

The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

May -June 2025



*Spring Mog
MogWest
Hillsborough Concoûrs*



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The Morgazette

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

The Morgazette is the newsletter of the MSCCNC. It is published 6 times per year and is sent by email to members in good standing. The Morgazette is also available to members on the Club's website:

<https://www.NorCalMog.com>.

We welcome original and reprint articles and photos. Articles must be labeled with the following: 1.) Name and date of event, 2.) Names of all persons appearing in photos, 3.) Names of authors and photographers responsible for new articles. 4.) In the case of a reprint, names of publication and permission of the author and/or photographer.

Cover Story

Cover photo was taken by David White

The photo on the cover of the May-June Morgazette was taken by member David White. It features his 2003 Anniversary Edition +8 and Robert Horsley's celebrity 2005 Roadster. Both vehicles are parked in the California redwoods after the brilliant Lost Coast Run in Northern California. What a way to end the popular 2025 Spring Mog.

Deadline for the next Morgazette

Notice of the deadline for submitting material for the next issue is on the 1 day of the 2nd month of the current issue.

August 31st is the last day to submit material for the **July-August Newsletter**.



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A Note from Angie Larson

By: Angie Larson



Please consider these questions?

I have a few serious questions for all of you. Have you participated in any of the past activities? If not, what can I do to make it possible for you to *want* to join the group or to *plan an activity*? We are a club of over 100 members. But the turn out on any of the activities is about 10 cars. This club is only as good as its members. It's best when we meet, drive, and participate. What kind of activities would attract you? My email is at the end of this note. I would appreciate hearing from you.

msccnc.activities@gmail.com

Given facts:

1. We know that a local activity should be planned between traffic hours.
2. We meet no earlier than 9:00 a.m. and should be ready to head home by 2:00 p.m.
3. We know that any of our longer activities (2, 3 or 4-days) are also now not about long drives, but about seeing the highlights of the area, and then heading back to the hotel at about 3:30 for visiting, relaxing, happy hour etc. Then it's off to dinner with our group of friends new and old.

Here is a summary of the next scheduled activities for your consideration:

JULY 19 - This activity at Mare Island is set up so that you can avoid traffic. We hope you can come and enjoy the tour and lunch then head home before traffic forms. See flyer in this issue.

AUGUST 30-31 - Free tickets to Scottish Games, call Paul Marchant 925-413-8595 for details & tickets.

SEPTEMBER 26-27 – Ironstone Concours in Murphys, Ca. No official club plans, but a very special fun event.

OCTOBER 5 - Brunch in Lafayette (10:30 a.m.). Nominations & Memorial drive more details will follow.

OCTOBER 21-23 - **NEW FlogMog plans!** See write up in this issue.

NOVEMBER 15 – **Updated date!** Turkey Trot private tour of the Hiller Aviation Museum in San Carlos followed by lunch and an optional run.

****Please refer to the updated calendar in this Morgazette for the complete activity program.**

Wishing you the very nicest of summer days and sweet drives with the club.



July – December Activities Calendar

By: Angie Larson

Date	Activity	Contact
July 19 Saturday	Tour of Mare Island, Benicia Visit amazing historic sites & lunch	Mike & Chris Preovolos mike@preovolos.com
August 8-17	Historics Week No Club Activity	Internet Information
August 11	Monterey British Car Show	Website
August 30-31	Scottish Games, Pleasanton	Paul Marchant 925-413-8595
September 26-27	Ironstone Concours, Murphy's	See website Need volunteer
October 5 Sunday	Lafayette Bruch Nominations & Memorial Run	Paul Marchant 925-413-8595
October 21-23	FlogMog Occidental Area	Michele Pollock michele.pollock@mac.com
November 15 Saturday	Turkey Trot – Tour of Hiller Aviation Museum, Lunch & Optional run	Fred & Ann Thompson fredkthompson@comcast.net 650-759-2478
December 14 Sunday	Morgan Club Holiday Party Basque Cultural Center	Paul Marchant & Crew 925-413-8595
December 26 Friday	Boxing Day Run Rain or Shine Drive	Wendell Bain 707-795-0260



Spring Flog Mog Attendees



Morgans at scenic lookout near Mt. Shasta

Message From the President

By: Tim Waller



Greetings all and welcome to summer. In other parts of the world, they have "driving seasons" when conditions are conducive to motoring about in little cars with no tops or air conditioning (although some of you have "modern" cars with A/C). The rest of the year it is too cold, too wet, or otherwise "unsuitable." Remember, there is no such thing as bad weather, just bad clothing. Our cars are meant to be driven-even, if it's just a drive to the grocery or parts store.

For MogWest this year, we had a change of venues. Rather than hiding out in the back parking lot at Cambria Pines visible only to other guests, we moved down to the highly visible Main Street location in the center of town. I saw many "non-Morgan" people wandering through the show Saturday morning, looking and asking questions. On Sunday morning we returned to the Veterans Memorial Building. While we dined, there were again many spectators visiting the impromptu Morgan display. Maybe someone who stopped to see what was going on might become interested enough to pursue buying a Morgan and joining us.

Another great place to display your Morgan is at one of the many "Cars and Coffee" events held just about every weekend. These events can be any size, from a handful of cars to a hundred or more. My Morgan (and Turner) always draw attention. Our local club, UBSCC (the folks that bring you the Dixon show), host one "Cars and Coffee" a month at various Doughnut shops.

If you haven't figured it out by now, I think for the future of the club it is necessary to build interest and a great way to do it is visibility.

So, get out there and drive!

And now out to the garage to fix the parking brake cable.



Letter from the Editor

By: Fred & Ann Thompson



To all long-standing members:

At our most recent board meeting, one topic came up that we all agreed was deeply important: reaching out to all valued members.

Last year, our club was proud to have over 150 passionate members. This year, our numbers have dropped to around 110. Naturally, life brings change. Some of our members have sold their beloved Morgans. Others are facing health or mobility challenges. And sadly, we've had to say goodbye to several dear friends — five last year, and two more already this year.

We know that as time goes on, it can become harder to get out and join the drives like we used to. Some of us have sold our cars, and for others, health or life changes have made participation more difficult. However, please don't let that hold you back. **Your connection to the club goes far beyond the driver's seat** — you are part of this community, and we'd love to keep you involved however you're able.

