



The **Morgazette**

The Newsletter of the Morgan Sports Car Club of Northern California



January - February 2022

Inside this Issue:

Trip to Scotland's NC500

Boxing Day 2021

Oyster Run 2022



Club Officers 2022

President: Paul Marchant
morganfreak@hotmail.com

Vice-President: Elaine Fisher
togetelaine@gmail.com

Secretary: Lexa Most
Lexamost2@gmail.com

Treasurer: Martin Mieger
martinmieger@gmail.com

Registrar: Bob Koupal
See Roster for contact info

Activities Chairperson: Angie Larson
650-652-6335
msccnc.activities@gmail.com

Board of Directors: Wendel Bain,
Grant Larson, Fred Thompson

New Membership: Audrey Haines
Audrey.haines@nbcc.net

Historian: Larry Ayers
redmorganracing@earthlink.net

Morgazette

Editors: Fred & Ann Thompson
650-593-1992
msccncnews@gmail.com

Design & Productio: Tcherek Kamstra
tcherek@sonic.net

Club Website: Tcherek Kamstra
www.NorCalMog.com

The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

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

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

The Deadline for receiving ads, photos and articles for the March/April issue of the Morgazette is April 4th. Please send your materials to the editors at: msccncnews@gmail.com.

The Morgazette is available in digital format as a web PDF. To view the Morgazette online go to: www.norcalmog.com

New Members

We are pleased to welcome our new members, John and Genie Waugh. They own a 1962 ivory/grey Morgan Plus 4, Chassis: 4949; license YJX893

Cover Story

One of our featured stories in this issue was written by our Vice-President, Elaine Fisher. She and her husband Philip took a trip of a life-time with 4 of their British friends. Three little Morgans traveled the curves and scenic route of Scotland's NC500 highway. This adventure is not for the faint hearted and certainly not for anyone who does not appreciate the value of rain, and more rain. The band of 6 Morganeers covered about 2166 miles of the NC500 and stopped to see castles, lighthouses, gardens, and many scenic waterways and natural sights. This issue's cover is an image of Castle Mey and the three Morgans that made the epic tour of Scotland's most scenic road. In 1952, HM Queen Elizabeth, The Queen Mother, purchased the castle and set about renovating and restoring both the castle and its gardens and parkland.



The Prez Says

By Paul Marchant

To begin with, Happy New Year! It is great to start a year with a broad calendar, and more driving events. We are already off to a great start.

Wendell Bain's Boxing Day run ended 2021 with one Morgan in attendance, yours truly. News Flash, Morgans don't melt in the rain, but I guess most did not want to take that chance. Wendell put on a great run to Dillon Beach. At the town center I saw a form of communication I haven't seen in years, a telephone booth. A necessary item since there is no cell reception there. On the way home I spotted a car on HWY 37 that looked like an old Nash Rambler. On closer inspection, it was a white Gull Wing Mercedes, a million-dollar car. I spoke to Wendell about the car and he said it is a daily driver. At our next event, the Oyster run, we spotted the same Gull Wing. I wonder if he will be seen at our next run to the Car Museum on February 12th?

Onward to the famous Oyster Run organized by Larry Ayres. You could not have asked for a more beautiful day. Fourteen Morgans showed up for the 9:30 start along with a few other strays. Wonderful run to Tony's Restaurant with cows out in the pasture making a day of it too. Lunch was excellent along with the service. It was, as always, wonderful to see so many members enjoying the day.

It is truly sad to hear about the passing of Marj Naughton, a true icon of the club. We met the new owners of her beautiful black Drop Head at the Oyster Run and are hoping they will become active members. It is also a great loss for our club with the passing of Kathy Preovolus. Both women will be missed and our hearts go out to their loved ones.

Lastly, remember to please **pay your club dues**. (The updated membership fee is \$55/year.) The Morgazette is dependent upon your support and this will be your last issue if your membership is not renewed.



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Notes from the Activities Director

Angie Larson

The Activity Calendar for 2022 was prepared at the general club meeting, which was held via Zoom in January. Please see opposite page to view the exciting proposed calendar.

We have 4 overnight activities that are evenly spaced throughout the year. These events are really worth doing. Not only are you the lucky participant in a totally planned activity, but you have amazing locations to visit, special cars to enjoy and friends new and old with similar interests.

So far, we have 7 one-day activities, all of them different and somewhat local. Something to put on your calendar to consider when the date comes closer. There is always room for one day jaunts if you think you want to share your favorite drive.

Of course, all these activities are subject to change given the virus situation.

The Oyster Run started our year of activities. Thank you, Larry Ayers, for organizing this event. It was a gamble with today's uncertain virus concerns. But the decision to go through with plans paid off. At least 14 Morgans were there and the weather was beautiful. So, it was a fantastic beginning to our year.

I want to thank in advance our fantastic members who stepped up and decided to host an activity. You are the reason this club is so exceptional. Be well, stay tuned and see you throughout the year.



Photos from the Oyster Run by John Tennyson





Notes from the Activities Director

Angie Larson

January 2022

Saturday Jan. 15 Zoom General Meeting.
***Saturday Jan 23, 2022** Oyster Run
CONTACT: Larry Ayers

February

***Saturday, Feb. 12, Tour Dick DeLuna's Auto Collection- Woodside / Celebrate Chinese New Year at Gin Mon at a local Belmont Restaurant.**
CONTACT: Fred Thompson at fredkthompson@comcast.net

