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The

Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

May - June 2022



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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 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 July-August issue of the Morgazette is **August 22nd**. Please place this date on your personal calendar to assure you remember it, and then send your documents and photos to the editors at: msccncnews@gmail.com. If you are writing about an event that is finished well before our deadline, it would be most helpful if you could submit your article and photos soon after your event is complete. In addition, please send your articles in an email or as an attachment in Word. Photos can be in .jpg or .png format and can be sent over multiple emails. Please **DO NOT** send your photos to us in PDF format. PDF can greatly reduce the quality of photos and it significantly increases the time we must take to re-format your documents. We truly appreciate all of your contributions and want to make them look as good as possible.*

- Gratefully, your Morgazette staff.

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

Cover Story

Grant Larson with the help of Bob Panero and Fred Thompson replaced the entire camber subframe of Grant's 1967 +4. The story of this Morgan's extensive surgery was covered in the September-October 2021 Morgazette. The replacement took over a month to complete. Due to his repairs, Grant has driven his Morgan thousands of miles without incident. Thanks to Grant and friends for keeping another Morgan on the road.



Life is Too Short

By Paul Marchant

What a great event John and Barbara Burks and associates put on for Spring MOG. We started at the quaint town of McCloud and went from there to discover windy roads, waterfalls, and even a bit of rain and snow! The rain gave our dusty cars a nice natural wash. We passed freeways and traveled on some wonderful back scenic roads. The star of the trip however, was a 1933 Talbot, driven by John Richards all the way from LA. What an incredible car and what a great driver to push through so many twisty throughfares. There were others from further north who also traveled a fair distance to attend our Spring event. Kudos to these hearty souls.

Just a reminder that Historic's Month is held in Monterey during August. To kick the event off, the Steck's graciously hold a pot luck in their garden during the first weekend in August. During the Spring MOG, some members talked about the up-coming BBQ and mentioned that they hoped to have more attendees this year. If you did not attend last year and plan to make the trip to Monterey in August, plan on attending the Steck's BBQ. It is a wonderful event.

On a very sad note, in the past two months our club has lost two superb people. Most recently Bob Frisbey died. (Some called him Fritz). His death was an incredible loss to our club and his family. Bob had a great enthusiasm for life. He was a builder of airplanes and cars. Thanks to Bob and for all the memories he gave to us.

We lost another member, Dean Jackson, on May 4th. Dean had many talents and besides his love of family and nature, his heart was drawn to cars. (I think that is something many members can relate to.) Since his daughter worked for an airline, Dean and his wife Fawn traveled extensively, making many happy memories. He unfortunately suffered from a long illness, but was extremely brave and a great example of courage.

We will miss both of our friends. They will remain in our hearts and their spirits will stay with all of us for years to come.



*This sign sits on our neighbors gate.
We thought it appropriate to share on the
loss of our good friends and fellow Morganeers.*



Notes from the Activities Director

Angie Larson

So far, we have had a fabulous year of activities. All different events with special memories. A huge thank you to Larry Ayers, Fred & Ann Thompson, Ellen Jo Barron, Jim Taylor, Joyce & Doug Hamilton, John & Barbara Burks and Paul Marchant for making this club great.

For your information, here's a small synopsis of what's ahead. July was MogWest...This was a weekend affair where the Northern and Southern Morgan Clubs gathered at Cambria to have some fun, lots of Morgan talk, good eating and good rides. August is the Historic's Month in Monterey. The Stecks host a pot luck at their home. All our club members are welcome. It's a kick off to a weekend of being part of an amazing car extravaganza. Watch for the flyer in late July.

September, we have a new activity offered by Paul Cowley and Cowley Vineyards. A run and party with live band and much more on the venue. A flyer will come to you with full details, this is one to put on your calendar. September 25-29 Flog Mog and Ironstone Concourse. John Grosseto recommends making your hotel reservations now, because this is a hugely popular activity and hotels are booking up. I will be sending you John's list with the information you will need to plan your trip. By the way, you are not obligated to do the entire event. Fit it all in or part-it's not to be missed.

October is nominations month, Joyce and Doug Hamilton will host at their home in Atherton, date to be determined.

November Turkey Trot TBD.

December Holiday Party This year at a new location. Elaine Fisher will keep us posted as the time gets near.

With such a full calendar there is bound to be one or two events that will get you in your Morgan to do what this club is all about...Drive, Enjoy, Explore, Learn & Make New Friends.

Be Well, See you,

Angie Larson, Activities Director



Morgan Club Activities Calendar July – December 2022

Angie Larson



July	
Friday, July 8-10	MogWest, Cambria Contact: Elaine Fisher - togetelaine@gmail.com
August	
Friday, August 19	Party at STECKS HOME - more info to come
Wednesday, August 17-20	Rolex Monterey Motorsport Reunion
Sunday, August 21	Pebble Beach Concours
September	
Sunday, September 4	Run and Party at Paul Cowley Vineyards Contact: Paul Cowley - paul@cowleyusa.com
Sunday, September 25–29	Flog Mog Contact John Burks burksjohn1@gmail.com
Friday, September 23-25	Ironstone Concours Contact John Grosseto - jgrosseto@icloud.com
October	
TBD	October Fest/Nominations at the Hamilton's in Atherton Contact: jihtromba@sbcglobal.com
November	
TBD	Turkey Trot
December	
Sunday, December 11	Morgan Club Christmas Party, Mountain View
Monday, December 26	Boxing Day Contact: Wendel Bain - wbain@sonic.net



From the Editors...