You are welcome to join us at events, drives, and gatherings — Morgan or not. Bring another car. Bring a friend. Just bring yourself. You'll always find familiar faces and warm conversation waiting for you.

The spirit of the club isn't just about the cars — it's about the people who love them, and the connections we've built over the years. We'd love nothing more than to see you again, share a cup of coffee, talk about life, and remember why we all came together in the first place.

If you have questions, concerns, or just want to chat, don't hesitate to reach out. We're here — and we'd truly love to reconnect.



Mare Island Morgan Tour

JULY 19th

Don't miss out on fascinating Bay Area History



RSVP to Mike Preovolos at:

mike@preovolos.com

or call/text him @ 707-853-1179

**Meet on Saturday morning at Starbucks,
90 Solano Square, Benicia, 94510.**

Gather at 9:00 a.m. and depart on our tour at 9:30 a.m. sharp!

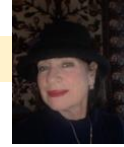
Visit the Naval
Shipyards,
Breweries, Senior
officers Mansions,
Historic chapel with
Tiffany stain glass
windows,
Museums, and
more!

**Enjoy lunch with
Morgan Friends.**



Fall Flog Mog

By: Michele Pollock



We have new and exciting plans for our annual Fall Flog Mog! Mark your calendar for Tuesday to Thursday, **October 21, 22, and 23**. Morganeers will arrive on the 21st and depart for home on the 23rd.

What you should know:

We have 12 rooms booked at the **Inn at Occidental**. This delightful inn is along the Bohemian Highway in Occidental in Sonoma County. The area is a vintner's delight, 20 minutes from Bodega Bay and 30 minutes from Healdsburg.



Book your room soon:

Rooms range from \$254 to \$364 until August 10th, *then rates increase*. A sumptuous breakfast is included with your reservation. You may look at all their rooms on-line, but be sure to **CALL TO RESERVE** and mention you are with the Morgan Club, **(707) 874-1047**. We have a reduced rate until **August 10th**. Rooms are going quickly!

Their website is: innatoccidental.com and an informational flyer will hit your e-mail shortly.

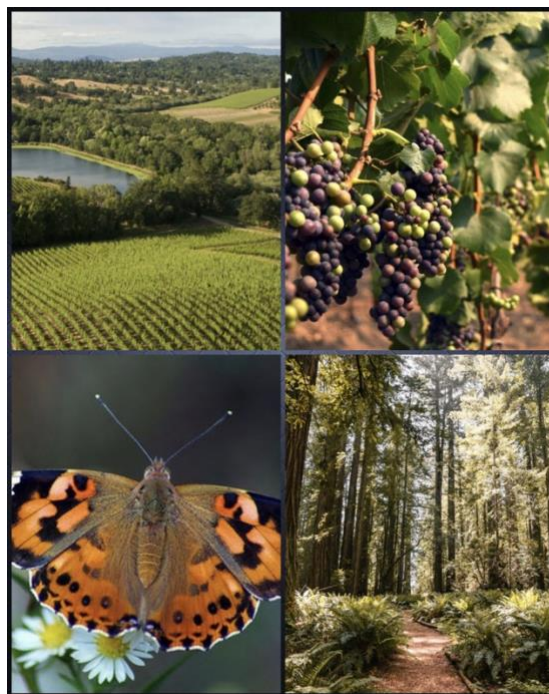
What is happening during Flog Mog:

Yes, a rally from a few different locations to the Inn on Tuesday, no-host wine bar with provided charcuterie 4:00 – 7:00 Tuesday night, a rally to a fabulous winery for lunch on Wednesday, followed by a group dinner.

Questions? Call Michele Pollock at (831) 521-8525 or e-mail michele.pollock@mac.com

We hope to see you there. Let's get together and have fun with new & old friends!

Please note: If you no longer have a Morgan but would like to attend, please do so. All Morgan Members are welcome, regardless of Morgan car ownership status.



Spring Mog 2025

Stories compiled by: Fred & Ann Thompson

Authors: John Grosseto, Vicky Tullius, Paul Lukes, Robert Horsley,
Ray Pallett, Dave White, John Richards, and Grant Larson



Morgan Occupants of the McCloud Hotel – Spring Mog 2025

This assembly of articles that chronicles the Spring Mog of 2025 is presented in a much different format than other reports of our adventures. Seven Morganeers have penned their adventurous times this spring in northern California. We as editors have decided to reprint their stories, with little editing, along with photos for your enjoyment. So please sit back, take some time to enjoy these wonderful stories.

This Spring Mog was organized by John Grosseto, John Burks and David White. A significant amount of planning went into planning routes, stops and of course, lots of wine tasting. Following the event, John asked members to recall some of the highlights of their adventures. He outlined the run as follows:

An Overview

by: John Grosseto

Chico to McCloud:

The coffee house/ breakfast start was way more than a typical Starbucks

The Winery...some many things made this special and unexpected

Arrival at the Hotel. One of my favorite times the 'Meeting of the Faithful' seeing old friends, meeting new ones seeing new cars, so special

We lost one car before the start, that is a story for sure

Dinner was so much better than I expected and we were all seated as a group

McCloud Day:

Burney Falls - One of my highlights, Jan & I walked all the way to the lowest point, and some great photos and videos.

We lost a second car (literally) and that's a definite story.

What ever happened after the Falls?

Spring Mog 2025, continued

What in the world happened to Robert? Find out...

McCloud to Eureka:

We had 3 cars that became 4, that is a story for those that know Ray. Hwy 3 for me was a highlight, it is voted by motorcyclists as one of the sites best roads. Hwy 299 was Hwy 299, a way to get to Eureka.



The Lost Coast:

Oh my, if you want to hear stories, all 4 of us have those in spades. For me, the road was worse than we all expected but we all made it. There were some mechanical challenges that day too. The scenery, like 80 miles of the most spectacular and diverse. We drove on the side of steep cliffs, on top of ridges, views that were amazing and for me one highlight was Humboldt Redwood State Park, the trees were so dense, and the road so narrow it was challenging.