March

***Sunday, March 20 Cobra Museum** in Martinez
CONTACT: Paul Merchant
morganfreak@hotmail.com

April

Friday, April 1-3 CSRG Sonoma Historic Car Races

***Sunday April 10-14: Finding Fault at the Pinnacles**
CONTACT: EllenJo
ellenjobaron@gmail.com

***Sunday, April 24, Pacific Coast Dream Machines**
Contact: Paul Marchant/Chris Hall for coral information.

May

***Wednesday, May 10-12 Spring Mog**
CONTACT: John Burks: burksjohn1@gmail.com

Sunday, May 22 All British Motor Vehicle Show and Swap Meet Dixon Fair Grounds

June

TBD: Lunch with a WOP CONTACT:
John Grosseto jgrosseto@icloud.com

July

***Friday, July 8-10 MOGWEST**, Cambria
CONTACT: Elaine Fisher togetelaine@gmail.com

August

***Friday, August 19 at the Party @ STECKS HOME Carmel, CA**

Wed. 17-20 Rolex Monterey Motorsport Reunion
Sunday, 21st Pebble Beach Concours
(we will keep you informed stay informed as events dictate)

***Sunday, September 4, Run and Party @ Paul Cowley Vineyard**
CONTACT: Paul Cowley -paul@cowleyusa.com

***Friday, September 23-? FLOGMOG/Ironstone Concours**
CONTACT: John Grosseto at jgrosseto@icloud.com

October

***DTBD, Octoberfest/Nominations**
Meet & greet at the Hamiltons
CONTACT: Joyce Hamilton jjhtromba@sbcglobal.com

November

TBD: TURKEY TROT

December

Sunday Dec. 4 or 11, Morgan Club Christmas Party
CONTACT: Elaine Fisher togetelaine@gmail.com

Sunday 26, Boxing Day
CONTACT: Wendell Bain wbain@sonic.net

*Underlined events are official Morgan Club sponsored DTBD = date to be determined

January Planning Meeting Minutes



Lexa Most

Present: President Paul Marchant; Vice-President Elaine Fisher; Treasurer Martin Mieger; Secretary Lexa Most; Directors Wendell Bain, Grant Larson, Fred Thompson (Morgazette editor). Members present: Larry Ayers; Ellen Jo Baron; Barbara and John Burks; Brian Dearle; John Grosseto; Joyce and Doug Hamilton; Activities Chair Angie Larson; Brian Lewis; Hilary Mahon; Ann Thompson (Morgazette editor); George Tollworthy.

Meeting called to order at 5:05 p.m. by Paul Marchant.

M/S/C (Lexa/Ellen Jo) to approve minutes of General Nominations Meeting of November 6, 2021 as published in the November-December, 2021 Morgazette.

Treasurer's Report (Martin Mieger):

Dates	Explanation	Profit	Debit
MogWest 2021	After expenses, northern and southern clubs each received a profit of:	\$389.00	
December Holiday Dinner 2021	Club expense for was approximately:		\$100.00
For calendar year 2021	Income from dues:	\$6450.00	
	Other income:	\$1210.00	
	Donations:	\$6000.00	

Total income:	\$13,660.00	
Total expenses:		\$7071.00
Retained income:	\$6589.00	

January 1, 2021	opening bank balance	\$3262.00	
December 31, 2021	ending bank balance	\$13,004.00	

Planning for 2022 (Angie Larson): Due to pandemic, only three runs occurred in 2021, in addition to MogWest and the holiday party. Angie suggests short activities, regional or local, that could be more easily organized that might encourage more participation. Discussion of possible activities followed.

Jan. 23:	Larry Ayers received 13 replies to his questionnaire gauging interest in the Oyster Run. Weather prediction is good. He will proceed with the event.
Feb.	Fred Thompson and Grant Larson are organizing a Peninsula event, date TBD.
Mar. 20:	Paul Marchant discussed Cobra Experience open house, starts in Lafayette.
Apr. 10 – 13:	Taylor-Baron/Hamilton's planning 4 days/3 nights at the Pinnacles.
Apr. 23 & 24:	Paul Marchant discussed Half Moon Bay Air and Car Show.
May	John Burks planning Spring Mog, probably 3 days.
May 22:	Dixon All British Car Show. (Info only, not a club event.)
June	John Grosseto considering a one-day event in Locke.
July 8 – 10:	MogWest, Cambria.
Aug. 17 – 20:	Pebble Beach Concours. Possible format changes TBA.
Sept. 23 & 24:	Flog Mog/Ironstone Concours
Oct.	Martin Mieger will consider a German lunch Oktoberfest.
Nov.	Turkey Trot
Dec.	Christmas Party-Elaine wants someone else to organize it if people want a different location than Zio Fraedo's in Vallejo.
Dec.	Wendell Bain plans on organizing Boxing Day.

See Morgazette for details as events are finalized.

Meeting adjourned 6:15 p.m. Thank you, Elaine, for arranging Zoom meeting.

Recorded by Lexa Most who apologizes if anyone was present but is not listed.

Letter from the Editors

by Fred Thompson



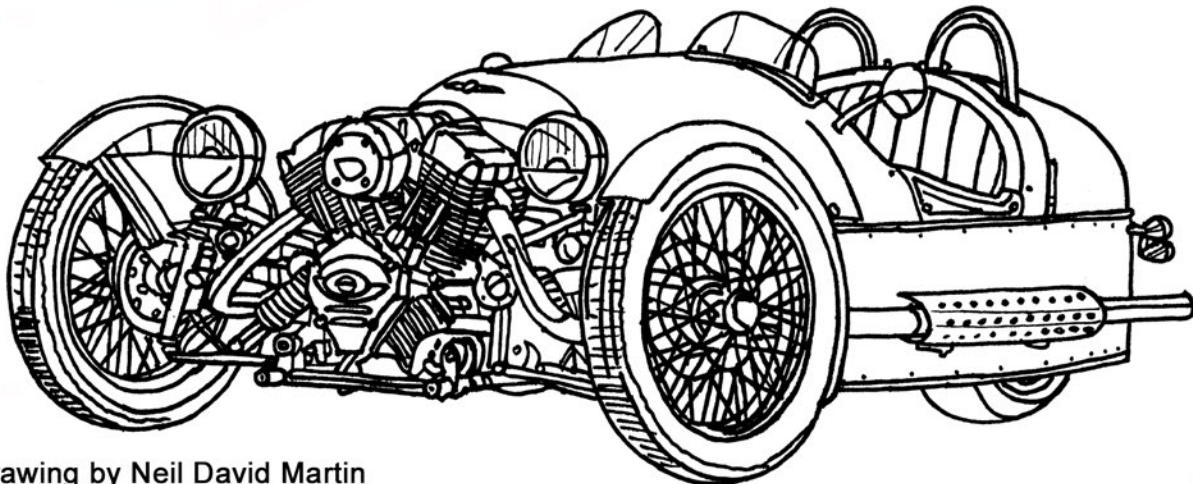
It is said that the cars we drive say a lot about us. With that in mind, I think people who drive Morgans are timeless classics and have understated elegance. However, the big question still lingers. Does everything on our Morgans still work? Like our cars, do we rattle a bit more than before, it may seem that it is harder to get going on a cold morning, and do our engines (brains) sometimes miss a beat?