Vintage English Roads Great and Small In a Morgan 4/4

by Fred Thompson

When Ann and I are viewing TV or a film, we get genuinely excited when we spot a Morgan, either in the background or parked on the street. We definitely focus in when a Morgan is owned and driven by one of the characters. There are a few classic films that definitely come to mind. Some of these include: War of the Roses, starting Kathleen Turner and Michael Douglas, Silent Movie starring Mel Brooks and even James Bond, 007 – Moonraker starting Rodger Moore. I was curious to find out exactly how many times producers included Morgans in films and TV productions. Morgans have been either stars or “walk-ons” in everything from cartoons including Marmaduke and the Muppet movie. They have also appeared in the Munsters and Magnum Force, starting Clint Eastwood.



To my great surprise, Morgans have been featured in over **100 productions**. The earliest I found was a 1933 film called Night Flight. The storyline included a daring young pilot that risks flying over the forbidding peaks of the Andes to bring Polio serum into Rio de Janeiro. Most recently Ann and I came across a wonderful series on Acorn TV called Vintage Roads Great and Small. Christopher Timothy and Peter Davidson, friends for over 40 years and stars of All Creatures Great and Small, host this journey into the golden age of motoring in a beautiful Morgan 4/4. When watching the program, you experience with them the thrills of the era when Britain first fell in love with the motor car and when the open road was a gateway to adventure and exploration. No GPS here, they use old travel guides and travel the most iconic sights of the English countryside. During their travels, they meet up with other passionate “petrol heads” that keep the English motoring heritage alive. Their series of epic road trips takes them through beautiful UK scenery from London to Land's End, from Loch Ness to The Isle of Skye, and from Cardiff to Snowdonia. Along their way, they get personal with some of the world's rarest vintage vehicles, including a 1900 George Richard, an Arrol-Johnston Dog Cart, and a 1934 Lorry. They also dive in under the hood of a 1932 Armstrong-Siddeley, and frolic through the countryside in a 1948 Land Rover. This is a fun, lighthearted show with beautiful scenery and lots of historic English motoring. Ann and I have really enjoyed watching both seasons 1 and 2. Definitely worth watching.

Stars of Vintage Roads Great & Small



Peter Davison



Christopher Timothy

A Lap Around Mt. Shasta - Spring Mog - May 2022

By: John and Barbara Burks

John Burks is always saying, "Bring something interesting," so sure enough twenty interesting and beautiful cars, mostly Morgans, turned up on the cold and ominous looking evening of May 10th to sit around the comforting and cheerful fire of the McCloud Hotel in McCloud, California on the slopes of Mt. Shasta. The 35 members and guests of the Northern California Morgan Club came ready to drive and party after "officially" discarding the Pandemic of 2020-2022. It was worth the wait as we hugged and talked and congratulated ourselves for having arrived. The owners of the McCloud hotel officially opened three days early to offer us an outstanding first night dinner and complete buffet breakfasts on the three mornings we stayed. We all rated the Hotel as a 5-star establishment.



McCloud Hotel, Mt. Shasta

Here are some highlights from our trip:

- Long Distance Achievement - John Richards from LA in his 1933, Talbot,
- Close Second - Robert (Bobby) Horsely, 2005 Roadster- from Seattle, and the Snoqualmie Pass in the snow,
- 20 cars including Morgans, a Talbot, Lancia, Corvette, Porsche, Acura NSX, and a Toyota - (Dave and Donna White- Dave recovering from knee surgery.),
- Range in Car Years- 1933-2022,
- Weather- from 32° to 63° degrees Fahrenheit,
- CHP ticket for travelling 98 in a 65-mph zone. (You have to have been there to know who was the lucky recipient.)
- Ray Pallet's lovely secluded home in the Scott Valley with coffee and cookies,
- Meals-superb and memorable - warm fires and lots of wine,
- Most of all our Morgan friends.



John Richards, Paul Marchant, Gary Marquis, Paul Tillius, Francine Marquis, Robert Horsely & John Burks



John Richards, Grant Larson, Paul Marchant, the Fishers, & Angie Larson

On Wednesday, most of us did a clockwise lap of the rarely seen Mt. Shasta and met at the Fall River Inn for a lovely lunch with the Burney Falls group that chose to hike that area before joining us. Continuing on miles and miles of lovely back roads, California history including the Modoc Indian war and the Japanese internment camp, we joyfully returned to the Hotel for more fireside chats, warm baths, great food and drink.



John & Jan Grosseto, Donna White, John Burks, Bob Panero, John Dunn, Chris Panero Sharon Dunn, Dave White, Grant & Angie Larson (Left-Right)

A Lap Around Mt. Shasta - Spring Mog - May 2022 *Continued*

Thursday, we followed I-5 a few miles north before we broke off traveling the old Stage Coach Road toward Yreka, then into the lovely Scott Valley for our scheduled visit with Ray Pallet and his Morgan collection of a F type 3-wheeler, and 2 Plus 4s. He also had a nice collection of vintage motorcycles including Moto Guzzi, Norton and Scott Flying Squirrel, Royal Infield, and possibly one to three more. Lunch was another fantastic arrangement at the little known 5-star, Denny Bar & Co., Restaurant and Distillery in Etna, CA. (A one street mining town re-awakened by ranchers and small business people who enjoy being away from the maddening crowd). This was a delightful culinary experience for all. It was accented by a tour of the Gin and Rye Whiskey distillery and included samples. Then back to the McCloud Hotel for more eating, drinking and story-telling which continued for many until well into the single hours.



