

The

Morgazette



The Newsletter of the Morgan Sports Car Club of Northern California

March - April 2021



Club Officers 2021

President ~ Paul Marchant
Vice President ~ Elaine Fisher
Secretary ~ Lexa Most
Treasurer ~ Martin Mieger

Board of Directors

All of the above plus Wendell Bain,
Tcherek Kamstra and George
Tollworthy

Activity Chairperson ~ Angie Larsen
650-652-6335 4angiogrant@gmail.com
or 4angiogrant@gmail.com

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

**Registrar, Membership Renewals &
Contact Information Changes** ~
Bob Koupal (contact info in club roster)

Historian ~ Larry Ayers
707-554-1787

The Morgazette

Editor & Advertising
Fred & Ann Thompson 650-593-1992
Design & Production
Tcherek Kamstra tcherek@sonic.net

Club Website

www.norcalmog.com
Tcherek Kamstra

The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

The Morgan Sports Car Club of Northern California (MSCCNC) exists to support and further the appreciation of Morgan motoring and the related activities of its neighbors 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.

The Morgazette is the newsletter of the MSCCNC. It is published 6 times per 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 DEADLINE for receiving ads, photos and articles for the next issue is May 22, 2021.

The **Morgazette** is now available in a digital format as a web PDF. Contact the editor or visit the club website to view online.

PHOTOS • Please note: All photos in the Morgazette are used with the permission of the photographers. Any re-use must acquire new permission. Contact the editors for attribution.

Membership News

Welcome New Member

Steve Wax
2053 Pleasant Hill Road
Sebastopol, CA 95472-4947
646/456-3356 • stevewax@gmail.com
1963 red +4; chassis 82343; license 604KTN



Shown here is the winner of Silliest Mask
on the "Covid Schmoovid" Run



Notes from the Activities Director

By Angie Larson

The passing of Donna Dell 'Ario was certainly a blow to the Morgan club. Not only for her production of the Morgazette for the past 10 years, but also for her welcoming presence at all Morgan events, especially Mog West.

Fasten your seat belts and start your engines and get ready to take off on Spring Mog. Bob Panero says he has 12-15 cars signed up already. It's not too late (it never is) to sign up to get on the road again. Time to meet great Morganeers and possibly see some sights you have never seen before.

Mog West is 100 percent go, so think about attending this event as well. July 9-11th again at Cambria.

MSCCNC Calendar 2021

May

Sun-Sat 9-15 • SPRING MOG hosted by Bob Panero, Dave White & John Burks

June

Open for Suggestions

July

Friday, 9-11 • MOGWEST (See flyer)

Sunday 18 • Hillsborough Concours d'Elegance
Registration now open at:
registration@hillsboroughconcours.org

August

Friday 13 • Morgan Club Party at The Stecks'
Thurs-Sun 12-15 • Rolex Monterey Historic Week

September

Open for Suggestions

October

Sunday 17-20 • Finding Fault at the Pinnacles

November

Open for Suggestions

December

Sunday 5 • Morgan Club Christmas Party
Contact: Elaine Fisher



Message from the President

By Paul Marchant

The passing of Donna Dell 'Ario was certainly a blow to the Morgan club. Not only for her production of the Morgazette for the past 10 years, but also for her welcoming presence at all Morgan events, especially Mog West.

Fasten your seat belts and start your engines and get ready to take off on Spring Mog. Bob Panero says he has 12-15 cars signed up already. It's not too late (it never is) to sign up to get on the road again. Time to meet great Morganeers and possibly see some sights you have never seen before.

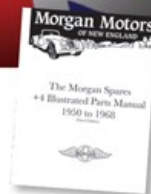
Mog West is 100 percent go, so think about attending this event as well. July 9-10 again at Cambria.



For Everything Morgan

- Factory Authorized Dealer
- Largest inventory of Morgan parts and accessories outside the UK
- Service, repairs and upgrades
- Award-winning restorations
- Complete mechanical rebuilding
- Specialists in cars 1950 to current
- Buy, sell or trade a Morgan
- The best technical service anywhere
- Visit our comprehensive website
- Family-owned and operated
- Worldwide shipping
- Exclusive on-line parts catalog

Our illustrated parts catalog
available free online



Gemmer style steering
column now available

morgan-spares.com • morganspares@fairpoint.net • Parts (888) 345-6647 • Tech (518) 329-3877



Letter from the Editors

By Fred & Ann Thompson

I currently subscribe to several newsletters and magazine publications and when opening each copy, I look for anything related to a Morgan. Well, in the May 2021 issue of Classic Motorsports, I found one.

Tom Suddard, the publisher of the magazine wrote an article entitled "Scratching a Mid-Century Itch". Tom got an e-mail from a friend in California that had a "half finished, half modified 1952 flat rad Morgan +4 for sale" and he "was smitten". He was tempted by this potential project, but his younger staff felt that "no one would want to read about something that antiquated." This car had some racing history at Laguna Seca and when he reached out to social media he received a positive response. He also reviewed "some old racing movies from the 50's." After watching, he "pulled the trigger and picked up that Morgan." The film showed the Morgan pushing to the lead, so he knew he "had done the right thing". The last sentence of the last paragraph of the article really made my day: "we are going to build a Morgan rally car, and we are going to take you with us." I am really looking forward to reading the subsequent articles, seeing who is involved in this project and how it is being restored. Since the car will be restored in California, I think I'll e-mail Tom and ask if he would welcome any of my technical wisdom.
(This is a joke...Ann)

Fred and I want to personally welcome Tcherek Kamstra to the Morgazette team. Tcherek developed our website and updates it with each new issue. She also volunteered to be our new Design and Production Manager. She is extremely talented and we are very fortunate to have her. We look forward to working with Tcherek and I am sure you will enjoy her artistry.