The Grosseto's Roller Bag Ejection

By: John and Jan Grosseto

From all accounts, I think Spring Mog was a big success, a record turnout, some amazing sights and almost all experiences very good. Then again, there were some owners who had experiences that were not so terrific. It seems there was at least one issue a day. On day 1, a breakdown and a AAA ride home; day 2, a breakdown and being lost to all but one; and day 3 a hot generator and 3 cooling stops. Then there was one more...Yes, yours truly.

On previous Mogs we never had a tried-and-true luggage plan, sometimes one giant suitcase with small bags, another multiple small bags and duffels, and the third time, this time, two brand new small roller hard shell suitcases. On all the previous trips, the lashing and tie downs were always different, there were various bungee cords, and tie down straps, as well as different lengths and fasteners. I could have rolled the car and the baggage would have stayed in place, which is good, but the loading and lashing process took extremely long, everyone would be gone in the morning while I was reconfiguring the tie down plan.

So, two brand new roller bags for this trip, a genius thought was to stow them 5 inches apart so I could actually see cars behind me. The rollers hooked under the luggage rack which was another safety feature. And finally, the tie down straps were new and could hold 200 pounds. But, then the Lost Coast drive happened. There were rough roads which was like target driving, picking the smaller hole to drive over while trying to miss the larger ones. Every once in a while the road would be paved and we could speed up a bit, but that was rare and the holes were hard to see in the shade. So, with maybe 20 miles left, the road was better, I pick up speed, we were in bright sun, than ahead a shaded curve. As I was cornering there was a drop in the pavement and between the jolt down and the cornering force, the right suitcase levitated from the rack and was gone, *I mean gone*, there was no shoulder with an almost vertical drop off. The bag now lies in the unknown and will never to be seen by man again. If the world lasts long enough, it will be a huge find in an archeological dig. The very good news for me? Every morning Jan's bag was on the right side, for some reason, a blessing from above, I put Jan's bag on the left side and mine went into the abyss.

See you next time.

Spring Mog 2025, continued

Between the Lines

by: Grant Larson

Angie & I decided to make the trip in the always mischievous Morgan 4- seater. Nice weather was promised, so we didn't have to carry weather equipment and only traveled with the Bimini top and vinyl side curtains for a nicer view.

We spent the first night at our river home in Sacramento to shorten the trip to Chico where we met with the other club members for our 1st day drive to McCloud. Others will tell of the historic winery near Chico and of the scenic trip to the Beautiful McCloud Hotel.

Although its somewhat painful to hear, your 1st job prior to embarking on a successful FlogMog or any other extended tour in your Morgan, is to do a thorough inspection. I am always astounded at the sheer number of things one can discover that could ruin an adventure. Many of the cars that go home without finishing an activity could have been diagnosed and repaired prior to leaving. Even if you don't consider yourself a mechanic, you will find, see and hear things that need to be fixed. At that point learn to do what is needed, or get some help, it may save you a ruined trip or ride in a tow truck.

Here is my check list of what should be checked

1. Tires and wheels...make sure you have enough tread a proper tire pressure.
2. Hydraulics...Brakes and clutch- check for leaks at the attachment points, along lines (especially rubber ones), check the reservoirs and change fluids or at least top up with proper fluids. Take up some slack in the brake adjustment (disks aren't adjustable)
3. Cooling (Car & People) ...Check waterlines for leaks and cracks in rubber. Check coolant level, if you have an electric fan, make sure it works. Remember correct weather gear & drinks.
4. Electrical Connections...Make sure they are secure look at various grounds, tighten, inspect distributor and ignition wires.
5. Suspension Grease fittings if needed. Look at all bottom parts and tighten. Look for cracks or unusual sags. Stuff falls off! I almost lost the back half of my car when it was suffering from the Morgan droop a few years ago.

I'm sure this isn't everything. You will find new items to add from your own inspection. Remember, there are club members who are able to help in emergencies or before or during a run to keep you on the road.

Case in point: Just before we left home, the car decided to start only when it felt like it rather than on demand. The problem went away (or so I thought) after I tightened the battery ground wire.

All went well, car started up on demand, until our trip home from Mc Cloud. We started with a full tank of gas, top down on a perfect, cool morning. By 10 am, the temperature climbed to 80 degrees, by the time we stopped at Woodland for popsicles, the temperature topped 100 degrees. Got back to the car but that vixen decided to pull her old tricks again and not start. Angie decided she would push while I popped the clutch. Another woman saw her and came to the rescue; finally, her husband got shamed and decided he might help too. Car started right up. A couple of popsicle rewards did the trick and off we drove to the gas station. Once again, the car would not start, and once again, Angie got out to push when mercifully, two new volunteers stepped up. A popsicle

Spring Mog 2025, continued

Thank-you was gratefully accepted.

About 20 miles later, it was unbearably hot and time to put up the Bimini. We stopped in front of a Stone & Paver store, where there was tree shade and cool grass. The staff in the store spotted our car and came out to check on us. They invited us into the store for air-conditioned relief, & cool water. They took pictures of the car, got in it and then of course guess what...Yep it would not start! This time we had a full pit crew to push.

A Lancia Drives to McCloud
by: Vicki Tullius

The Drive started for us on Wednesday, May 7th when many members traveled from afar to meet up at the Beatnik's Restaurant in Chico. Francine Marquis was not going on the tour, but she joined us to greet everyone as they arrived and to give and receive hugs. We all hope she was not there to say "goodbye" as a club member following the death of her husband Gary last August.

After gassing up and tuning the Morgan engines, we headed up the road to the small town of Vina where the New Clairvaux Winery and tasting room sits on the same grounds as the Abby of New Clairvaux. The Abby belongs to the worldwide Catholic Order of Cistercian Monks. This is where the Chapter House was erected, and construction was completed in 2017. The wonderful history of the Chapter House, purchased from the Cistercian Monastery of Santa Maria de Avila in Trillo, Guadalajara in Spain, was purchased by Willian Randolph Hearst in 1925. The stones were dismantled in 1931 and shipped to California. The stones sat in San Francisco's Golden Gate Park for decades until 1955 when the Abbot of New Clairvaux noticed the stones in the park. The stones were then donated to the Abby for the reconstruction of the church. It is a fascinating story and you can read more at: <https://newclairvaux.org>. I actually believe that most everyone skipped over the viewing of the Chapter House, but certainly enjoyed tasting and purchasing bottles of wine at the winery.