Truth be told, I believe I am getting to be more like my Morgan with each passing day. With "Little Red," I tend to look under the hoods, mine and the Morgans, more often than before. The carburetors need my attention regularly to make sure they are in balance. If not, the exhaust spewing from the tail pipe sends people running. My diet now needs to be regulated as well, if not... The leaf springs and shocks are getting soft, and the U joints, like knees and elbows, are running short of lubrication and may need replacement. My car's paint is starting to lose its luster, while more and more wrinkles are appearing on my face. The Morgan's steering has more play, and it takes both of us a bit longer to stop. I have no need to look at the speedometer anymore as mine continues to jump up and down. I'm sure that I am a bit slower and sporadic as well. To be truthful, the speedometer never really worked, and it would cost more money and time to have it recalibrated. The engine no longer skips a beat since I replaced the points with an electronic ignition. Hopefully, I'm a few years away from a pacemaker. At least the horn works, and Ann still likes to go for a ride, although she sometimes asks for a newer model.

We are hoping you will all have a wonderful and safe New Year. As Mae West said, "You only live once, but if you do it right, once is enough." I wonder if Mae West ever rode in a Morgan because riding in a Morgan is doing it right.

A Letter from the Editors
By: Fred Thompson

Just a note: The 3-Wheeler in this picture has traveled from Dubai and is headed to the capital city of Denmark, Copenhagen (Kobenhavn). Now that is really going for it!



Drawing by Neil David Martin

Morgan Golden Jubilee

Article and Photographs by Nancy Lee

Reprinted with permission of the author, Article was printed in **Sports Car Illustrated**, April 1987



The Malvern – beautiful, lush, green, rolling – are a nine-mile-wide stretch of hills 125 miles northwest of London among which you'll find hundreds of well-worn public footpaths and winding, narrow roads. The largest of the six townships in the Malverns, Great Malvern, dates from the eleventh century, when a Benedictine priory was founded there. The area is famous for its pure water, first used medicinally some 200 years ago, and that hydrotherapy made Malvern a national spa in the height of the Victorian age.

Malvern is also famous in automotive quarters for the Morgan Motor Company. And on this particular day the parking lot of the Abbey Hotel is filled with scores of Morgans assembled from all corners of the world to celebrate a Morgan milestone. Fifty years ago, H.F.S. Morgan decided that there must be something to these four-wheeled cars and his small company began building a car with four cylinders and four wheels.

Up until that time, H.F.S. had concentrated on his three-wheel cyclecar. He bought a seven-horsepower Peugeot two-cylinder engine to tinker with and eventually designed a light tubular chassis with three wheels, two up front, one in the rear. In 1909 the first Morgan runabout – with its rigid frame, light weight, and independent front suspension was born. The newcomer immediately attracted attention because it was cheap transportation for the working man and because its high power-to-weight ratio of 90 bhp per ton made it a fair performer. H.F.S. wanted the car to perform well and have adequate power to reach the top of the Malverns where he developed, tested, and refined the cyclecar. Though H.F.S. hadn't planned on making the Morgan a commercial enterprise there was so much interest in the odd little contraption that he, with the financial backing of his father, enlarged his Malvern Link garage, purchased some machine tools, and began manufacturing in 1910.

Morgan Golden Jubilee *Continued*



By 1912 the Morgan name was a familiar one in racing circles. H.F.S. entered his three-wheeler in the London- Exeter - London Reliability Run and won a gold medal. At Brooklands, Mr. Harry Martin won the International Cyclecar race and in 1912 H.F.S. broke the 1100cc One-Hour Record, covering just a little short of 60 miles. Dorothy Morgan, sister of H.F.S. regularly entered competitions and won many events. In 1913 the Morgan gained the fastest time at the Shelsley Walsh Hill Climb, attaining an average speed of 22 mph.

These early trikes were the forerunners of the 190 horsepower Plus 8 or today. By 1936 the public's growing sophistication forced the Morgan Motor Company to market a four-wheeler because sales of trikes had dropped to only 286 in 1935. And now, 50 years later in honor of the "4-4" concept Moggies lovers from as far away as Australia have gathered to demonstrate their loyalty to this anachronistic little car which the manufacturer contends is the only remaining true sports care in the world.

The Golden Jubilee festivities included a scenic drive to Bridge-north and a tour of the Midland Motor Museum. Some of the rare Morgans in attendance included Ken Hill's Le Mans replica Jane Morgan's Plus 8 automatic drophead coupe (the only one ever built), two Plus 4 Plus coupes, the 1962 Le Mas 2.0 litter class winner, which had averaged 94 mph for the 24 hours and then was driven home. The three oldest four wheelers still extant chassis 22, 23, and 36 – were present, as was the only surviving SLR in the United Kingdom. The US, contingent was represented in part by an ivory 4/4 with red wire wheels and personalized California license reading "FLOG MOG."