In closing, we would like to write a few words about our wonderful Design and Production Manager Donna Dell 'Ario. As you know by now, Donna passed away just shortly before the last issue was to be designed. In talking to Larry Ayers, the Morgazette was a passion for Donna and she donated many hours to its publication. We took over as editors almost 2 years ago, and working with Donna was an absolute pleasure. She was very patient and kind in helping us as new editors. She will be truly missed, not only as a fellow volunteer for the Morgazette, but as a friend participating in the many events we all shared. We hope you have time to read the articles about her in this issue, and will fondly remember the time you spent with her. She was an amazing woman and will be remembered for her kindness, hard work, and dedication to all things Morgan. We also want to send our sincere condolences to Larry Ayers who lost the love of his life.



Letters to the Editors

Just wanted to say how much I enjoyed my recent Morgazette. Reading about Bob and all the other things you managed to pack in there was a treat during some very lean times for our club.

Also, the roster was a real work and most enjoyable to see our favorite sport car in so many places on the telly and the cinema. Loved the cover!

Thanks for all you do and I hope to see you all again at Mogwest when we will hopefully see this pandemic in the rearview mirror, or at least receding from view.

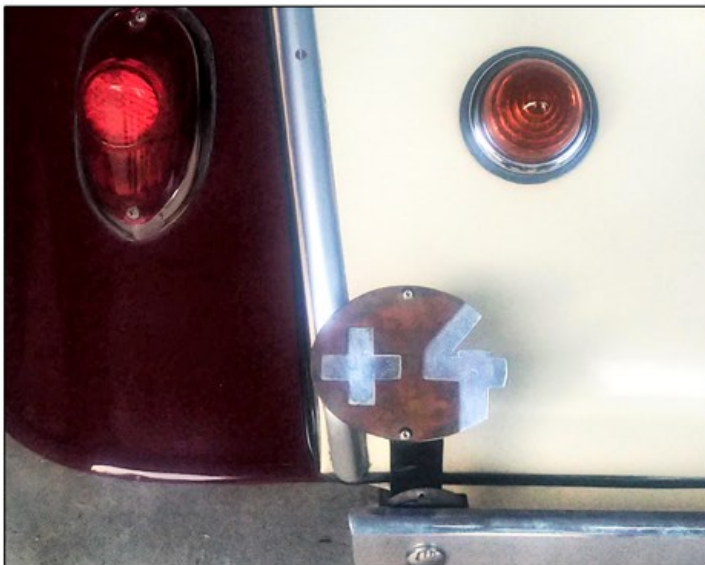
I sure missed Cambria and a chance to give all the ladies gardenias.

Happy trails, Chris Hall

Cover Story

By Bob Koupal and Lorie Canaparo

We recently welcomed new members Lorie Canaparo Ruppel and husband Todd Ruppel. Lorie's parents, Gary & Maryanne Canaparo were long-time members of MSCC-NC. The Morgan on the cover belonged to my dad, Gary Canaparo. He passed away in 2014 and my mom paid it forward to my husband and I to care for and enjoy with my sister. My dad restored it back in '78 and it still looks amazing. It is a 1962 Morgan +4. It has a Triumph 4-cylinder motor, Moss box 4 speed, 40DCOE side draft Webber's and converted to alternator from generator. My dad also hand crafted the mahogany wood dash and many other details like this plus 4 badging. Thank you. Bob Koupal, for getting these beautiful photos to us for this publication.



A Most Unusual Morgan

Text and photos by Larry Ayers

It's a rare occurrence when a V-twin Morgan three-wheeler leaves the Morgan Factory, begins life as an Aero model, and is later converted to a four-wheeler. A 1929 Morgan Blackburne Aero was dispatched from the MMC to Homacs, the London dealer, on 4 May 1929, and began its historic life style sporting registration UV 2202.

The motor fitted is a 1926 Blackburne KMC "the cream of the British V-twins" and the production derivative of the KMB racing motor, The Blackburne factory in Berkhamsted advertised their motor as "The World's Fastest Standard Engine." Fitted in a Morgan cyclecar, this type of engine succeeded in attaining a speed of over 100 miles per hour, the first three-wheeler to accomplish this feat. It broke Class H2 records also British and World's Records. These included the Flying Kilo at 104.68 mph, and the Flying Mile at 108.72 mph."

The earliest ownership history is a little vague, but in 1970, British owner, Roger Richmond, a member of the Morgan Three-Wheeler Club, was the owner, and had been an enthusiast for Frazer Nash and GN vehicles for some time. He had the inspiration to turn the Morgan Aero trike into a four-wheeler using a GN rear axle and suspension. Considerable engineering and hard work were involved in creating Salote, the name Roger gave it, using parts from a variety of makes including: Rover Eight, Austin Seven, Rolls-Royce, Fiat, Sunbeam, ERA, Frazer Nash, Morgan and GN. The name given to the MOG/GN referred to Queen Salote of Tonga who was 6-foot 3-inches in height. In April 1977, Salote had its first test run on some of the lesser-known roads in Somerset. During the year, action was seen at the Curborough Sprint, with the VSCC at Oulton Park (7th in Race 1, and 2nd in Race 2), Prescott (too wet for competition runs), and Cadwell Park (2nd in the Frazer Nash Race).