Paul decided that the 1925 Lancia Lambda needed a good run, the weather was perfect for driving in an open car so we then began the drive to Red Bluff and the road to Highway 44 at the intersection where you can go right to Mt. Lassen and left to arrive at McCloud near Mt. Shasta. The only "excitement" we encountered on the way was when we drove thru the rural town of Manton. Shortly before the Hwy 44 turn, the Lambda was "attacked by a 6-pack of dogs" who were determined to take down the left tire of our car. Fortunately, we were going slow, and uphill so the dogs were unharmed and "pooped out" from the climb. Finally, they backed off.



John Richards was following behind in his Lancia Aurelia Convertible and somehow escaped a second attack on HIS tires. I wanted to take a video but was fearful of having a rerun of our tire running over a dog. We went on to the Fall River Mills hotel where John, Paul and I met up with Jan and John Grosseto for a lovely, much needed lunch. Following lunch, we headed to McCloud for the "meet and greet" with fellow travelers. We all checked in, had dinner at the local pub, and then retired for the night. Check out this lovely historic hotel at: mccloudhotel.com.

On Day 2, for most of us, Burney Falls State Park was the destination. And, as expected, the close-up view of the Falls was spectacular. We have had a lot of rain in Northern California and it was obvious! Burney Falls is the second oldest state park in the California State Parks system. Check it out: <https://wheninourstate.com/california>. After investigating the falls, many of us proceeded to Fall River Mills for another enjoyable lunch at the hotel. The drive back to McCloud was beautiful as we drove through the

Spring Mog 2025, continued

mountain countryside with a perfect view of the partially cloud covered Mt. Shasta. The evening ended with an enjoyable and interactive sit-down dinner in the McCloud Hotel dining room.

**The “Lost Morgan”
by: Paul Lukes**

When Mary and I left for an ALS fundraising run in the Morgan, and it started slowing and backfiring on 280 near Foothill College, we finished the day in Honda CR-V. Later, the problem was diagnosed as electrical. Repaired with a new coil, points, condenser, spark plugs and wires.

And so, it was on a sunny and warm day, I left for the Spring Mog with full confidence. However, after meeting the Spring Mog group at the Clairvaux winery, I got as far as the friendly farming community of Cottonwood where the Morgan started slowing, missing and backfiring. There I met many helpful people who got me back on the road after the problem was again diagnosed as electrical. The Morgan was repaired with another new coil, points and condenser.



Paul leaving San Jose

And so, it was on that sunny and warm afternoon, I left Cottonwood with full confidence and continued north of Redding where the Morgan started slowing, missing and backfiring. This time AAA thoughtfully provided a ride home ending my Spring Mog. Maybe next year.

The Perfect Gathering of the Clan - By: Robert Horsley

After several months of emails and conversations, the Spring Mog was created. I stood on the sidelines watching John Grosseto in the lead, with John Burks, Paul Tullius and Dave White putting the event together. Special thanks to the Whites who suggested the route from McCloud to Eureka. He also planned and scouted the Lost Coast drive with suggestions for lodging and eating. He also made several excellent maps! Great work all you guys!!

I was excited about staying at the McCloud Hotel a couple nights as last time the club stayed there it brought a big turnout with lots of space and time to be together and talk. It came true again this time. It was a great gathering.

Coming from Seattle it would be logical to drive to Ashland, stay a night, and head for McCloud. But no, I don't think that way. I left a day early and kept going south to Chico and joined up with a group that was headed back where I came from - to McCloud. I'm glad I did. As we were leaving Chico, Paul Tullius suggested we all stop at this winery, New Clairvaux.

Shouldn't miss it. As Paul had described, the place had an amazing history that included some of the biggest names in California's past. The grounds are immense with an Abbey, Church, Monastery with many outbuildings, huge gardens, a vineyard, and of course the winery.

The place has a story that begins in 1843 as Peter Lassen's Mexican Land Grant. It becomes a vineyard by 1861. It is purchased by Leland Stanford in 1881. It is covered in ash in 1914 when Mt Lassen erupts. And in 2017 the Trappist monks at the Monastery finish a church built with the stones from a 12th century Spanish abbey that was disassembled and shipped to California in 1931 by William Randolph Hearst. Eventually, several of us left to drive together north up into the hills and east to have lunch in Old Station. A great drive. Then back west to McCloud to meet up for the next couple days. It was a great reunion with the hotel rooms all filled with Morgan people. Everyone glad to get together again.



Robert poses with
the Monks

Spring Mog 2025, continued

The next day there were several driving options for the group, most of which I had done many times. So, I decided to head off by myself up a road I didn't know to a place I'd never been - Lava Beds National Monument. The road was a little bumpy, but almost no traffic. The country was pretty, the weather great, and the car was just humming along - until I went over a pothole I hadn't seen and suddenly **the engine just shut off**. Not ideal. Actually, pretty far from ideal. I was about 6 miles from the highway with no cell phone reception. I began my hopeless attempt to get started, checking wiring, changing out fuses, using foul language. A car did stop and a woman, so nice and helpful, let me use her phone which did have 1 bar of connection and I called AAA. They agreed to send someone, but seemed bewildered by my description of where I was. She drove off and I continued messing with everything I thought might be the cause. The motor would turn over easily, but just not start. I also managed to get a call to John Burks, leaving a message telling him where I was and why I was taking up residence. The afternoon went on, occasionally talking to a passing ranger, or a sympathetic hunter driving by. Lots of sympathy. Still stuck. Couldn't make a phone call.

Then, up the road came a truck with John and a friend he had brought to the Mog - Keith Baldwin. When they got out of the truck Keith began immediately to ask me what happened and what I had tried to fix it. He asked me to turn the key on - the engine turned over but didn't start. We pulled out all the panels in the ledge behind the seats and he stuck his arm way in feeling around for the fuel pump - and suddenly there was a click from the pump. I tried the key and she started right up. Really? This guy was magic! I mean, he just touches something and it WORKS!