Morgan Golden Jubilee Continued



The Morgan remains in principle the same after 50 years of manufacture the body is essentially the same. The frame is still made of wood, it has the same sliding pillar suspension, and it is still assembled by craftsmen who pass the skills onto chosen apprentices. The cars have no roll up window, something MGS have had since the introduction of the MGB. Morgan tops leak as much as any British car's and unlike a modern Japanese sports car with a Panasonic stereo, the Morgan sound system consists of wind and engine noise, the footwells have some of the most effective heating in the world, but unfortunately, it's engine heat and it can get a little uncomfortable on a hot day. And on a cold day, you might as well do as Peter Morgan does; drive the Ferrari to work.



But for all its simplicity and lack of sophistication, the Morgan is a strong performer. The Plus 8 can reach 60 mph in 54 seconds in European trim, its top speed is in excess of 130 mph, and its skid pad abilities listed at just over 0.87 g are better than those of almost anything else on the road. Morgan attributes much of this to its unique suspension system first used on the original three wheelers. The sliding pillar system keeps the tires' contact patch in rock steady contact with the road, unlike the suspension systems in modern cars that camber in or out in cornering.

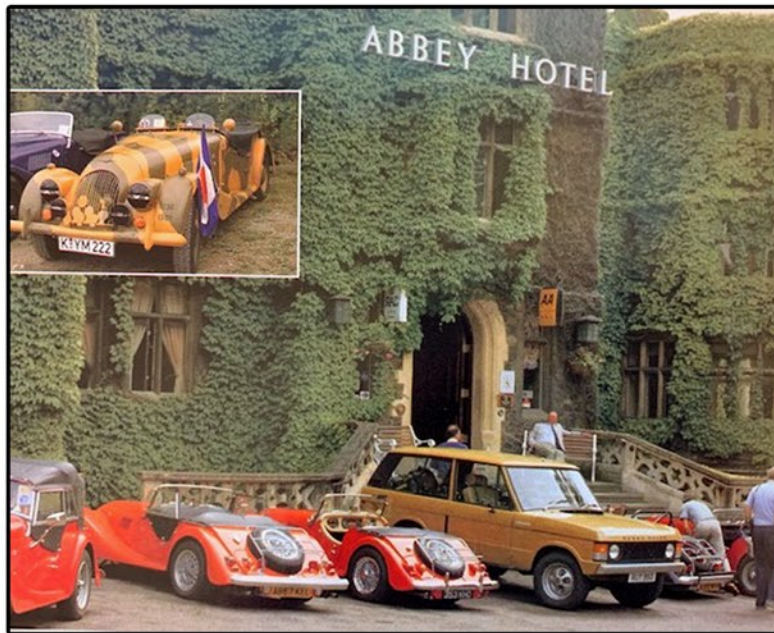
The Morgan Factory --- six brick buildings dating from 1919 --- is dated much like the car. There is not a single root to be found. In fact, except for a few drills and soldering irons, the cars are assembled with hand tools instead of rows of automated machine presses, and piles of sawdust and stacks of painted fenders take up space along the walls. Out back, casting from older models catch water running off the roof. Morgan has always bought its drivetrains, brakes and electrical system from outside sources. Over the years a number of Triumph and Ford engines have powered the cars, and Fiat is currently supplying four-cylinder engines and Rover builds the big V8's.

In the wood shop, carpenters glue and screw together the Belgian ash frames, which Morgan uses because they are both light and inexpensive. The coach-built bodies are now a feature unique to Morgan. The hand-beaten panels are made from stipes of 20-gauge steel and fitted to catch a chassis the way a suit is fitted to a man's body. The cars are put together, according to their destination with right-or-left-handed drive (55 percent of the 400 cars made yearly stay in Great Britain). Peter Morgan says that his ambition in recent years has been to get "a really good spread in the market," and that he doesn't mind shipping even one car to a country if someone there wants it. Recently he did just that, sending one to the Falklands. Of course, a really good spread might mean to him 15 Morgans in Sweden rather than the current 11.

Up until recently, only 30 Morgans traveled to California each year for sale in the United States. Peter stated that he would like to increase that number as many as 90 a year and have distributors in the East, Southwest and perhaps the Midwest along with the current distributor Isis Imports, in San Francisco. These imported Morgans have had to be extensively modified in order to comply with U.S. safety regulations, including a conversion to propane fuel.

Morgan Golden Jubilee Continued

Peter Morgan assured us that for 1987 the U.S. would see "petrol car and that the factory would do most of the compliance work. True to his word, it was recently announced that Cantab Motors LTD of Haymarket, Virginia, would be receiving 12 Morgans in their first year of business for sale in the U.S. Cantab will be importing both the Plus 8 (\$28,500 base price) and the 4-4 (\$23,000 base price) and it will now be easier for the East Moggie lovers to acquire the car of their dreams. Peter informed us of another imminent change, a long – overdue one: the factory is going to begin treating the ash with a wood preservative to ensure the panels will withstand a few extra years of rainy weather before having to be replaced.



Other changes in the near future include the Fiat powered plus 4 being phased out because Fiat can no longer make available rear-wheel driving gear boxes. Peter assured us, though, that while the Rover 3500 sedan is going out of production in England, Morgan will still be able to get the Rover injected V-8 as used in the Range Rover – hopefully until 1995. Too, a new model is in the works – something between the Ford-powered 4/4 and the Rover powered V-8. Morgan didn't say where this new engine is going to be coming from, but said he hoped to use an English engine, and "it could be a Ford." When asked whether the Morgan Motor Company might consider again making the Drop Head Coupe, out of production since 1968 (with the exception of Jane Morgan's +8 automatic) Peter Morgan stated that such an idea had been in the back of his mind for some time and though the more complex structure of the Drop Heads body "interrupts the flow of things" in the factory, if sales fall off on other models, Morgan will consider again marketing the Drop Head Coupe.