A rather full schedule was the norm in 1978 involving a number of rallies and hill climbs. Action was seen with the VSCC for the Wessex Trial, Boulogne Meeting, Dorset Light Car Rally, Gurston Down Hillclimb, Shelsley Walsh, and Cadwell Park.

Continuing competition, an unfortunate incident occurred at Shelsley Walsh in 1979 when over enthusiastic driving through the Esses resulted in an overturn. The two-seater Aero body was badly damaged and a decision was reached to build a new body, a single-seater. Still resembling the Aero body style, the new body of aluminum was seventy pounds lighter and attached with dzus button fasteners! This difference in weight would equate to better performance. As a single-seater, using a retubed chassis, the car proved that it could reach 84 mph at 3500 rpm in high gear.

A number of improvements ensued before Salote enjoyed a week's touring in 1979 in the Dolomites that ended in an eight-mile hill climb at Mendola, and placing 4th with an unblemished performance. Competitions continued from 1981 (3 events recorded) through 1987 with a similar number for each of those ensuing years. In 1984, Salote conquered the Stelvio Pass in the Swiss Alps at 9,000 feet with 42 turns during a Frazer Nash Raid. A sticker commemorating that feat remains on the vehicle. It was later driven the entire 2400 miles in the 1989 Frazer Nash Raid to Italy.

A Most Unusual Morgan *Continued*

Text and photos by Larry Ayers

During 1991-92, a new chassis was installed that lowered the car 2.5 inches. Wiscombe Park saw a 1st Place out of 7 entries. More events in 1992 witnessed action at Loton Park, Shelsley Walsh, Prescott, with the Frazer Nash Section at Cornbury Park, and with the VSCC at the Weston-super-Mare Sprint. Just two events were entered in 1993 and one in June 1999 during a Frazer Nash Section Raid to South Tirol.



Several years later, in 2001, Salotewould find a new home with Michael Mulroney in Pennsylvania, USA. He began to enthusiastically race the Morgan/GN with Vintage Racing at Lime Rock, Watkins Glen, Elkhart Lake (Road America) Summit Point, Savannah, Pocono, and Road Atlanta with VSCCA, VSCDA, and VDCA for a total of 15 events listed in the log book. Michael's two-member team was called "The Phlexed Sphincter Racing Team." Early on, Michael had some difficulty with carburetor adjustments, and distributor and magneto firing, but when running correctly the performance was perfectly enjoyable. That is, until he allowed his daughter, Moira, to drive it in the 7th Annual Governor's Cup Vintage Race. Misfortune reared its ugly head, and the crank extension sheared between the thrust bearing and the flywheel. The clutch release mechanism was destroyed and the splined end of the propeller shaft was bent resulting in one damaged Blackburne KMC motor. What to do? Send the motor back to England for repair? Yes, the crankshaft assembly was dispatched to Pat Bastock for refurbishing, England's Blackburne engine specialist.

In the interim, events loomed on the horizon, and a "Morgan/GN/ Harley" was created when a 1976 Harley Davidson motor was fitted. This was a shovelhead 45-degree air-cooled 1200 cc V-twin developing 55 hp. This motor is 15 pounds heavier than the Blackburne but that was somewhat offset with weight savings from the absence of coolant. A twin plate clutch from Coleman Products was attached because it fit the available space. A Cortina flywheel assembly with ring gear weighing 12 pounds was used. A Mikuni carburetor and Subaru starter were attached plus an alternator fitted to the rear chassis. Straight pipes emitted a 93 db racket. Other modifications included new king pin assemblies, new hubs, re-spoked wheels and new brake drums and shoes. Aircraft quality brake cables and fittings and new Avon tires completed the picture with the addition of a vintage-looking roll bar.

A Most Unusual Morgan *Continued*

Text and photos by Larry Ayers

In 2009, the vehicle raced with 7 other Morgan trikes at Road America in a celebration of the 100th Anniversary of the Morgan Factory. I first saw the Morgan/GN during this occasion, had a brief conversation with Michael Mulroney, and thought this would be an interesting vehicle to own. Since it wasn't for sale at the time, I mostly forgot about it. In 2012, the "quad" passed its annual technical inspection and was ready to race. The "quad" was rarely driven on the street although it was legally licensed, but its function served primarily as a racing machine. UV 2202 was subsequently sold to an owner in the U.K. in 2012, and was used at several events once the Blackburne motor was rebuilt. Under new ownership in the U.K. a "thorough fettle" was undertaken as the owner stated.



I saw a photo of Salote in the February 2019 Rough Rider Morgan Club publication stating that it was available for sale in England from Steve Lister, the M.T.W.C. Registrar. I contacted Steve and we negotiated a sale. He insisted on having Salote inspected by a professional before the sale could be completed. T.A. Cowley of Cowley Restorations took on that task on 29 March 2019 and did an outstanding job giving Salote high marks.

All right, let's get the machine back on U.S. soil once again. Booking through Virgin Atlantic, a space was secured on a pallet, and Salote "flew" into San Francisco on 2 May 2019, and found a new stable. I have since decided that a special vehicle with the name of a Tonga Queen is not a good fit and renamed it Chimera. Chimera – "an organism containing a mixture of genetically different tissues formed by fusion, grafting, or mutation." Here, fabrication, welding, and creativity supply the mixture.

