a junk yard GEMS +8 Fuel Injection. I plan to install this using a Mega Squirt Computer (which I bought). It should give better MPG and self adjust for altitude as I plan to do more touring in the High Country.

Update to FLOG MOG 2015

Since 2014 it seems I have done little. However, I have spent a lot of time refining "Bitsa" attempting more comfort and better driveability. The "Drive Train" is sorted. "Bitsa" was gasping for air on the 10,000' passes of the Sierra Nevada's. Over Sonora Pass (9,600') I was down to 2nd gear trying to keep My speed up and get over the top. Fuel Injection would solve this problem. But until I

solve the driveability problem it will wait for a while.

I was able to source a pair of "Roadster" type seats from Joe Speetjen at a price I could afford. More comfort but would loose some Parcel Shelf space. A '98 chassis has the cross frame in back of the seat, upside down. The seat is designed to slide over the front rear spring perch. Although Vinyl they give great lateral support and more leg room. I probably will recover them in leather. This took an amazing amount of time. Trial & Error.

I am still battling the front suspension. As setup with Suplex to mitigate "Bump Steer" there is not enough room for the Shocks. Even the shortest I can source. Jim Walters is making upper spring perch's with a dog-leg to gain more space. But slowly I am solving the "driveability" issues.

Pretty expensive just for the materials. I have an appointment with an interior auto guy next Fall. We will see.

I am and have been unhappy with the handling of the Bitsa. I much prefer My +4-4Str. Easier to get into and out of and is a delight to drive. Ken Miles drove the Bitsa briefly in 2010. He noticed something but could not put His finger on the problem at that time. Since then John Burks noticed

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Chantilly Arts & Elégance

By Douglas Hallawell

Our able correspondent from Paris, Douglas Hallawell, sends us a report on "the Posh Event in France," held September 6th. With the dark days of the Charlie Hebdo attacks in January and the recent Paris massacres mid-November, the on-going war on ISIS, life goes on bravely celebrating automotive beauty and the spirit of a free civilization in answer, and it always will... photos and story kindly released to us by the author, Vive la France, editor.

Mix together a generous splash of Pebble Beach along with a healthy dose of Goodwood Revival & Villa d'Este, top it all off with bubbly & what kind of cocktail do you end up with?

Well, the answer resides in the title, the 2nd edition of which was held in the beautiful grounds of Chantilly's prestigious chateau on September 6th. Located only 40 kms north of Paris, the large domain is undeniably a choice setting for this category of venue. And Peter Auto is the organising body behind this event as is the case for several other major ones like the Tour Auto held in spring. Parisians have long maintained the habit of fleeing 'la capitale' in July & August which probably dictates





Best of Show - 1936 Mercedes 500K Special



the choice of date. With attendance at 13500 visitors, a third more than last year, & no less than 850 classic cars on display, one can only wonder what 2016's edition holds in store.

In similar fashion to Le Mans Classic, 29 very exclusive cars – including a 2009 Swiss-registered Aeromax – were put up for auction on the Saturday. For Sunday 40 classic car clubs were solicited representing 30 European & US car marques, past & present. The French club's meagre quota for 2015 being 17 Morgans, little wonder then that 19 actually made it past the main gates. For this, Jehan-Charles Pentenfenyo can be held partially responsible on account of trailering his 1934 Matchless-engined trike behind his 4/4! The organizers had indeed made it clear to all 30 clubs that they privilege a variety of models & years in their choice of cars, a criterium not easy to assume or fulfill. Given that some of the Morgan attendees had already taken part last year, it is likely that next year this tendency will increase, such was the success of this year's edition.



In most events like Chantilly's, you either have a concours d'état or a concours d'elegance, the latter for judging both car and occupants. Chantilly hosted both! The programme was so rich that only the official website can do it justice. The "résumé" video even starts off with the 19 Mogs on arrival:

<http://tinyurl.com/pd495rm> www.chantillyartsetelegance.com

Coordinator J-Louis Moreau, the Morgan Club de France's regional club secretary & his companion Stephane concocted a superb picnic for the 38 club-members, with each crew bringing designated items. My navigator & I brought along some of the champagne & several chocolate eclairs, the latter disappearing in a flash as soon as word got out that my local Parisian baker (Alliance) had been awarded this year's prize for the best chocolate eclair in the city.

The 9 British marques were grouped together close to where the French Mercedes-Benz 190 club had aligned sixty 190 SL cars to celebrate the model's 60th anniversary. In sharp contrast, Lotus & Lancia were 2 marques that had a lovely variety of models on display. A cause for concern though is the future of Lancia, part of the Fiat group. How can one forget Lancia's success story in rallies, with magical names like Fulvia, Flavia & Stratos, the latter housing a Ferrari engine as was the case for the world's fastest front-wheel drive series production 4-door car in the late 80s: the Lancia Thema 8.32 (for 32 valve V8)? Incidentally, Lancia Thesis rear LED lights continue to grace the latest Aero 8 model...

Peter Auto apparently ironed out the few creases encountered in 2014's initial edition. All in all, a very successful & enjoyable event, blessed by mostly sunny weather, which is why I highly recommend it to any visiting moggers. Next year's edition is already scheduled on September 4th.

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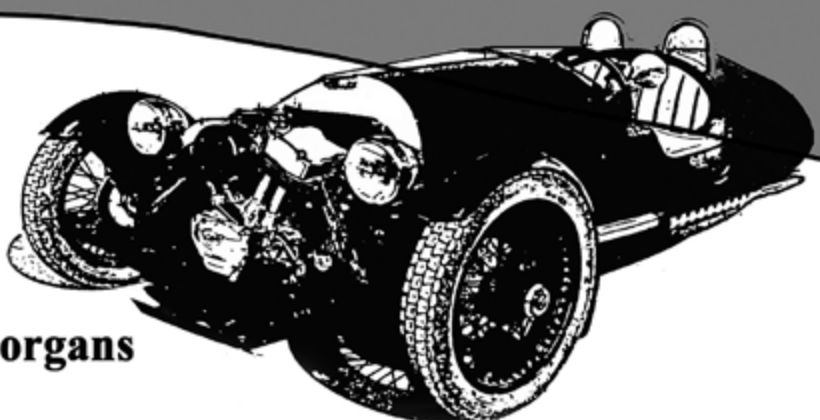
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