Jim Taylor, Grant Larson, and Ray Pallet at Ray's lovely home in Scott Valley, CA



Jan & John Grosseto, Bob Frisby, & Bob and Chris Panero.



Dave and Donna White, Ellen Jo Baron and Jim Taylor, Ray Pallet, John Dunn, Angie and Grant Larson, and Elaine and Phil Fisher.



Fun and Laughter

Left to Right
John Richards, Vicki Tillius, Francine Marquis, the Paneros, the Fishers, the Burks, Paul Marquis, the Grossetos, Sharon and John Dunn, Paul Tillius, Jean and Walker, and the Larsons.

A Lap Around Mt. Shasta - Spring Mog - May 2022 *Continued*



The Tasting Room Gathering

The tour of the Gin and Rye Whiskey Distillery included a bit of tasting!

John Richards, the Tilliuses, the Marquies, and the Walkers



Outliers

The morning broke bright and sunny with mountain ice crystals on our soft tops. Slowly and sadly we all headed home to catch up on sleep with our new memories of Morgan adventures and a great group of people. Those of us that enjoyed this trip are still smiling right now.



All British Car Show

Article and Photos by Timothy Waller

Timothy Waller reports that the All-British Car Show in Dixon California had 287 registered cars, 9 of which were Morgans. It was a warm, sunny, and occasionally breezy day. Even the swap meet and vendors were bigger than ever before!

In the Morgan class, the winner was a 1968 +4 owned by Susan Morgan. Second place was captured by a 1963 +4 owned by Steve Wax, and third place was awarded to Bruce Covey for his 1998 +8. In the Morgan 3-Wheeler Class, Albert Kolvites' 2013 trike was awarded the 2021 Best of Class prize. Larry Ayers 3-Wheeler was also in the winner's circle.

Morgan Class Photos



1st Place, 1968 +4 owned by Susan Morgan



2nd Place, 1963 +4 owned by Steve Wax



1959 +4 owned by Thomas Teal



3rd Place, 1998 +8 Owned by Bruce Covey



1964 SS owned by Ed Pearce



2007 Aero owned by Gary Marquis

All British Car Show *Continued*

Article and Photos by Timothy Waller



Super Sport owned by Paul Marchant



Winners Circle – 3-Wheelers Photos



2013 Trike owned by Albert Kolvites



1929 Blackburne/GN owned by Larry Ayers

The All-British Car Show was a great success and you might want to start thinking about entering your car in this show next year. The 2023 All British Car Show will be held on May 21, 2023. In addition, the Morgazette will have entry information in the new year. Don't miss out on this opportunity to either show your car, or to simply look at other beautiful British automobiles. Either way, you will meet other car enthusiasts, and if you wish, enter your Morgan in the show.



Pictured to the left is Dick DeLuna with his collection of St. Christopher's medals. St. Christopher is the patron saint of travelers. This collection was started by Dick's father and he had a St. Christopher's medal in every car he owned. He told his children that St. Christopher will protect them, but if they drove over 40 miles per hour, the saint would jump out of the car!

Three + Four = Sum of My Experiences of the +4, Plus 4 and Plus Four

Article and Photos by Brian Dearle

Many club members have long experience with the +4, having pushed and nursed our 1950's and 1960's machines for decades. Fewer have had the same-yet-different experience of the much later Plus4, as no version of Morgan's most popular car was legally imported into this country for a half century. Fewer still have also been able to try out the current-production version, the Plus Four. I have now been lucky enough to drive all three, and can't resist telling the tale.

My hands-on life with my own +4 is rather in the past, having owned a (best-I-could afford, far-from-pristine) 1957 four-seater from 1986 to 1997, though I did get to briefly ride it again, gloriously restored by subsequent owners, at Mog West in 2005. My garage currently holds my 2019 Plus 4, bought new (me? a new one? really? yes!) as my retirement present to myself during the very brief window when they were available. In all the decades of owning four motors from Malvern, I had never made the pilgrimage to the factory, so when the stars aligned this May, I made the journey. My stay at the Abbey Hotel was pleasant, the nearby grounds and views over the town were a delight, and it was a modest 40-minute walk to the factory. After the tour I then rented a current-model Plus Four and took it on a daytrip ride through the Cotswolds'.



1957 +4 in 1988



2019 Plus 4 off the ship from England



Rented 2022 Plus Four in Upper Slaughter

The key difference between driving the 1950s-60s +4 and its newer model has lighter steering and is higher build quality throughout. With a modern drive train that all but eliminates the "will it start today, or what part just fell off, or what is that new funny noise, smell, or fluid" uncertainty that are inherent in the classic car experience. The other difference is I had a fair idea what most of the parts were on the '57 engine and how to deal with failures. However, with the new car, I do not have this control.