Future plans for Chimera may include vintage racing and display at various auto events. Meanwhile, I'm honored to be the current care taker of a very special Morgan/GN with an historic background. Add a propeller, and it might

become airborne and reach an altitude of several feet favoring a strong head wind, or perhaps a tornado. ~ **Larry Ayers, present owner and caretaker of UV 2202.**

Motor: KMC Blackburne OHV 60-degree V-twin 1096 cc bore and stroke: 85 mm X 96.8 mm, water-cooled, 10/40 HP, c.r. 6.4:1 weight – 98 pounds

Carburetor: British Amal type 6

Fuel Tank: 3 gallons 1.5 pints

Oil Tank: 5.5 pints

Starting: hand crank plus electric starter

Controls: dual hand and foot throttles and more

Body: Aero style, steel and aluminum construction

Dimensions: length – 9'0" width – 4'10" height – 3'6"

Wheelbase: 6'8" front track 4'3" rear track 3'6"

Weight: 705 pounds sans road equipment & silencers

Performance: Approximately 84 mph @ 3500 rpm, sans propeller, seldom fitted

Chassis: Morgan and GN, tubular steel, lug and plate fabrication

Clutch: Pressure plate and disc, toothed flywheel

Transmission: Morgan two speed "wide-B" bevel box (no reverse)

Drive: dog sprockets & chains 0.75 pitch; gear ratios adjustable with sprocket swaps

Front suspension: Morgan, coil springs, sliding stub axles

Rear suspension: solid GN axle, quarter-elliptical springs, friction shocks

Front brakes: Morgan, cable operated Rear brake: pre-war Fiat, cable operated

Wheels and tires: wire-spoke rims and hubs, Avon 350 X 19 front – Dunlop 400 X 19 rear



Donna Amelia Olson-Dell'Ario

(1944-2021)

Written by: Larry Ayers

Donna was born in Australia of an Irish-Australian Catholic mother and a U.S. Army Sergeant. She was brought to the U.S. as "a toddler" and first settled in Kansas, then Colorado Springs, on to Alaska, and finally back to Colorado Springs. Her family consisted of four brothers and a sister, keeping her mother very busy. Two of her brothers served as Altar Boys and Donna became a Nun, primarily at her family's insistence. After a time, she felt life in the Convent was not the place for her, so she left and struck out on her own for California.

In California, she met and married Charles Dell 'Ario just before he was sent to Vietnam. When he returned, she obtained a teaching credential, and went to work to help him finance law school. Donna became an elementary school teacher in San Francisco. Donna and Charles divorced after he graduated law school and began his practice.



Donna then set up a graphics design business in San Francisco with her partner, Nina Bouska. The office they were renting was severely damaged during the Loma Prieta, forcing them to move. The business was amicably dissolved and Donna applied to the U.S. Government for a position with the U.S. Forest Service. She worked for them for 17 years before retiring in 2006.

I met Donna in 1989 in North Beach at a coffee house when she sat down at my table in the only available seat remaining. We hit it off right away, sharing our love for sports cars, traveling, writing, and other interests. We had been dating for several months when the Loma Prieta earthquake hit. My rental apartment in San Francisco's Marina was heavily damaged and I was asked to vacate for several months during repairs. Donna graciously invited me to come live with her in her pad on Potrero Hill.

Our relationship blossomed and in 1990 I decided to buy a house in Silver Terrace.

While she was working for the Forest Service, the Government purchased a building on Mare Island, forcing her job to transfer there. She held the position of Graphics Media Specialist for the Western States. To make a long story short, I sold the S.F. house and moved to a neat place in Vallejo in 2000.

Donna became heavily involved in our interests and devotion to the MSCCNC and attending Vintage Auto Racing and Concur d'Elegance shows. She was my "Crew Chief" during the 23 years I competed with a Morgan three-wheeler in 63 events from Coast to Coast. She took on the duties of production and design manager for The Morgazette and loved doing that for around ten years. Every year, she loved attending Mog West and sharing fun co-hosting the dart event. I shall always cherish those special moments shared with her.



Donna was a really outstanding and wonderful domestic partner for all of our 32 years together. Unfortunately, she developed mouth and neck cancer in 2018 and underwent two surgeries resulting in her loss of swallowing and forced to eat with a stomach tube. Her cancer was not curable with radiation, chemo, or Keytruda treatments. She developed pneumonia several weeks ago and was admitted to Kaiser Vallejo on February 18. Brave woman that she was, she decided not to be kept alive by artificial methods,

and selected to move into a Hospice facility where she peacefully passed away on March 6 with dignity.

She was loved by so many of her friends and will be sorely missed by all of them especially by yours truly as she was a very special woman and shall always hold a very special place in my heart. May Donna rest in peace in God's Hands.

There are no plans for a funeral as both of us are members of the Neptune Society, but perhaps later on, when we are over the Pandemic, we can attend a memorial event in her memory. If you care to make any type of donation in her name, please do so. She was a contributor to the American Cancer Society and the local food bank.