At the end of the Mog '86 festivities, amid farewells and good-byes, in various accents, people were already talking about the 100th Anniversary. Some of those present included Brits who had ordered a new Morgan some time ago (a wait of 5-7 years is normal there) and these deprived individuals were expressing the hope that they would have their cars by then and would be able to participate with their relatively new Morgans alongside thousands of rebuilt ones from the teens, twenty's, thirties, and so on. The overwhelming feeling present this day was that the Morgan was a cherished possession among those eccentrics of the sports car world, and its' popularity among them would not be waning very soon. Peter Morgan, talking about the thousands of rebuilds expressed the sentiment well when he said, somewhat surprised himself at the popularity of his cars, "A Morgan maybe totaled, but it is never tossed away." 

Morganing Scotland's North Coast 500 (NC500)

Story by Elaine Fisher

Overview

The North Coast 500 has been promoted as the ultimate road trip around the North Coast of Scotland, starting and ending in Inverness. A Google search finds many sources for pre-arranged itineraries and auto/caravan/van rentals. Many UK Morganeers have driven the route and recommend it for the natural beauty and challenging driving.

In our Indigo Blue 1999 4/4 4-seater, along with two other couples, we spent 18 days in late September and early October 2021 driving our Morgans a total 2166 miles. Starting in Mickleton in the Cotswolds to the start of the NC 500 in Inverness, Scotland, we then drove up the east coast of Scotland, over the north coast and down the west coast, including the Isle of Skye and officially ending in Ayr. Philip then drove back to Mickleton to put the Morgan away while I flew home from Manchester.

Our overall impression of the trip was fantastic and we were happy we completed the adventure. The scenery was very remote and beautiful. The roads, many single-track, were well surfaced and a driving challenge. The accommodations were basic. The restaurants were scarce. The castles were beautiful. The weather was ever changing, and the friendships were enduring.

Trip Details

After Morgans Over America VII 2019, and prior to Covid, Philip and I had been discussing driving the NC500 with our UK MOA friends Barry and Gené Jeffrey and Janet and Nigel Collins. Despite uncertainty and changing UK entry requirements, we made plans for a September/October 2021 trip knowing we may need to cancel or postpone it.

All "prearranged" NC500 tours were 4-7 days but the group wanted to spend 2 nights at each stop, so we elected to do our own route planning and hotel reservations for our 18-day trip.

Philip arrived in the UK before our tour began, staying at the Jeffrey's B&B in Mickleton (photo 1.). I met them at the start of the trip in Manchester. Janet and Nigel drove their 1998 + 8, and Barry and Gené their 1993 +8 (photo 2). It took 2 days to drive from Mickleton to near Inverness.



Photo 1: Jeffrey's in Mickleton

Photo 2: Travelling couples: Janet & Nigel, Elaine & Philip, Barry & Gené



Morganing Scotland's North Coast 500 (NC500) *Continued*

Route

While these were our planned stops, Gené, not wanting to miss anything, increased our mileage by diversions down very tiny roads to the sea (photo 3) whenever possible.

We started from Mickleton to Moffatt (277 miles), Moffatt to Munlochy on the Black Isles (233 miles), Munlochy to Helmsdale via Invergordon and Lairg (103 miles), Helmsdale to Thurso via John O'Groats (93 mi.), Thurso to Durness (70 miles), Durness to Ullapool (116 miles), Ullapool to Melvaig (65 miles), Melvaig to Isle of Skye B&B (128 miles), Isle of Skye to Ardfert via Glencoe, Bridge of Orchy and Oban (200 miles.), Ardfert to Ayr (125 miles.), Ayr to Manchester (226 miles), and Manchester to Mickleton (110 miles). Our overall mileage was 2166 miles, and we paid about \$.25/mile for petrol.

Roads

Other than the M6 Motorway to Scotland, the roads were either two lane or single-track (photo 4). All ranged from easy driving to requiring full attention and patience, as you strategized your next encounter with opposing traffic (photo 5). On our drive to the Isle of Skye, we drove the famous Applecross Pass, the third highest road (single track) in Scotland rising to 2,054 ft above sea level. It's similar to the great mountain passes in the Alps, with very tight hairpin bends. These switch back and forth up the hillside, with gradients approaching 20%.

Hotels & Restaurants

There were very few hotels on the route, but several B&B's. Many were very basic, and all clean with Covid requirements in place including mask wearing.

Restaurants were also very few, also requiring mask wearing and signing in for "track and trace". People were much more diligent about Covid precautions than here at home and even in England.



*Photo 3: Morgan seaside stop.
From left to right:
1999 4/4; 1988 +8; 1993 +8*



Photo 4: Single-Track (single lane road)



Photo 5: Passing oncoming traffic





Photo of Eilean Donan Castle by Elaine Fisher

Morganing Scotland's North Coast 500 (NC500) *Continued*

Weather

Along the Eastern Coast, we had one day where we were able to put the top down on our 4-seater being fairly confident that it wouldn't rain (photo 6). The others in their +8 Easy-Up tops chanced the changing weather for the remainder of the trip, occasionally getting wet when waiting too long. We encountered more rain and cooler weather along the West Coast.

We encountered no midges on the trip but had been prepared with our midge nets and repellent. On our route to Oban to catch the Ardgour/Corran Ferry to Corran, the rain had washed out the main road, so we were diverted over a long single-track road. We just managed to catch the last ferry to Corran.

On our drive to the Isle of Skye, we stopped for a tour of one of the iconic castles of Scotland called **Eilean Donan Castle** (photo 10). Although first inhabited around the 6th century, the first fortified castle was built in the mid 13th century and stood guard over the lands of Kintail. Since then, at least four different versions of the castle have been built and re-built as the feudal history of Scotland unfolded through the centuries.