While these improvements come with a much higher price tag, in the case of my 2019 it is fundamentally the same car as my 1957. The steel ladder chassis,

archaic suspension that will buck you out of your seat riding over a bump in the road at speed, kingpins needing frequent attention, are unchanged. The engine and shifting are different, but the view over the bonnet is the same, the ride is the same. Yet, it feels much more solid, secure, and requires much less mechanical diligence to keep running. It requires less skill, for example, to overcome weak synchro's and brakes. It has heating, air conditioning, and insulation in the firewall. Fortunately, the ride is mildly less uncomfortable than the earlier ones - no air bladder in the seats to go flat.

Three + Four = Sum of My Experiences of the +4, Plus 4 and Plus Four

Continued...

Are there aspects of my '57 +4 that I miss on the newer versions? Absolutely! In no particular order:

- the big 17" Brooklands steering wheel, sitting up high with high gearing that requires some muscle to turn. Though mine was rather tatty, being of old bake lite plastic, and the current MotoLita wheels are beautifully made of wood and stainless, nothing says "1930's sports car" like a Brooklands wheel.
- The real maple wood dash and cream gauges. Even though the new wood dashes are gorgeous, you know they are really veneer.
- Being able to lubricate the kingpins with the foot button. Yes, the oil would spill all over and there was a risk of the valve sticking open and ruining your day, but it was a clever and quirky system. Today you must get down and grease the kingpins by hand every thousand miles, which is a royal nuisance. Granted, it is just about the only nuisance on the car, but I wish the 1950's oiler system was still there.
- The ability to remove the windscreen easily and run just aero screens and/or folding windscreen.
- The older cars simply vented crankcase oil fumes, enveloping the car and the occupants in a distinctive fragrance of hot motor oil. Modern engines recirculate this for pollution control, but I miss the aroma. Too bad someone doesn't bottle it ("Parfum d'huile chaude", anyone? French loosely translated "perfume with a hot oil scent.")
- You could buy and maintain one without drastic impact on your finances (unless, that is, you decided to fully restore it, something I never had the gumption to try)

The brand-new Plus Four model, not yet available here, still looks 99.9% the same and feels mostly the same, but under the same-as-ever coachwork the chassis and suspension are totally different. The vintage 1936 underpinnings are replaced by an updated version of the all-aluminum chassis developed for the early-2000's Aero models. Gone are the sliding pillars, fly-off handbrake and primitive springing that we all stoically endure as part of the Morgan experience. The new model still has a two-liter four-cylinder power plant, but the current BMW-sourced turbocharged mill puts out 250 bhp, whereas my 2019 unblown Ford has 154. The '57 had a Triumph TR3 with a claimed 95 hp, though my careworn version surely had much less.

In practice I didn't sense any material power difference in the 2022 vs 2019 for the first hour of trundling cautiously on unfamiliar twisting routes through the Malvern hills, but once on a straight stretch where I could safely punch it, over 3000rpm or so the power output jumped dramatically, outpacing that of even my prior car, a 1998 +8 with its big 4 liter, 200 hp Rover. Pretty amazing power from a modest-sized engine. Gas mileage was about the same as my 2019 car, about 26 per US gallon.

The starting procedure reveals how everything is now electronically controlled. You still use a physical sort-of-key (how quaint) but turning it does nothing obvious. Push the start button and again nothing, until about a second later the starter engages and the engine fires. At least they seem to have solved the pesky immobilizer quirk that many Plus 4s like mine have.

I never had the "bucking bronco" experience on my 6-hour ride, and presumably would have on a traditional-chassis car. I never did any hard cornering to tell the claimed handling difference between the "flexible flyer" and the new chassis. Much better to leave that to people who know what they are doing.

One feature my rental had that I was eager to try out was the new muffler bypass. This is a great idea, but in practice was underwhelming. Pushing the "S+" (for sport plus) button does raise the decibels a little, you notice a slight boost in power, and there is quite a bit of audible back-pressure popping when you lift off the throttle. But it is hardly the major change from civilized to raucous I was hoping for. I presume without knowing there were UK and EU noise regulations that forced this limitation. It would be grand to be able to run with minimal muffling, once suitably in remote countryside of course. That way I could pretend to be some 1930's daredevil racer. It should be noted I am in no way an actual daredevil nor a racer, but I enjoy a fantasy as well as anyone.



Brian Dearle's 2019 Morgan Plus 4



Three + Four = Sum of My Experiences of the +4, Plus 4 and Plus Four

Continued...

The door-latches in the 50's and 60's were about as robust as that for a small kitchen cabinet. This was upgraded to a much more substantial version of the same thing by the time of my second Morgan, a 1980 4/4. The 1998 and 2019 have the same latch. The 2022 has a completely different layout, for no reason apparent to me. The new ones have an internal D-type handle in the middle of the door that looks like it came off a 1987 Toyota, and the outside latch is an elongated handle with push button that would feel at home on a 1956 Cadillac. The outside latch is an improvement though; the traditional one on my 2019 is so stiff as to be barely usable.

The 2022 has a small LCD screen behind the wheel with a digital speed readout. This might seem an affront to a Morgan traditionalist, but I was glad to have it as the analog speedo sat far on the passenger side with tiny numbers impossible to read while driving.

I was of course a tad nervous on this run, re-acquainting myself with right hand drive and roundabouts, trying to follow the GPS directions and not get lost. Fortunately, traffic in the much-visited Cotswolds' was mild, since on my rental day the weather was either drizzling, raining or threatening to the whole time, so I left the hood and side screens on.