Photo Memories of Donna, Larry & Friends

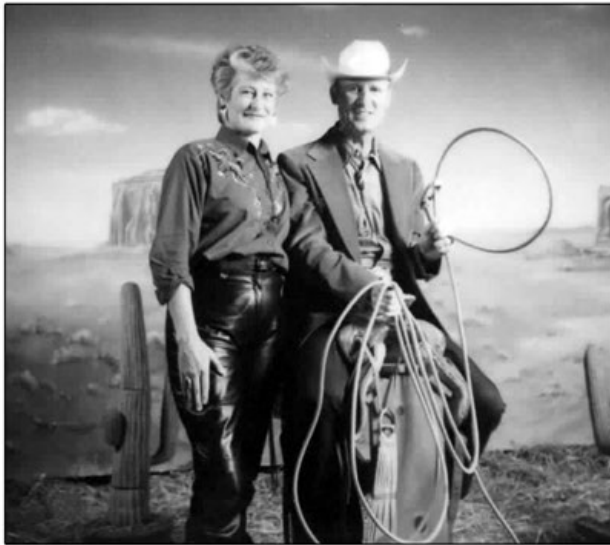


Photo Memories of Donna, Continued



Above: Donna with Dian de Sha

A Special Mesage from Larry Ayers

Dear Morgan Club Members,

I wish to thank everyone for all your many kind words, emails, cards, and phone calls regarding Donna's passing that occurred exactly one week ago today on March 6. Your thoughtfulness is most appreciated and I know Donna would be as grateful as I am to hear from you.

You may not know that only was she talented as a computer graphic artist and designer, but was also very accomplished as a jewelry maker and a superb sewing expert. She fabricated several tonneau covers and hoods for my three wheelers, as well as the Bimini top and tonneau for the 1971 Plus 8. She loved and designed the dart board face covers for Mog West themes as well as creating several large posters featuring Morgans.

I was always very appreciative and respectful of her many talents and will miss those creative efforts very much. I am grateful that she will be featured in this Morgazette issue with a story of her background and photos depicting the different stages in her life.

In the meantime, I pray that you will stay safe and healthy, and I can't wait until members of the MSCCNC can gather again and share our friendship and stories.

Love and best wishes, Larry



A Short Remembrance of Donna Dell'Ario

By Ellen Jo Baron

We all know about and have benefitted from Donna's many talents, and I'd like to highlight one of them. Donna was so creative! Here is an example of the care and talent that she put into everything she did - a prize for one of the fun Oyster Run games that she and Larry put on for so many years. I cherish this bag (look how she indicated the date: 02/20/2000); it is reserved for special Morgan occasions. But all her prizes were tiny works of art, including glitter-coated oyster shells and oyster shells artfully designed to be suitable for wall hanging (and we had one on our wall for years).



I'd also like to remind everyone about just one of several games that she and I created for a run that we jointly sponsored which ended up at Hakone Gardens, many years ago (so long ago that I cannot

remember when). It was called something like "name the object under the Scotsman's kilt." I had found a nice wool kilt at a secondhand store, and Donna and I had a lot of fun choosing items to hide in the kilt for folks to feel without looking and try to guess what they were. I think Paul Marchant particularly delighted in this one. She and I had a laugh about this one by email about 2 days before her passing. Raise a glass! We will miss you.

Memory of Donna

By Katherine Baird

Donna was a dear and treasured friend. We became close in 2017 while traveling for a month through Spain and Portugal in the back seat of a 1931 Model A Ford with Dale and Karen Barry. The close proximity either makes or breaks a friendship and certainly solidified ours! Donna and I referred to ourselves as nothing more than "ballast" and joked and giggled about it the entire trip. Her most endearing quality was her undying optimism about everything. She always saw the pony in a room full of sh*t. She was smart, creative and talented. Her views of life and death were pragmatic and brave, especially considering her lifelong physical challenges. I love her and miss her terribly. She will always be in my heart. Farewell my dear friend. My good thoughts will always be with you.



When someone you love becomes a memory, the memory
becomes a treasure.



Morgazette ~ March - April - 2021

What Do you Want from a Morgan?

*By Spider J.C. Bulyk
Reprinted from The Morgan Ear, May 2009*

Yah know, I think it comes down to thinking carefully about what it all is you want from a Morgan.

In the Discourses by Epictetus (a Greek slave of Romans), he notes that the most important question in life is “What is it you want”? followed closely by “How is it you intend to get it”? Epictetus of course does not assume goodness or badness of the person asking these questions, merely that they are to be asked and are of primary importance regardless of the ethical qualities of your intent.

So, I know what with The Great White Hope, what I want is the driving experience of a Morgan in the late 1950's – which because of its inherent design harkens back to driving experiences of earlier times – in its entirety – not just the car but the entire environment through which I drive it. I even live in a place that seems similar to the country byways in old England. My commute is up past lakes and on country roads that are arch-overhung with trees. I see cows and horses, occasionally a noisy John Deere. Sometimes there are even more than 2 cars on the road with me. I try to be almost never on highways (except those built during the WPA and on which trucks and buses are forbidden.) It's a time machine; in the force of my will I can rock the universe back on its fulcrum to a warmer, more pleasant day, and for a short while I feel the sweet taste of that universe in harmony. From a driver's perspective, it is the world as described in the first-ever driver's handbook, *The Lure of Speed* (Sire Henry O'Neal Dehane Segrave).



Delightful in its innocence, like a fire just lit or field grass in early spring, not of this time and fleeting at very best.

Who, in their right mind would ever want to change the description in the preceding paragraph by “improving it”? I work hard to not improve the Hope. Oh, OK, sometimes I'll replace a part with one that promises to not fail quite so often, but even some of the failures harken back to that time. It is a time when presented with some failure (starter, points, regulator, tyre, etc.), it was expected that you would take an hour or two to repair it and (only then) continue on your way with any tardiness forgiven. Why would I want to sacrifice that ease and grace to convenience? Truthfully, I'm not into convenience... it has become, in my estimation, the enemy of a civilized life in that it creates expectations of human behavior that are in and of themselves inhuman.