Okay, maybe not magic. Keith had worked for Bill Fink. He knew Morgans. I had no trouble driving back to McCloud, but the next morning he helped me take a closer look at the pump wiring, cleaning and reattaching the fittings to the pump. A friendly, generous guy was Keith, and thanks to him and to John Burks for bringing him along.

That night was our own private Morgan Club dinner at the McCloud restaurant. The hotel was all ours. Great to sit down together, good food lots of conversation. Perfect for what turned out to be the last night for some of us.

Only 4 cars drove from McCloud out to the coast. John and Jan Grosseto, Dave and Donna White, myself, and Ray Pallet in his yellow Morgan who was waiting for us along the route. We drove up I-5 to Gazelle and got off the freeway, Gazelle-Callahan Rd down to Hwy 3. (I love Hwy 3) and onto 299 heading west to Willow Creek for lunch and on to Arcata and Eureka.

The next day was the Lost Coast drive. Starting out in a bit of fog, it soon retreated off the beach to leave a big blue sky, a perfect backdrop for all the super green hills and valleys. We start out from Ferndale and the road immediately narrows. It's a bit bumpy, but not too bad, you are going slow and gawking anyway. I hope someone has good pictures because nothing I could say could, you know, show you. Just when you think you have seen everything, you enter the Humboldt Redwoods State Park. So quiet, so cool, great finish to the drive. John and Jan took off for home, and Ray had some trouble with an overheating coil. So, we had to get him going a couple times. He got a new coil in Eureka and made it back to Fort Jones. I had the pleasure of staying the night at the Whites in Arcata. My trip home was peaceful (as in no car trouble peaceful) and I drove up the coast into Washington in fair weather. A few raindrops fell as I pulled into my garage signaled the end of a great, semi adventurous, drive. *And, it was a perfect gathering of the clan.*

Spring Mog 2025, continued

Spring (Misadventure) Mog

By: Ray Pallett

I pulled the cover of the “66 + 4 for Spring Mog for the first time since last October. A test run revealed that the flat spot/misfire that had been there for several years was still there despite frequent fiddling with the carbs.

Living not far from the Oregon border I opted to not join the ride in Chico but to drive over to McCloud early on the second day to join the run. Had a great day with Keith riding shotgun. Burney falls was magnificent. I had never been before and was impressed. I couldn’t get a room at the McCloud hotel so stayed in Mt Shasta.

I hooked up with the bunch heading to the coast at Edgewood and we cruised down to Weaverville for lunch. The trip down 299 to Eureka started to evidence a major misfire that I hadn’t seen before. It was transient and didn’t particularly worry me. Eureka was achieved without too much stress. Next day we headed for the lost coast. Beautiful scenery and some of the roughest roads in California. My misfire had been chiming in on and off but so long as I kept the revs up I could keep going. Inevitably there came a stretch of unpaved road on a hill with a switchback where all slowed right down and I lost my revs. The car stalled in a really horrible spot. Eventually with much help from the others we got the car turned around and after a long run back downhill it fired up again. By now the penny was dropping that the coil was on the way out as the only symptoms I remembered that vaguely matched what was happening was a dying coil.

Once running I held the revs high as I bumped and banged from pot hole to pot hole. Eventually I just had to stop for a bio-break. Choosing what I thought was the top of the hill out of the area I pulled over. Wrong again! I was a long way from the down slope and the engine wouldn’t fire up on the starter. Various passersby tried to help but it wasn’t until a guy in a pickup came along that I got a tow to restart. From there the car ran as if nothing was wrong all the way to Eureka via the hotel in Fortuna. I was the only one staying over and with the car as it was I swung by the hotel and canceled my room hoping to keep going and make it home that night.

Going through Eureka it conked out again. A guy and his girlfriend gave me a ride to the Napa store where I bought a new coil. Half an hour later it was fitted and I was on my way. It was 5:00 P.M. by the time I got held at the roadworks on 299. I needed to get over Scott mountain a couple of hundred miles away before I lost light. A very fine blast up the Trinity river ensued. The car ran better than it ever had and the flat spot was gone.

A pal of mine in the UK always said 90% of carburation issues are electrical and vice versus. Case proven once again I guess.



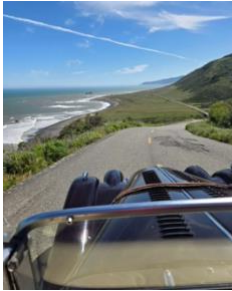
Morgan after encounter with a deer.

I made it over the mountain and breathed a sigh of relief as I passed through Callahan. Light was fading by now so I eased off fearing the usual night time hazards. Good job I did because 20 miles from home there was a fearful bang as a doe stepped out of the brush right in my path. Never saw it at all! So that duff coil that had less than 10k miles on it has proven quite costly. I now have 3 Morgan projects.

Spring Mog 2025, continued

**Possible Hard Luck Award
by: Dave White**

I am not much of a writer, so not a lot to say other than it was a great Mog. I think I told you about Hard Luck Ray, but I will go ahead and repeat it.



As we turned off at Gazelle on the way to Highway 3, we found a yellow Morgan parked alongside the road. Ray said he thought we were leaving at 9:00, so he had been waiting there over an hour. On the run-down highway 3 and over 299, he reported his Morgan was not running to well, but he did make it to Eureka. The next day as we climbed the hill out of Petrolia, we found Ray and his car stopped in the road. He said it quit running and he thought the coil was failing. He asked for assistance turning it around. In doing so, we managed to get it stuck over the berm on the side of the road. After a lot of pushing and shoving we got him headed down hill and off he went.

Pretty soon he came roaring up the hill yelling "I am going on". At the next large hill, we again found him stopped in the middle of the road. Same thing. He was able to get a guy in a pickup to tow him to the top of the hill where he unhooked and took off down the hill. We stopped at the hotel in Fortuna and found him there cancelling his reservation saying he was going to try to make it home even though the car was running poorly. We suggested he stop and get a new coil. When we got to Eureka, he disappeared and we were unable to find him. It turned out he did stop for a coil which fixed his poor running. He took off for the 4-hour ride home. He said later, the car was running great and he got about 30 miles from home when a deer ran out in front of him and he hit it, damaging the front end of his car. He was fine. He did manage to get home finally. Seems like a hard luck award to me.