That brings up the only feature of the new Plus Four I think was a flop: the knob for sliding the rear side screen forward was moved from the front to the rear of the sliding screen. This means it is impossible to simply push the screen forward with your driving-side hand, rather you have to awkwardly reach across your body to claw at the screen, or try to grab the top of the screen and shove it that way. Fortunately, this problem could be easily corrected by gluing a small plexiglass handle on in front where it belongs.

The 2022 has a Miata gearbox as does my 2019, though the new one has 6 speeds rather than 5. I never got past 4th until getting on the M5 (freeway) to speed back to Malvern by deadline. One strange feature was power steering. I started to muscle the wheel and inch forward from stop, and was startled when it turned effortlessly. I was not happy with this needless feature, but once past very low speed the assist goes away and it steers like a normal Mog should.

Driving the Malvern Hills and Cotswolds' was an indulgence in luscious greenery, winding lanes and quaint little towns of yellow-ochre stone. However, it occurred to me it wasn't fundamentally different or better than driving bay area back roads during our brief Green Season, for example the Oyster Run through Marin. There was one thing rural Britain has that Marin doesn't have though: one-lane, two-way roads! These "single-track" roads have no shoulder, often hedgerows close on both sides, and blind corners.

Other club members have encountered them also, and fortunately I met oncoming traffic only twice. Both times they flashed me to proceed as they somehow found a pullout. I decided to conclude that since Morgans are not uncommon in their home region, there was some kindly deference being shown by tintop drivers. *Morgan*



A Visit to Santa's Workshop, in Malvern Link

Article and Photos by Brian Dearle

After 35 years of Morganeering, I finally made my pilgrimage to Malvern in May this year to tour the factory. This visit was once described to me as like being in Santa's workshop, and I'd say that was pretty apt. However, instead of snow and ice and a jolly fellow in red, the tour began in a shower of English rain, and leader Steve Morris could be glimpsed dashing about in a business suit.

Other than what I could see directly, what is reported here is verbatim from the tour guide Andy, and with no way for me to corroborate it, I am trusting it all to be correct.

The new three-wheeler, dubbed the Super 3, is now in production, and the several examples in progress are destined for dealers as demo models. The factory has over 400 orders to date, so new orders for UK and Europe won't be ready for delivery until middle of next year.



Super 3 engine being installed



F Type 3-wheeler, with engine under the bonnet

I had never seen a photo of a Super 3 with its bonnet off, to see the engine, but some were on view being assembled.

I did not hear one run, but presume the sound will be more akin to the Plus Four, both having half-liter sized cylinders, rather than the deep Harley-esque rumble of the S&S mill, with its unmistakable idle sound like "potato potato potato". Having the engine under the bonnet harks back to the 1939-52 F Type, and was necessitated by the absence of a suitable V Twin motor that is not mated to an integral transmission. Motor-cycle transmissions lack a reverse, which of course has precedent at Morgan (all 3 wheelers before the late 1920s had only forward gears) but apparently a no-reverse feature was wisely considered just a bit too vintage!



Super 3s in final assembly, and on display

A Visit to Santa's Workshop, in Malvern Link *Continued*

From seeing the Super 3 in person, the overall effect looks good, with subtle improvements over the prior MTW model while staying true to form. They sculpted the rear inwards nicely, and made the body shell a few inches wider, which might be a good thing as in my one five-minute experience driving a MTW (as Paul Marchant graciously let me drive his around the block) the hardest thing was getting the seat belt to buckle in the tight space. That was never a problem with the originals, as there was no seat belt. That said, the mind insists there should be a standard Morgan grill sloping down from the cowl in front of the engine, perhaps with side extensions to protect the radiators. The other visual oddity is the "side blades" which look like they should display billboards. ("24 Ales on Tap at The Swan", "Keep Calm Carry On"). With luggage mounted they look more sensible, in photos at least.



One issue I saw are the rubber gaiters on the steering rods. My 2019 Plus 4 has these, and they have proven quite flimsy, quickly leaking and weeping. Replacement is dicey as the mechanic must disassemble and reassemble with the settings and geometry precisely unchanged, else steering will be affected. In the trike they are even more exposed to the elements and road grit, but I do not know how critical they are or if they may be a frequent maintenance issue.

At the recently opened Visitor Centre (which new majority owner InvestIndustrial clearly spent a bundle on), is the 2016 prototype electric three-wheeler. Speculation is the trike will be the first Morgan production model to go electric. While many would lament a sporty toy car without a vigorous combustion engine growl, I've grown rather fond of the whoosh and astonishing torque on my otherwise fuddy-duddy electric tintop, so maybe this will be a happy combination should it come to pass. If so I hope they move away from the all-digital display on the Super 3 dash. The electric prototype has a splendid switch for forward-neutral-reverse; looks like modern-to-the-minute circa 1909. And nearby the electric prototype is Chris Booth's fine recreation of the real 1909 original car built by HFS.



Elegant, simple, old-fashioned switch on 2016 electric



Elegant, simple, brand new for 1909



A question I've long puzzled over in the 1930's three wheelers is why the scuttle extends so far into the cockpit on the passenger side. The tour guide didn't know but knew the expert at the plant who did. The reply was that this was for the riding mechanic in races to duck down under the slipstream and reduce drag, when he was not leaning out the side on sharp left turns to keep the car upright! I checked this with our own three-wheeler expert Larry Ayers. Even he had not heard it, but agreed it was plausible, along with other possibilities like strengthening the cowl, and aesthetics.