On the Isle of Skye, we visited **Dunvegan Castle and Gardens** (photo 11). It is the oldest continuously inhabited castle in Scotland and has been the ancestral home of the Chiefs of Clan MacLeod for 800 years.

We also stopped at several gardens without castles where plants had been imported from around the world, and plants from castle ruins that were far from the main roads.



Photo 6: Tops down when the sun shines!



Midges are nasty insects that bite humans. The bites are painful and said to be the reason so much of the Scottish wilderness remains wild.



*Photo 10: Eilean Donan Castle
Below, photo 11: Dunvegan Castle & Gardens*



Lighthouses

Understandably, there are many lighthouses around the jagged coast of Scotland. Although we didn't visit them all, we did drive to many. Among the most famous is the lighthouse at Dunnet Head (photo 12), the most northerly point on the UK mainland. Wanting to experience a lighthouse stay, we spent two nights at Rue Reidh Lighthouse B&B near Gairloch (photo 13). It was run by a woman and her son. Dining was an interesting experience. Due to Covid regulations the dining area was closed, causing us to create our own dining area in the hallway between the rooms. It was a long drive out to the lighthouse on a single-track road with several questionable bridges. Tick "stayed in a lighthouse."



Above:

Photo 12: Dunnet Head Lighthouse

Left:

Photo 13: Rue Reidh Lighthouse B&B

Distilleries

On a rainy day in Thurso, we toured Wolfburn Scotch Distillerie, a new distillerie built on the site of an old one. There were also sheep and Highland cows to avoid and to enjoy.



Untoward Events

On our day in Ullapool, we headed back north to drive the Dunberg Loop which we missed due to meeting up with George (photo 16), an old friend of the Jeffreys. He was able to take us to Ullapool on an abbreviated route. Barry lead us out in the middle of nowhere. We missed the required turn, and pulled off the road for us all to follow him safely. Unfortunately, a man in his Volvo V40, wasn't watching ahead and ran in to the back of Nigel and Janet's Morgan rendering it undrivable (photo 17). Fortunately, Janet had cell coverage (photo 18), so the rescue truck eventually came and took them and their Morgan back to Ullapool.

Photo 16: Old friends of the Jeffreys



Morganing Scotland's North Coast 500 (NC500) *Continued*

The next day the tow truck driver took the Morgan down to the Collins home in Moreton-in-Marsh. Janet and Nigel took the bus to Inverness to pick up a rental car which enabled them to complete the trip. At this time, the extent of repairs had not been determined (note the crease just behind the door) and the Morgan Factory isn't able to work on it until next year. Alternative repair shops are strongly under consideration.

Miscellaneous Items

Laundromats are almost non-existent except in campgrounds and at a few petrol stations (photo 19). It is also so damp that handwash never dries so thank goodness for towel warmers.



Photos 17 & 18: Unfortunate accident



*Photo 19: laundromat at last!
At left: Typical driving conditions
on the NC500*

Morganing Scotland's North Coast 500 (NC500) *Continued*

Making this trip yourself!

You can rent a camper or even a Morgan to experience this trip of a lifetime. If you are interested in driving this route, feel free to contact me for further information. Tick "Drove the NC500" (photo 20).



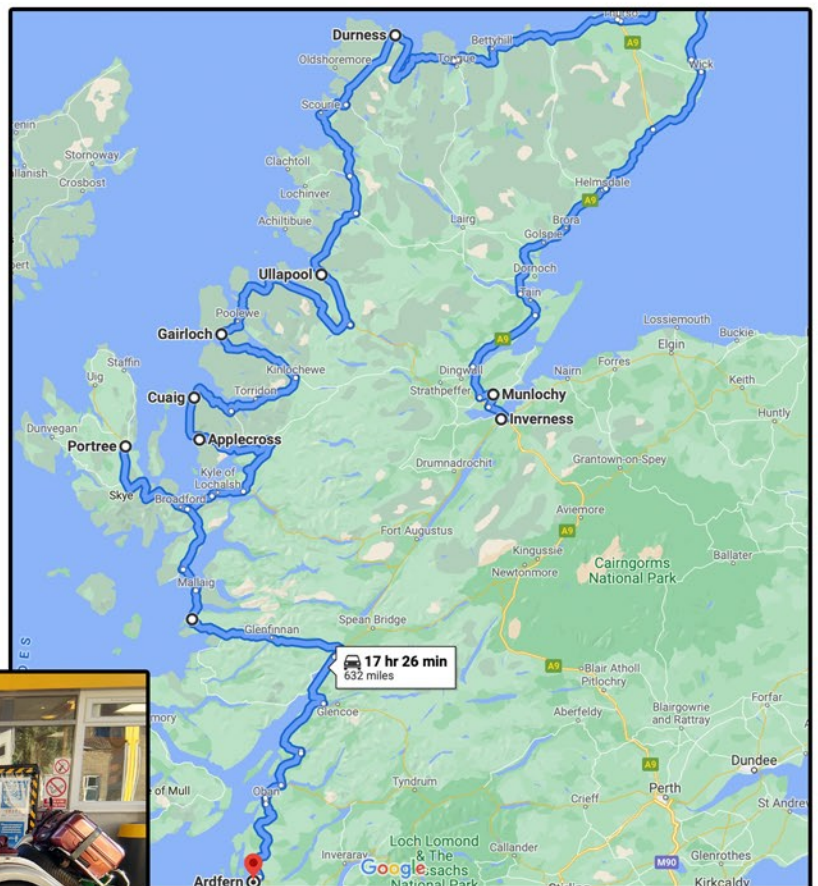
Photos 20: Tick "Drove the NC500"



Above: One track single road on NC500

At right: NC500 route

Below: "Morgan Fuels" in Wick



Addendum to Flog Mog Substitute 2021
Missing photos from a Trip in October/November 2021

Photos by: John and Barbara Burks

Apologizes to John and Barbara Burks.

We missed the following lovely photos from their Fall adventure.