The other thing that occurred that I NEVER thought I'd see was Lead foot Robert Horsley getting passed by a Bicycle, going downhill!!!! Yes, really!

**The Brit Who Turns Up at Spring Mog
by: John Richards**

I was once again very pleased to accept this year's invitation to join the Spring Mog event centered at the always welcoming and wonderful Mcloud Hotel.

Despite my heritage, I've yet to sample the joys in ownership of a Morgan, but the club has always generously welcomed me to be part of their annual Spring drive allowing me to participate in "alternative" driving machines!!



For those who wonder who I am, I'm the Brit who turns up in either the "unforgettable green" 1933 Talbot 105 VDP tourer, or, as this year, in my 1958 dark blue Lancia Aurelia B24S convertible.

I've always considered the invitation to join the Spring Mog event an honour not to be missed and looked forward to when setting up my calendar of, NOT to be missed, annual road trips.

You Morgan people are such a welcoming and friendly group and the Mcloud location affords such wonderful driving opportunities. If I could make an observation: It seems to me the event is always "over" a little all too soon! *Just as we're all getting reconnected and enjoy each other's company, it's sadly time to return home.* 😞

Spring Mog 2025, continued

Would an option of staying an extra day be worth considering when planning for next year's event? Personally, it appeals to me having invested in traveling a considerable distance to enjoy being in your company; only to return home all too soon.

Living in LA requires me to commit to a lengthy road trip. This year, taking into account the route map distances, my return journey was just shy of 1,800 miles, all of which I'm pleased to report were undertaken without incident and all with the benefit of collecting more happy and lasting memories of yet another successful Spring Mog. 👍

Final Note

We hope you enjoyed reading these fine accounts as well as I have. Ann and I had an amazing time at Spring Mog and are looking forward to many, many more adventures with all those connected to these eclectic English Automobiles.



*Burney Falls
a Favorite Attraction near
Mt. Shasta*



*Donna & David White's
2003 +8 Morgan*

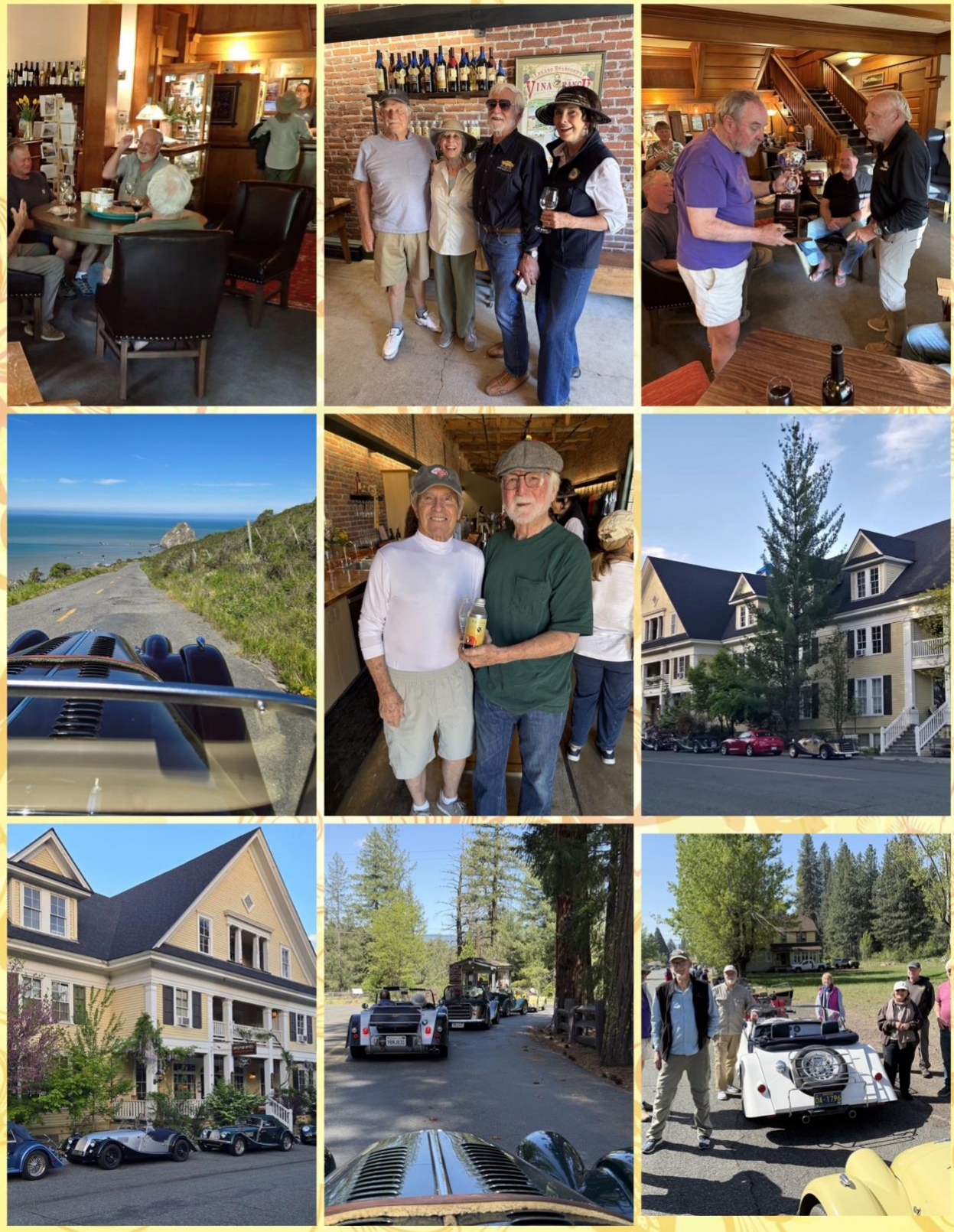


*Morgans in front
of McCloud Hotel*



St. Shasta Straight Ahead!

Spring Mog 2025, continued



Spring Mog Memories

Annual MogWest Event

Cambria Hosts 2025 Morgan Gathering

By: Fred Thompson



The picturesque coastal town of Cambria, California, served as the scenic backdrop for the 2025 Morgan gathering, welcoming enthusiasts from across the state. Despite strong winds, the town's natural beauty shone through as approximately 30 Morgans made their way to this beloved destination. It was evident that Tim Waller spent many hours organizing this event for the grateful Morganeers.