As to four-wheeled business, of the 70% of current production that is exported, the biggest markets today are Germany, Hong Kong and Indonesia. A rapidly growing market right now is

A Visit to Santa's Workshop, in Malvern Link *Continued*

Bahrain. Seems the king bought eight new Morgans to give away as door prizes at a prestigious horse race. The lucky winners are enamored of their cars and showing them off, eliciting much interest and envy from their friends who are now ordering their own.

There is an example on display of the new CX (roman numerals for 110) chassis with the "birdcage" woodwork mounted. As you can see there is a lot more to the chassis than the old design, yet it weighs only 97 KG (214 lbs). I did not see any place where the chassis were being assembled, so cannot say if they come from a third party (like the front wings, or the old steel chassis) or are assembled in house. In the case of their predecessor, the aluminum chassis for the early 2000's Aero, I saw a TV documentary on "Modern Marvels" a few years back showing the assembly work being done at Morgan inhouse.



Though the chassis is completely different the woodwork remains almost the same as ever. One change made was in the sourcing of the ash wood. It was long bought from Belgium, but they switched to Lincolnshire. The reason was too many cases of broken saws and danger to workers, from bits of metal buried deep in the wood. The cause? Bullets! Leftovers from battles in WW1 or WW2. No such problem from Lincolnshire.

The guide brought up the origin of the Morgan wings logo. It seems that the top ace fighter pilot in the WWI Royal Flying Corp, one Captain Albert Ball, had been a big Morgan enthusiast and ordered a custom Grand Prix car in 1916. He famously said: "to drive this car was the nearest thing to flying without leaving the ground," a comment many of us would agree with to this day. As his fame grew, his affinity for Morgan came as a most welcome boost to the fledgling company. When Capt. Ball died in a plane crash later in the war, HFS sought and was granted permission to base the new company logo on the RFC wings badge, in honor of Capt. Ball. The similarities are clear.

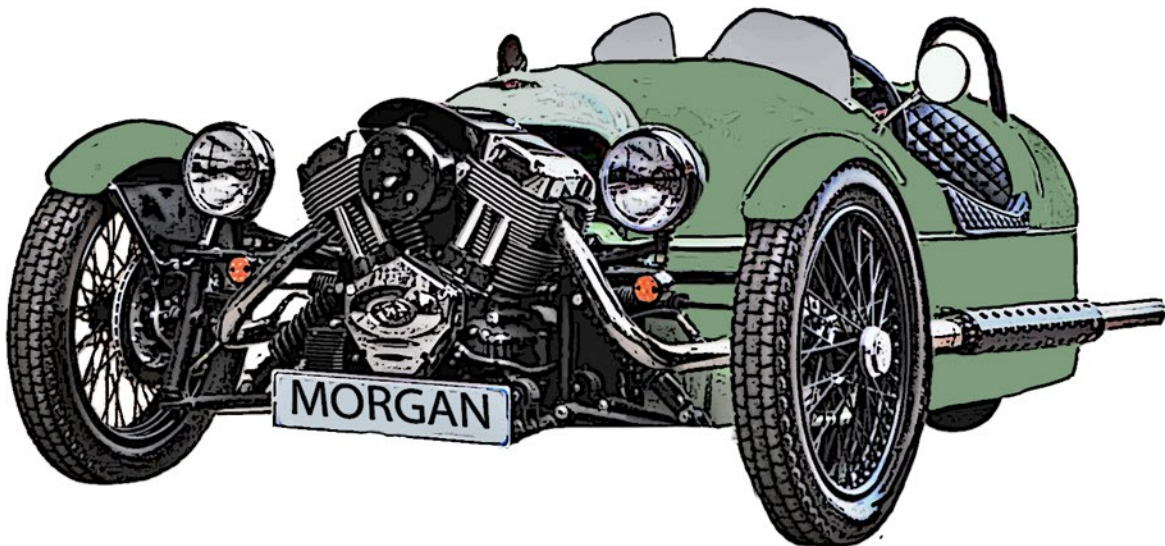


A Visit to Santa's Workshop, in Malvern Link *Continued*

You probably saw notices about the improbable "CX-T" offroad version, one of which was in the final assembly area. All 8 sold out immediately, at a starting price north of £250k. One buyer was to spend over £1 million to fly the car to Iceland for a week of cavorting over the lava fields.

This brings up the phenomenon of steadily and quickly escalating prices for new Morgans, and the demographic they are selling to. This is clearly 180° from the philosophy of HFS and Peter Morgan, who were dedicated to cars that were frugal and simple, affordable to the middle and even working classes. I recently heard a BBC reporter refer to the company as "British luxury carmaker Morgan ...". American owners of 1950's and 60's cars will go "huh"? Morgans are a lot of good things, but there is nothing luxurious about them, except the appearance. And even there, the cars were not originally built to be beautiful, but practical. The 1936 4-4 had mudguards simply to keep mud off the riders, and they had a bit of a swoop to them because most cars of the time were emulating airplane-style streamlining. Nearly a century later, and decades since any other production car had coachwork and wings, that Morgan still exists and builds them (mostly) the same way, is just astonishing and wonderful. I can't comment on their business strategy, but the upgrades they are making are largely sensible. They do cost money of course, and happily they easily sell everything they can make. The staff has grown to ~250 and annual production to over 800. They are unlikely to go over 1,000 though because that is the cutoff under British law where they must crash test a real car! As it is, they need only simulate it.