The '57 four-seater is exactly and wonderfully an embodiment of the deliciously polite and peaceful time; every line in that car holds with no compromise to its original intent; no need for better performance, or better braking, or better acceleration, or more appeal to popular sentiment and commercial viability; or better weather protection, or - dare I say again - convenience is evidenced.

Continued...

What Do you Want from a Morgan? *Continued*

By Spider J.C. Bulyk
Reprinted from *The Morgan Ear*, May 2009

I know I blaspheme but, if it were a better car I wanted, I already have that. My everyday car is a BMW Z4 (snow and shine) and I wouldn't trade it for a more modern Morgan. When I want to drive a vintage car, the Hope comes out under my loving hands.

Nor, in any of the above do I mean disrespect to those of you who see it differently, whose love of touring in a Morgan the way I might tour regularly in the Z, whose interest in high performance, or whose love of more modern technology is evidenced in their Morgan choice. I merely needed to put down how I, personally, see it (all) in Morgans.

Cretaceously,

Spider

3585 (four-seaters, high bodies, wide board, and long grilles forever!)

Greg Solow's
ENGINE ROOM
Morgan Specialists
Complete Service, Maintenance & Restoration



Large Morgan Parts Inventory Always in Stock
Full Restoration Services
Vintage Race Preparation | Regular Maintenance
All work to the HIGHEST standards

We'll make your pride and joy
the very best that it can be.

831.429.1800 9:00 to 6:30 Monday - Thursday
125 Front Street | Santa Cruz, California 95060



**New Morgan Plus 4
Super Sports
Badge**

*Celebrating the 60th Anniversary of the
Morgan +4 Super Sports model.
Available in a selection of colors while supplies last.
View this and hundreds of other car badges at*
morgancarbadges.com

BUY • SELL • TRADE • CREATE

Members' Morgans for Sale



FOR SALE –

1929 Morgan/GN with a Blackburne KMC motor. This historic two-speed vehicle was built by Roger Richmond who campaigned it beginning in 1977 with the VSCC and the Frazer Nash Club. It competed in many events in England before venturing to the States where Michael Mulroney raced it in 15 events before it went back to England where Steve Lister raced it and from whom I bought it.

I intended to race it in the States, had a change of heart, and have retired from racing. UV 2202 is in tip-top condition, has a roll bar, 12-Volts with an electric starter, and all its history from new.

If you are interested in owning this unique and historic vehicle, please contact:
Larry Ayers, at 707-319-3916
or RedMorganRacing@earthlink.net.

The price is \$65,000 USD, what I have invested, plus shipping. More photos and historic facts are available. Vehicle is located in the San Francisco Bay Area.



Morgan Project for Sale

'57 Morgan +4 Needs a Good Home

By: David Nelson

415-572-3679



David Nelson has a 1957 +4 project that he would like to sell. He just cannot see finishing it anytime soon, so he would like to see it go to a good home.

So far, he has already put in over \$30K into restoring the car, but it still has a ways to go. David would like to get \$20K for it, but is open to offers. The car needs a new body tub and front cowl. It is not a matching numbers car, but does have a Morgan block. The rolling chassis, dash, and gauges are complete. It is BRG with black interior.

If you have any questions, please email David at david@sda-sf.com.

The car can be seen in its present state at On the Road Again Classics, in Morgan Hill.



Rachel L. Hill ++ Business Manager ++ 408.782.1100
++ 16840 Joleen Way G4, Morgan Hill CA 95037 ++ www.ontheroadagainclassics.com

Masks Off!

Springmog Event

It's time to get back in our Morgans and blow some carbon out. And probably out of your pipes as well. Assuming we can arrange lodging and places to eat, the following event is being proposed for your participation. If interested, please contact me via e-mail by April 1 so we can arrange room blocks. With any luck we should have our vaccinations by May and things should be relatively open. This is a jointly coordinated event with Dave White and John Burks.

Here are the details:

When: May 9-15, 2021

Where: Santa Rosa 11am start to Garberville @150 miles

Garberville to Weaverville @ 170 miles

Weaverville to Ashland, Oregon @ 143 miles

2 Nights in Ashland for theater and barbeque

Ashland to TBD by weather

Quincy, CA TBD by weather

Quincy to home

This is all very tentative but one thing is for sure, there will be Morgans going north in May!

Contact: Bob Panero
bobpanero@gmail.com



MOGWEST 2021 UPDATE

By Dan Redmon
Morgan +4 Club



I want to start by saying thank you to all the members who took the time to respond to our survey, your answers were very helpful. The overwhelming response was to have a safe, outdoor event. Many things are just in the planning stage, but I wanted to provide an update.

We are planning to hold the 2021 MogWest in Cambria, July 9th through 11th. Check in and outdoor reception will be held Friday evening July 9th if permitted. Otherwise, we will have check in Saturday morning at the concourse. We will then have our car show on Saturday morning, followed by an afternoon rallye.