We are truly sorry and hope everyone will enjoy these forgotten photographs!



From left:

Beartooth Pass; Hwy 32 btw Clarkson, WA & Enterprise, OR: Ski lift atop Beartooth at 11,000 feet



Above: John & Barbara in Rattlesnake, Missoula
Left: Very busy sheep dogs, east of Greybull, MT

The Oyster Run, edition XXVI, 23 January 2022

Cheers, your "OR" XXVI host

Article by Larry Ayers and photos by Larry Ayers and Fred Thompson

I expected a small turnout for this traditional MSCNC event being that Omicron is spreading like a California wildfire. The weather turned out to be a positive factor, and Morgans turned out in profusion at Starbuck's for the start. In fact, there weren't even enough route sheets. However, in this follow-me event, they weren't really needed. This was the first Oyster Run event since 2019 when my partner and navigator, Donna Dell' Ario, who was my inspiration throughout was not by my side. The presence of Bill Fink, who always supported the event, was also very much missed.

Fortified with lattes, we headed out in Marin County under sunny skies, threading our way along scenic roads, meandering westward toward the Pacific. We didn't quite reach the coast, stopping along Tomales Bay, which is only a stone's throw away.

Side note: Some drivers thought the leader missed a turn and had to backtrack, making a U-turn after a short distance. However, the intent was to have a look at the line of cars to see that everyone was still on track. They were. That's my story and I'm sticking to it.



Arriving at Tony's Seafood Restaurant in Marshall, we found ample parking and exhibited our colorful Morgans for all to admire. Several of our club members were colorful as well. The Oyster Run theme was for colorful or fancy dress, and several participants were in the running for awards. Those were presented following lunch that was enjoyed outside on picnic tables while relishing the pleasant sunny weather. The colorful fancy dress winners receiving applause were: John Hardgrove, first; Paula Smith, second; and Elaine Fisher, third.

The statistics for the event were: 26 who had lunch, 13 Morgans (including 2 Aero 8's) a Bugeye Sprite, a gold MB sedan (guess who), a Dodge Dakota, and a Golf.

Following lunch, a few of us drove into Pt. Reyes Station and toasted the end of the event. My navigator, Mike Preovolos and I, Paul Marchant, and Hilary and Peter Mahon gathered in the Western Bar for a parting



Above:
Oyster Run colorful winner with host

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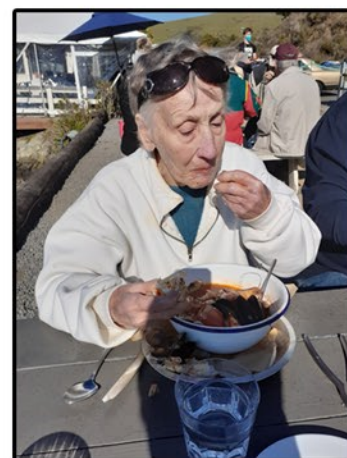
beverage prior to heading home. After such a long absence between Morgan Club events, it was so good seeing everyone on the Oyster Run!

As mentioned earlier, I felt this event was well attended considering the Pandemic and the variable weather this time of year. Thanks to everyone for participating, and I hope to see all of you again at a future Morgan Club event. Meanwhile, stay healthy and be safe.



List of people who joined in the Oyster Run 2022					
	Name	Type of Morgan		Name	Type of Morgan
1	Larry Ayers	2005 Aero 8	16	Bob Koupal	1966+4 "Pecans"
2	Wendell Bain	Dodge Dakota	17	Grant Larson	1967 +4
3	Paul Cowley	1961 +4	18	Jill Larson McMichaels	
4	Susan Davis		19	Paul Marchant	1973 +8
5	Trevor Davis	1957 +4 Drophead	20	Fred Miller	2009 Roadster
6	Chris Dawson	2003 +8	21	Richard Pedemonte	1967 +4
7	Nadezhda Dawson		22	Sal Moreno	
8	Brian Dearle	2019 +4	23	Mike Preovolos	1960 4/4
9	Bill Gage	1960 4/4	24	Paula Smith	
10	Jackie Gage		25	Steve Smith	1961 +4
11	Elaine Fisher		14	Don Henry	Mercedes
12	Philip Fisher	2005 Aero 8	15	Joy Henry	
13	John Hardgrove		28	RB Ward	1960 Bugeye
14	Don Henry	Mercedes	29	Hilary	
15	Joy Henry		30	Peter	

The Oyster Run, edition XXVI, 23 January 2022



Boxing Day 2021

Article and photos by: Wendell Bain

It was super cold with rain in the forecast and promising to be an accurate forecast for the entire day. My Morgan is currently under the weather, but will be back soon, I hope.

We met at the town square in Sonoma in front of the Cheese Factory, which is now open under new management, so those that wanted coffee had to head for other shops. Due to the on-going plague and the less-than-ideal weather, the turnout was probably the fewest I have ever had for this event. President Paul Marchant brought the only Morgan in the form of a primer gray Plus 8. R.B. Ward and Susan came in an MGB GT (wise choice) along with their four-legged companion Annie McNipper. Tim Waller and Alice Gentry arrived in a new Mercedes. We also had a Morris Minor Convertible and another Mercedes with some non-members who belong to the Wine Country Car Club.



Paul's Plus 8

The route went out Broadway from the town square and then from Watmaugh Road to Hwy.116. Then a right turn onto Adobe Road, then left on Corona Road, which, in honor of the British Holiday, had a roundabout. Well, the roundabout has been there for a while. Then out Bodega Avenue toward Valley Ford and a couple of back roads leading to the town of Tomales for a coffee/potty break. The latter much needed!

From Tomales, we went down Hwy. 1 to Platform Bridge Road and then continued left toward our next stop, **The Rouge & Noir Cheese Factory**. Here, everyone sampled the great cheeses and made yet another pit stop.