While they are now targeting a pretty well-to-do demographic for their new vehicles, hopefully our dealer friends can soon work through the government red tape to get new 3 and 4 wheelers in the USA once again. For those whose wallets cannot deal with the high prices, the presence of new ones plus the passage of time should make moderately older ones more affordable both to current club members and hopefully to younger people who want to become enthusiasts but either can't stomach the new-car prices nor want to get their hands dirty dealing with vintage models. That's my positive outlook. *Morgan*





MSCCNC Holiday Party



- Restaurant:** Vaso Azzuro, 108 Castro St, Mountain View, CA
- Date:** Sunday Dec. 11, 2022
- Time:** 5-8 pm (absolutely must be out by 8 or pay more)
However, there are lovely bars nearby to continue celebrating if wanted.
- Parking:** Large parking structure directly behind the restaurant.
- Cost:** \$75 per person (tax and tip included, but drinks will be ordered and paid for separately by the guest.
Corkage fee \$25/bottle).
- Menu:**
- Appetizer:** Calamari and Bruschetta
 - Salad:** Insalata dela casa (Mixed Green salad)
 - Entrees:** New York Steak, Salmon, Ravioli (Vegetarian)
 - Dessert:** Chocolate Cake

This is for planning purposes only. You will be receiving the customary information and reservation envelope from Elaine Fisher at a later date.

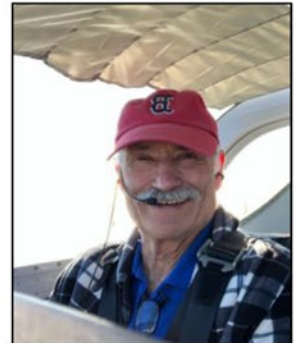


Robert "Bob" Frisbey

February 5, 1942 - June 20, 2022

Robert "Bob" Frisbey was born and raised in Oakland, where he attended public school and a private high school preparing to become a minister. Bob had other ideas though, entering the Marine Corps. Reserve at 18. He also completed a degree in Industrial Arts at San Jose State University where in a pottery class, he met the love of his life, Linda.

Bob and Linda married, and after college, quickly started a family. Bob started his career teaching wood, metal and auto shop at Cupertino High School, where he taught for 14 years. He soon opened his own construction business. During his career, Bob built many finely crafted homes throughout the Santa Cruz Mountains. He didn't limit these skills to his business, but generously helped any friends or family "at a moment's notice" with construction advice or assistance with a project.



Bob always had a smile on his face and loved to laugh at his own jokes and stories. He believed that a positive attitude could change the world. Bob had many hobbies. He loved vintage cars, especially Morgans. He was an active pilot, a member of the Experimental Aircraft Association, Watsonville Pilots Association, and the Quiet Birdmen. Bob was happiest when he was flying or building something. He built three airplanes and numerous vintage cars. He actively flew his airplane until he had a stroke in early June.

However, more than anything, Bob loved his family. He thoroughly enjoyed spending time with them, and delighted in watching his grandchildren grow into the kind and generous people they have become.



Bob is survived by Linda Frisbey, his wife of 59 years, his daughters Michele Frisch and Kristen Higgins, his son David Frisbey, his sister Terry Allio, and six grandchildren. A memorial service was held in Bob's honor at Peace United Church of Christ on Thursday, June 23, 2022.

Bob Frisbey will be greatly missed by many people, and those who knew him are all better people because of his influence on their lives.



Dean Jackson, My Dear Friend

December 16, 1946 - May 4, 2022

Article and photos by: John Burks

Dean Jackson, my long-time friend and Morgan owner, passed away on May 4, 2022 from a long, and rare debilitating illness. He left behind Fawn, his beloved wife of 55 years, his only daughter, Deanna and her husband Richard, and two grandchildren, Breanna and Jackson. Dean and Fawn found each other at a very young age. They first went steady when she was 12 and he was 13. They married in their early twenties after Dean had graduated from Stanislaus State University. He worked for many years as an electrician, and Fawn worked as a beautician for about 60 years in Montclair, California. For about 40 years, their family home has been in Orinda.



Besides his family, Dean enjoyed the beauty and challenge of nature and the out-of-doors. He loved to ski, backpack, snow shoe, and found challenging household "fixit" jobs. However, what tugged on his heart was driving his collection of great cars. He had a '58, Grey and Burgundy Roadster; a '55 Drophead 4-seater that is now in the LaMar Collection, a '67 4-seater now owned by Grant Larson, a Lotus, an early 911 Porsche, an 80's Corvette, and many Triumphs TR3-4s.

He and Fawn took many world trips as their daughter Deanna works for Delta airlines. These trips provided memories of excitement and adventure. They found themselves on the European continent, England, Australia, South America and literally anywhere in the world space was available.



Dean and I were roommates in college. I had an old Morgan and he had a TR-2. We were the original homeless guys camping on the corner of the campus to save rent. Girls weren't very impressed and were reluctant to visit our "home."

Dean participated many times at Flog Mog events as my passenger, and although for many years he did not have a running Morgan, he still became great friends with many of the Flog Mog group. From this, Dean's Thursday Lunch group was formed. I was the minister at his wedding and his daughter's wedding. We took trips together and we had a life-long brotherhood.