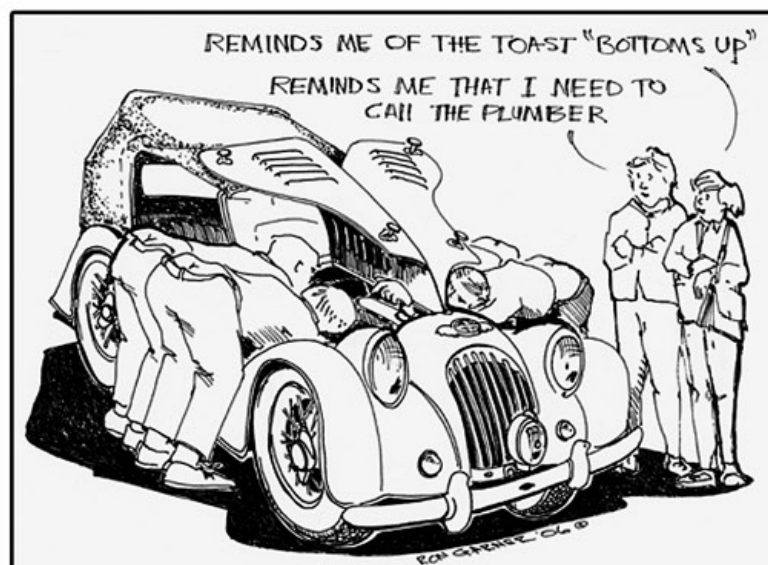
You will be on your own for dinner on Saturday. Sunday at about 10 AM we will have a one-hour drive south to the site of our brunch / BBQ awards gathering. You will be on your own after the awards gathering to return to Cambria or head home.

All participants will wear masks, use hand sanitizer, and keep a safe distance from others.

The Cambria Pines Lodge has reserved some rooms under the Morgan Car Club. We will start MogWest registrations about the middle of April.

We look forward to seeing you and your Morgan in Cambria.

Save the Date: July 9th, 10th and 11th 2021.





Group Agreement--- Revised

Group: Morgan Car Club
Contact: Dan Redmon/Sam Logan
Address: 3470 Kingmont Dr.
 Loomis, CA 95650
Phone: (805) 689-0691

Date: 8/6/2019 **5/25/20**

Group ref. #: 708175

Email: dredmon@te.com

Arrival Date: Friday, July 9, 2021

Check-in: 3pm

Departure Date: Monday, July 12, 2021

Check-out: 11am

Room Types	Standard Two Queens	Standard King	King w/Fireplace & View	2 Queen w/Fireplace & View	Superior Two Queens	2 Queen Small Suite	Large Suite
# Rooms	11	6	6	6	10	5	5
# Nights	3	3	3	3	3	3	3
Rate	\$152/night + 12% tax	\$161/night + 12% tax	\$169/night + 12% tax	\$169/night + 12% tax	\$195/night + 12% tax	\$195/night + 12% tax	\$263/night + 12% tax

Note: Rate is double occupancy and includes buffet breakfast. Each additional person is \$15 per night (s). All Saturday night stays carry a two-night minimum. All rooms are non-smoking. Rates online will be averaged over all night stays. A \$100 incidental authorization will be added to the credit card presented at check-in, should there be no additional charges this authorization will be released upon check out. If a guest is considering bringing their pet with them, refer them to cambriapineslodge.com/pet-friendly-lodging.aspx to read our pet policy. Please also make sure reservations staff are aware of a pet is joining a guest so they may secure a pet-friendly room. There are a limited number of pet rooms available.

❖ **Banquet Rentals: \$1,300**

- Lower Lot - Parking (All Weekend) - \$200
- Peacock A (7/10/2020: 5pm - 8pm) - \$300
- ~~Tent (7/11/20: 5pm - 9pm) - \$600~~
- Peacock Room (7/12/2020: 5pm - 9pm) - \$800

❖ **Total cost including 7.25% tax and 20% service charge - pending menu selection (Due: 6/11/2021)**

- Final guest count **(Due: 6/28/2021)**
- \$4,500 food and beverage minimum

Manner of Payment: By assignment of Dan Redmon & Sam Logan -- California Check or Credit Card okay

Booking Deposit Due Date: \$1,000 non-refundable deposit **(Received: 8/27/19)** to guarantee date, along with the signed contract.

Cancellation Deadline: **Individual rooms** 72 hours before arrival.

**** Any remaining Balance Due: Upon departure ****

I agree with all items as set forth in the "Cambria Pines Lodge Terms & Conditions" document (food & beverage functions).

Signature

Date

Event Specialist

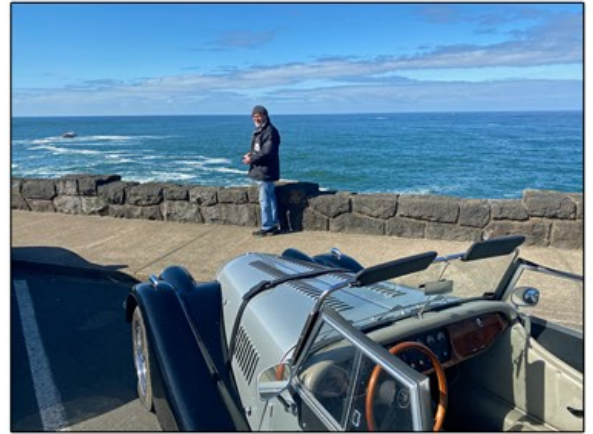
Date

Oregon State in a Morgan Plus Eight

By Tcherek Kamstra

A few weeks ago I received a call from Keith Baldwin, brother of the Morgan factory's Mark Baldwin and former ace mechanic at Bill Fink's Isis Imports. Keith lives in Longview, Washington, and had just completed some work on a nearby Morgan owner's 1995 Plus 8. Keith informed me that he had permission from the car's owner to take the car for an extended test run, and asked if I would be willing to come along. After being cooped up for the past year, and having recently been fully vaccinated against Covid19, I enthusiastically said "Yes!"