On Friday, June 20th, most courageous drivers journeyed from the Los Angeles area or the San Francisco Bay Area. Those traveling from the north faced challenging conditions, including sandstorms that reduced visibility and slowed traffic. Many were forced to raise their tops and side curtains despite the sweltering 90-degree heat. A few meticulous owners from Southern California opted to trailer their immaculate Morgans to preserve them for the weekend festivities.

The weekend began with a lively Friday evening social at the American Legion Hall on Main Street. As tradition would have it, the gathering took place in the bar, featuring hors d'oeuvres, a spirited Morgan trivia game, and a friendly darts competition. Special thanks are due to the dedicated members of the American Legion and the Sons of the American Legion, who worked diligently to complete the bar's renovation just in time—fresh paint and the dartboard were finished only a day prior to the event.



Saturday brought the much-anticipated Concours d'Elegance, held in the American Legion parking lot. Teams of three judges rotated between the vehicles, carefully evaluating each Morgan's condition and presentation. Afterward, participants enjoyed lunch at their leisure before embarking on a scenic rally through the rolling Cambria countryside, expertly organized by Tim Waller.

As reported by Michael Hattem, Tim Waller and his wife Alice Gentry, meticulously planned and led the Tour d 'Cambria. Invited participants were guided along a scenic cruise through the natural beauty of the region. Fourteen Morgans set off from the American Legion Hall, traveling through Cambria Pines, along Moonstone Beach Drive, and up and down the switchbacks of Old Creek Road, twice! The route continued to Turri Road, into Los Osos, through Morro Bay, past Morro Rock, and up Highway 1 to Harmony. The trip concluded at the Old Creamery, where drivers enjoyed sunshine, music, and well-earned ice cream.

The weekend concluded with a celebratory awards brunch on Sunday morning, emceed by Morgan Stains. Trophies were awarded for the darts competition, rally performance, and concours excellence. It was a memorable weekend filled with camaraderie, beautiful cars, and coastal charm. Enthusiasts are already looking forward to next year's gathering. Please refer to the MogWest Awards page to see who won the traditional tributes.



Local Residence Delight Morganeers

MogWest 2025, *continued*

Courtesy of Dennis Glavis

MogWest Awards

Darts

Men's

1st Place Larry Dalphy- 219
2nd Place Fred Thompson - 180
3rd Place John Willburn - 163

Women's

1st Place Anne Brewer - 178
2nd Place Melanie Smith - 123
3rd Place Karen Avila - 115

Rallye

Four Wheel Morgan

1st Place 3' 51" Brad Crocker/Eric Wilburn
2nd Place 5' Brian & Sue Howlett
3rd Place 5'7" Morgan & Anne Staines

Three Wheel Morgans

Winner 3' 50" – Patrick Preux

Various Awards

Captain Wrong Way Peach Fuzz

Winner Dennis Glavis

Non-Morgan

Winner 10' 20' - Fred & Carolyn Klein

Furthest in a Morgan

Winner 2018 V6 Roadster - Jon Groves

Wiping Up the Rear

Winner 50' 30" Chris Hall

Quiz

1st Place Anne Staines
2nd Place John Wilburn (tie)
2nd Place Dennis Glavis (tie)

Perpetual Award

Patrick Preux
2021 Blue Vee Twin

Awards Concours

Benchmark Class

1st Place '63 Plus 4 – Mike Loper
2nd Place 2005 Brian Howlett
3rd Place 2018 V6 – Jon Groves

Four Pass/Drophead Class

1st Place '63 +4/4 – Chris Hall
2nd Place 4 Passenger DHC - Fred Klein

Premier Class

1st Place 2012 3W – Alan Schwartz
2nd Place 2003 +8 - Jim Dunlap
3rd Place 55 DHC – Larry Dalphy

Three Wheel Morgans

1st Place 2018 – Patrick Preux
2nd Place 2023 Super 3 - Dennis Glavis

Modern Morgan Class

1st Place 2025 +4 – Dennis Glavis
2nd Place 2020 +4 - Lee Wilson

Hard Luck

Winner John Burnham

Plus 4 Roadster Class

1st Place '53 – Bill Brewer
2nd Place '78 4/4 – Lynn Willbun

Termite Motel

Winner 4 Passenger DHC - Fred Klein

Crow Award

Winner Dennis Glavis

PHG Morgan Best of Show

2025 Plus 4 – Mike Hattem

MogWest 2025, continued



MogWest 2025, continued



Judging at the Hillsborough Concours d'Elegance

By: Wendell Bain



The above titled event, Predating Pebble Beach, is the oldest consistently running show of its type in the United States. This year, I was asked to judge in this prestigious event.

The Hillsborough Concours d'Elegance is judged by the Sports Car Club of America (SCCA) and their rules state the car presented for judging must be as it left the factory when new. For example, no CD players in a 1930's car. Each car starts with 100 points. The judging team (usually three persons) begins deducting points for things like dull chrome, paint scratches, oil leaks, etc. Of the three-person team, one is judging interior, one exterior and one engine and chassis. You might guess the engine and chassis category is usually where most points are lost. Each car is also required to have a fire extinguisher, and it's an automatic 5-point deduction for not having one. All entrants know this rule beforehand, so there are no excuses.

I have been doing SCCA Concours judging for over 30 years. Guess I must like something about it. You do get to see some very rare and unusual cars from all eras. This year, I was lead judge for our three-man group. We judged a class of Cadillacs from 1949 to 1962.

Nine Cadillacs in all were judged in about two hours. Some are for exhibit only, so that was a relief. Fortunately, one of my judges has owned several Cadillacs and knew a great deal about them. Judging begins at 10 AM and results must be turned in by noon. There were some very nice examples in this group which makes 1st, 2nd, and 3rd places difficult to judge. We managed to agree on the three places and had our results in on time.

There is also an optional tour for the judged cars the day before the concours in which the participants are given extra credit for going on the drive. All in all, it was a rewarding and memorable day — though I must admit, it would've been even better if a Morgan or two had made an appearance!