He handled his disease with such dignity and never complained. He left all that knew him with an image of strength, never whining about what life handed him. He was deeply grateful for the experience of life and those who loved him. He will be deeply missed by all.

Addendum to 2022 Membership Roster

Submitted by: Bob Koupal



*The following names and information are additions or corrections to the current **Northern California Morgan Sports Car Roster**. Please place this flyer with your current 2022 Roster. Thank you*

Additions or corrections are as follows:

Martin, Rip
Box 3067
Grass Valley, CA 95954
775-997-9601 (cell)
directormartini@gmail.com

Bard, Katherine
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Los Angeles, CA 90077
310-474-6494 (home)
310-508-6587 (cell)
moggie_queen@yahoo.com

Solow, Greg & Tangie
125 Front Street
Santa Cruz, CA 95060
831-427-1712 (home)
831-247-3968 (cell)
gregmogdoc@surfnetausa.com

Cibit, Joe & Cathy
1849 Narragansett Court
San Diego, CA 92107
619-224-6310 (home)
619-944-8516 (cell)
cibit@cox.net

Snyder, Skip & Sandra
PO Box 1973
Colfax, CA 95713
510-507-6001 (cell)
skipstrip@aol.com

Pollock, Ambrose & Michelle
26550 Rancho San Carlos Road
Carmel, CA 93923
831-521-8394 (cell-Ambrose)
831-521-8525 (cell-Michelle)
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michelle.pollock@mac.com (Michelle)

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2053 Pleasant Hill Road
Sebastopol, CA 74572-4947
646-456-3356
stevewax@gmail.com

The Super 3 Morgan

By Larry Ayers
(Reprint from March-April issue)

Three cylinders plus three wheels
The Morgan Factory has the deals
Super 3 it's called right now
Strong enough to pull a plow

Ford Dragon now with 3 pistons
Part of the new Morgan systems
118 BHP 130 miles per hour
Speed driving will not sour

With black or polished exhaust
Trusting neither one won't rust
Tail pipes in steel or ceramic
Pick one that looks dynamic

Deposit money and you'll see
Body not made from a tree
Still with five forward speeds
Ample horses for your needs

The choice of colors you agree
Puts you on a spending spree
With either dollars or pounds
Your limit will find its bounds

What color will you choose
Bright red like a caboose
Or perhaps a shade of grey
As the sky on a cloudy day

Comfy seats of typhoon leather
Nothing for you could be better
Check those dials on the dash
Fasten seat belts within a flash

Analog gauges are all digital now
You'll adjust to them somehow
Aero aviation looks so very cool
The modern trend now the rule

Six steering wheels to choose
With any one you can't lose
Interior textiles with a pattern
They won't glow with a lantern

What about those heated seats
Cold days it most surely beats
Hoist your luggage on the side
Staying in place for the ride

Twin hoops featured on the back
Shortened height they do lack
Will they protect you in a crash
Or your body shall they mash

Accessory rails and cargo nets
Securely fastened place your bets
Panniers and sideblades also here
Not for carrying all of your beer

You fancy a neat dress up decal kit
Will your partner approve this bit
Or will you have to make amends
So you both can still be friends

Those clear or yellow tinted screens
Either one will fulfill your dreams
Those insect splatters won't suit
And no window washers to boot

Who needs wipers in the open air
Begin your travel without a care
Select your wheels in silver or black
And don't allow tubes to go slack

Choose LED or halogen light
Either should be quite bright
Keeping your eyes on the road
Puts you in the correct mode

Just hit the road show your pride
High mileage is nothing to hide
Merrily as you roll right along
Humming a select Morgan song

Be safe out there.

Larry Ayers, redmorganracing@earthink.net

Artwork by Tcherek





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THREE WHEELER – Order yours today as US vehicles soon to begin production

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1934 Morgan MX4 SUPER – Matchless water-cooled engine, modified with foot pedal gas feed, dash mounted choke and spark advance // **SIGNIFICANT PRICE REDUCTION**

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 2019 Morgan 3.7 LITER

ROADSTER – 6 speed, Rolls Royce Velvet Green // **172 MILES!**

2019 Morgan Plus Four – Polished aluminum with BRG wings // **0.85K MILES!**

2019 Morgan Plus Four – Red/Black // **NEWLY ARRIVED!**

2005 Morgan AERO 8 – Connaught Green / Harvest Moon Beige // **4.4-LITER BMW**



ANNIVERSARY EDITIONS

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

2003 Morgan Plus 8 – Royal Ivory, Mulberry Leather // **18K MILES!**

1984 Morgan Plus 8 Isis TURBO CONVERSION – Special Corsa Red/Cinnamon leather, Propane-powered car // **HUGE PRICE REDUCTION**



1967 Morgan Plus 4 LOW BODY – Burgandy body/Black wings, Black vinyl // **BEAUTIFUL DRIVING EXAMPLE!**

1963 Morgan Plus 4 SUPERSPORT – Dark Blue, Black leather, Black 72 spoke wire wheels // **LEGENDARY RACING RECORD!**

1958 Morgan Plus 4 – Two tone Blue, Black interior // **100% COMPLETE + RELATIVELY RUST FREE**

1954 Morgan Plus 4 – Yellow, Black interior, interim-cowl example // **RIGHT-HAND-DRIVE**

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