Keith picked me up at the airport in Portland and we made our way down the beautiful Oregon coast. Weather was brisk but sunny, and we never put the top up on the entire trip. The first night we spent at a hotel directly on the beach, with glorious views. The following morning we made our way to Brookings, where we spent the day walking on the beach. Also, Keith introduced me to *Broadchurch* on Netflix, and I became hooked on this dark but very well acted drama.



Speaking of drama, we did encounter some that day. During one of our stops, poor Keith tripped over a curb and ended up with quite a nasty gash on his forehead! In all honesty I felt he needed stitches, however Keith insisted that he was fine. He concentrated on his driving while I focused on providing medical attention, mopping up the blood...on the plus side, the

resulting scar will serve as a lifelong reminder of our already memorable trip!



In order to get to Ashland, one must drive back down through California and loop back up into Oregon

Having very much missed my Morgan drives with Bill Button, it was so nice to spend time with great Morgan friends after an entire year without them!

P.S. The car ran flawlessly the entire trip!

Once in Ashland, we arrived at the lovely home of John & Barbara Burks. Barbara prepared a lovely meal and we dined al fresco, enjoying the spring weather and the company of Bob Panero and Barclay and Ginny Shaw.



From left: Bob Panero, Ginny Shaw, John Burks, Barbara Burks, Barclay Shaw, Keith Baldwin



NEW 2021 Morgan THREE WHEELER Last new Heritage Edition ever from us // LAST ONE BUILT!

2013 Morgan THREE WHEELER Super Dry Edition // RARE LIMITED PRODUCTION

1934 Morgan MX4 SUPER Matchless water-cooled engine, modified with foot pedal gas feed, dash mounted choke and spark advance // BEST OF CLASS IN HUNTINGTON BEACH CONOURS 2019

1933 Morgan MX4 SUPER SPORT Silver, Matchless water-cooled engine // GROUND UP RESTORATION

1930 Morgan AERO VAN MX4 Vee twin engine, Pozzi Blue, Scarlet red leather // FULLY RESTORED

ROADSTERS:

NEW 2022 Morgan Plus Six the new era of performance and refinement // ORDER YOUR EXAMPLE

267 miles 2019 Morgan 3.7 v6 ROADSTER Sport Blue, Tan Honey Leather // BETTER THAN NEW

NEW 2019 Morgan Plus 4 2.0 Polished alloy center body with Rolls Royce Velvet Green wings, Black Leather, 5 black painted Factory wire wheels

NEW 2019 Morgan Plus 4 BMW Silver Glacier body, Morgan Sport Black wings, Scarlet with Royal Blue XT Leather trim, range of '110 edition' options

NEW 2018 Morgan Plus 4 Imola Red, Black leather, Black Wire Wheels, 2.0 direct injection Ford DOHC, double Vanos engine // NEVER REGISTERED

1995 Morgan Plus 8 Plus LS1 Corvette V8 powered, 6 speed // ULTRA RARE BILL FINK/ISIS IMPORTS CONCEPTS AND BUILDS

1984 Morgan Plus 8 Isis TURBO CONVERSION Special Corsa Red/Cinnamon leather // PROPANE-POWERED

1967 Morgan Plus 4 BRG, Tan leather TR engine, Moss 4-speed, Webers and SS hood scoop // LOWBODY



1964 Morgan 4/4 Green body Black wings, Black leather Wire wheels, 33k miles // READY FOR RALLY OR EVENT

1963 Morgan PLUS 4 SUPERSPORT, Dark Blue, Black leather, Black 72 spoke wire wheels // BEST ORIGINAL RACING RECORD IN EUROPEAN HISTORY OTHER THAN TOK258; SIMILARLY UNBEATABLE IN BOTH EAST AND WEST COAST VINTAGE RACE VENUES!

1963 Morgan PLUS 4 SUPERSPORT, British Racing Green, Black leather // THE FERRARI 250GTO's OF THE MORGAN WORLD

1963 Morgan Plus 4 Two seater roadster, BRG, Black leather // RESTORATION BY CHARLES ACKERMAN

1962 Morgan Plus 4 Four passenger, Red body/Black Wings // RESTORATION BY PHIL EISENBERG & RICHARD TUTTLE

1961 Morgan Plus 4 Four seater, Regency Red with SuperSport bonnet scoop, Black leather, roll bar, wire wheels // WELL MAINTAINED

1958 Morgan Plus 4 Bustleback Roadster, Dove Grey/Burgandy wings, Cream leather // INSTANT CONOURS WINNER AND A JOY TO DRIVE

1949 Morgan FOUR/FOUR SERIES 1 Tan body with chocolate wings, Chocolate leather // UNBELIEVABLE EXAMPLE

OTHER MARQUES:

2021 Allard J2X MkIII Coming Soon!

2009 Aston Martin VIRAGE DROPHEAD Stunning!

1962 FIAT O.S.C.A. 1500S CABRIOLET by PININFARINA. Perfection!

1960 Triumph TR3A 40 years in storage, mechanically restored, impressively original

Morgan
WEST

Authorized Morgan Motor Car Dealer

(310) 998-3311

dennis@morganwest.net

WWW.MORGANWEST.NET

DENNIS GLAVIS, MANAGING DIRECTOR | 3003 PICO BOULEVARD, SANTA MONICA, CA 90405