If you would like to enter **your Morgan** next year, select the next link for instructions on how to begin the registration process.



<https://www.hillsboroughconcours.org/entrant-instructions>

Lynn Powell

Memories of a Beloved Long Time Morgan Club Member and Friend

By: John Burks

My long-time dear friend and Morgan enthusiast, Lynn Powell, passed away on April 15, 2025. He was often seen at the race tracks, including the Monterrey Historics, with his son, Greg, who has been racing his plus 4 much to the excitement of most Morgan club members.

I first met Lynn at Steve Miller's shop in Emeryville around 1980. He was seeking repair advice for a wrecked Plus 4 he had recently purchased. We became lifelong friends. Lynn joined the Morgan club and rarely ever missed a Flog Mog. He and his wife, Karen, of many years hosted many barbecues and dinners at their lovely home in Plymouth, California.



Even though Lynn had no experience with Morgans he was a highly skilled craftsman with talents he developed growing up on a farm in Utah. He soon had the Plus 4 running and was an enthusiastic participant in many club events. He and Karen were also members of most of the wine clubs in Amador County.

Some notable adventures we enjoyed together include a trip to the Morgan Factory with Jerry Medeiros as international document couriers. Then, around 2005, we took a Morgan trip to Banff, Alberta along with Grant and Angie Larson.



There were many car projects, mostly involving Morgans, including a couple frame up builds, engine swaps and race preparations. Lynn and I had a lot of great times together. He was a very skilled fabricator and just a great guy to be around. His kind heart, quick smile and willingness to help with any project will be very much missed by many of us.

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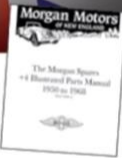
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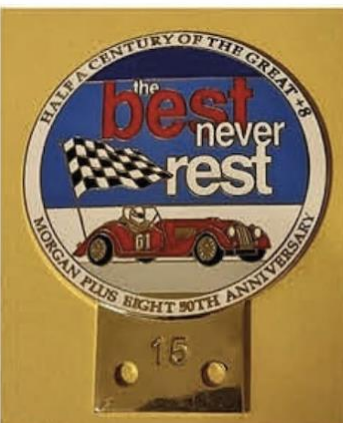


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2014
LE MANS CLASSIC



1962 PLUS 4 SUPERSPORT
 – BRG, Black leather; one owner from new just out of complete restoration
// RIGHT-HAND DRIVE

1961 PLUS 4 ROADSTER –
 Ivory, Red leather; polished stainless steel wire wheels
// LOVELY RESTORATION!

MORGAN THREE WHEELERS

2023 SUPER3 THREE WHEELER

– Heron Grey Malvern Flyer colors are very, very pale Grey, White, Red, and Yellow exterior; Technical Coal Black *// 1 of 1*

2023 SUPER3 THREE WHEELER – Lilac exterior; Typhoon Black leather

2023 SUPER3 THREE WHEELER – Matt Black, Black leather *// DeHAVILLAND VAMPIRE COMMEMORATIVE EDITION! 1 of 2*

2023 SUPER3 THREE WHEELER – Red Soul Crystal Pearl/Tan leather

2023 SUPER3 THREE WHEELER – Jet Green/Typhoon Green leather

2023 SUPER3 THREE WHEELER – Desert Glow Silver gloss/Tech Sand interior

2023 SUPER3 THREE WHEELER – Marina Blue/Typhoon Black leather

2023 SUPER3 THREE WHEELER – Sport Green/Tan leather *// COMING!*

2018 THREE WHEELER – Rolls-Royce Woodman's Green Metallic, Tan Leather *// RARE HERITAGE EDITION*

2015 THREE WHEELER – Porsche Matte Silver; Scarlet Red Leather *// 4,400 ORIGINAL MILES*

1933 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*

MORGAN ROADSTERS

2025 PLUS FOUR ROADSTER – Furka Rouge Metallic with Black Metallic Wings, Black Yarwood leather *// NEW LISTING COMING SOON!*

2025 PLUS FOUR ROADSTER – Ferrari LeMans Blue Metallic, Rich Tan Leather *// BMW TWO LITRE TWINPOWER TURBO*

2025 PLUS FOUR ROADSTER – Rolls Royce Salamanca Blue Metallic, Dove Gray Leather *// NEW JUST ARRIVED!*

2025 PLUS FOUR ROADSTER – Citroen Rouge Delage, Soft Fawn leather *// NEW JUST ARRIVED!*

2020 PLUS 4 – Corsa Red, Black Leather; stainless steel wire wheels *// 611 ORIGINAL MILES!*

2018 PLUS 4 – Ivory, Dark Brown Leather *// RWD BEAUTIFULLY MAINTAINED!!!*

1989 PLUS 8 – BRG with Black Wings, Tan Leather *// 3.9 L RANGE ROVER*

1963 PLUS 4 ROADSTER – BRG, Black leather, 2-seater; well maintained
// GROUND UP RESTORATION!

1954 PLUS 4 FOUR PASSENGER ROADSTER
 – Yellow, Black interior; interim-cowl example *// RIGHT-HAND DRIVE*

1953 PLUS 4 FLAT RAD ROADSTER – Vanguard engine *// FRAME OFF RESTORATION*

1953 PLUS 4 ROADSTER – 2 seater LHD *// AVAILABLE FOB BORÅS*

1952 PLUS 4 DROPHEAD COUPE – Red, Black interior *// FLAT RAD*

1952 PLUS 4 DROPHEAD COUPE – Factory experimental four seater; Green, Grey Green interior *// PEBBLE BEACH CONCOURSE WINNER*

1952 PLUS FOUR DROPHEAD COUPE – Blue, Red interior *// RAC RALLY ENTRANT*

1939 4-4 DROPHEAD COUPE – Bordeaux *// GEORGE GOODALL FACTORY DEVELOPMENT CAR*

1937 4-4 – Ivory, new Red interior; cycle fenders *// HISTORIC FACTORY TEAM CAR*

1936 4-4 – Green, Black interior; Car #28 *// GEORGE PROUDFOOT RESTORATION*

1930 Anzani-powered 2 Speeder Super Sport – Green, Black Leather *// ANZANI CCW 740*

1929 Morgan/GN Blackburne Aero – Single seater; racing history
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