By now the weather was improving somewhat. Then we headed back onto Petaluma Point Reyes Rd. toward Petaluma and the lunch stop at Pub Republic on Lakeville Hwy. Good food, great service, reasonable prices, and good atmosphere.

The few and the hardy had a good time. Thanks to those who attended.



*Left: RB Ward
& Annie McNipper
Right: Boxing Day
Participants*



Spring Mog - A Lap Around Mt. Shasta May 10-12

by John Burks

Lodging:

Spring Mog this year will be based McCloud with overnight accommodations at the McCloud Hotel 530-964-2822. Please see detailed letter below for information on booking a room. Rooms book quickly and cost \$189 per night. The McCloud is an elegant old hotel where the Burks stayed five years ago.



Sites and Runs:

One day will be a drive around Mount Shasta (about 3 1/2 hours) which will include Lava Beds National Monument at Tulelake, lunch at Fall River Mills, and a later stop at Burney Falls. Day 2, will be a shorter drive (a little over two hours) with lunch at the five-star Denny Bar in Etna, Scott Valley. We will suggest optional activities for those that want less driving or to explore other sites.

Cars:

It would be nice if everyone could drive their Morgan, but we don't care what you drive, just show up enjoy your friends. You could secretly trailer your car to our home in Ashland if you so desire and drive from there.



Dates:

We will gather the evening of Tuesday May 10 through the 12th. Further information or for question call John Burks at 1-541-613-1345. Mark your calendar!

Reservation Information:

The McCloud Hotel has created a promo code for our group **AMClub22**. So, if you would like to book your reservation directly from the hotel website, you will get our special group rate. Please go to: <https://mccloudhotel.com/> and select the "book a room" button. It will take you to this reservation link:

<https://secure.thinkreservations.com/mccloudhotel/reservations>

Enter the dates

check-in: May 10

check-out: May 13

Check the special rates + sign and select promotional code and enter: AMClub22



Cancellation Policy:

We have updated our reservation and cancelation policy to provide travelers with more flexibility and peace of mind when booking reservations. While reservations still require a credit card number to guarantee, no charge is made prior to check-in. You may cancel up to 24 hours before your arrival. This would 3 pm the day before.

Failure to provide such notice may result in a charge equal to 50% of your booked stay (if more than 1 night) - or one night's stay, whichever is greater. All cancellations are subject to a \$25.00 non-refundable room fee. After check-in, a shortened stay will remain charged in full per the original reservation. A 30-day cancellation notice is required for some holidays and special events. Group reservations consisting of ten (10) or more rooms are final and deposits are completely non-refundable.

Daily Briefing: Morgan Plus Four LM62 Pays Tribute to Le Mans Win

Article by: Tom Comerro
Photo: Morgan Motor Company

The following article was sent to us courtesy of Michael Rubin.
It is featured on the Hemmings website.

New Morgan Celebrates Sixty Year Anniversary of Company's Class Win at Le Mans

The Morgan Motor Company will launch a new Plus Four LM62 that calls back to Morgan's class win at the 1962 24 Hours of Le Mans. It will be limited to 62 examples and pays tribute to the Morgan Plus 4 SuperSports, which won the 2.0-liter class at the world-renowned endurance race.

Steve Morris, chairman and CEO of Morgan Motor Company, said: "The 1962 Le Mans class-winning Morgan Plus 4 holds a special place in the hearts of Morgan enthusiasts, employees, and owners around the world. It marked one of Morgan's greatest motorsport achievements, the car covering more than 2,200 miles at an average running speed of almost 94 mph, and triumphing – like David vs Goliath – over our bigger, and better funded, rivals of the time."



The new Morgans will be available in Morgan Jet Green or Morgan Tertre Rouge, paying tribute to the Le Mans-winning TOK 258. It will also feature a white hardtop as standard, just like the original, and it will further pay tribute with an LM62 graphics pack that includes the number "29," an LM62 rear badge, silver-painted wire wheels, and a Le Mans-style fuel filler cap. Also included are driving spotlights, body-colored A-pillars, a black splitter and cowl mesh, and an active sports exhaust with black tailpipes.

Morris went on to say, "With the Morgan Plus Four LM62, we pay homage to this famous vehicle and incredible moment in time, 60 years on. Limited to just 62 individually numbered examples, the bespoke touches and enhanced level of standard specification make these cars an enticing proposition for customers wanting a piece of Morgan history."

Available to order now globally, it comes in right- or left-hand drive with a choice of automatic or manual transmission. Pricing will start at £78,995 (\$106,500). Visit morgan-motor.co.uk for more details.



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2017 Morgan THREE WHEELER Willow Green, Honey Tan Leather // **6,700 MILES**

2013 Morgan THREE WHEELER SUPERDRY EDITION Matte silver, Leather and graphics package // **2,700 MILES**

2012 Morgan THREE WHEELER Black, Red Leather // **7,200 MILES**

2012 Morgan THREE WHEELER Pearlescent White Metallic, Romeo Red Leather // **1,345 MILES**

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 CONCOURS 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**

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

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

700 miles 2019 Morgan 3.7 V6 ROADSTER Champagne Metallic, Sky Blue Yarwood leather // **MINT!**

2003 Morgan Plus 8 Royal Ivory, Mulberry Leather // **ANNIVERSARY EDITION - 18K MILES!**

2003 Morgan Plus 8 Ivory exterior, Black Yarwood Leather // **ANNIVERSARY EDITION - 10.8K MILES!**

2002 Morgan Plus 8 British Racing Green, Tan leather // **BEAUTIFUL EXAMPLE!**



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**

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 // **HUGE PRICE REDUCTION- OPPORTUNITY OF A LIFETIME!!**

1949 Morgan Four/ FOUR SERIES 1 Tan body with chocolate wings, Chocolate leather // **HUGE PRICE REDUCTION- WHAT AN OPPORTUNITY!**

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