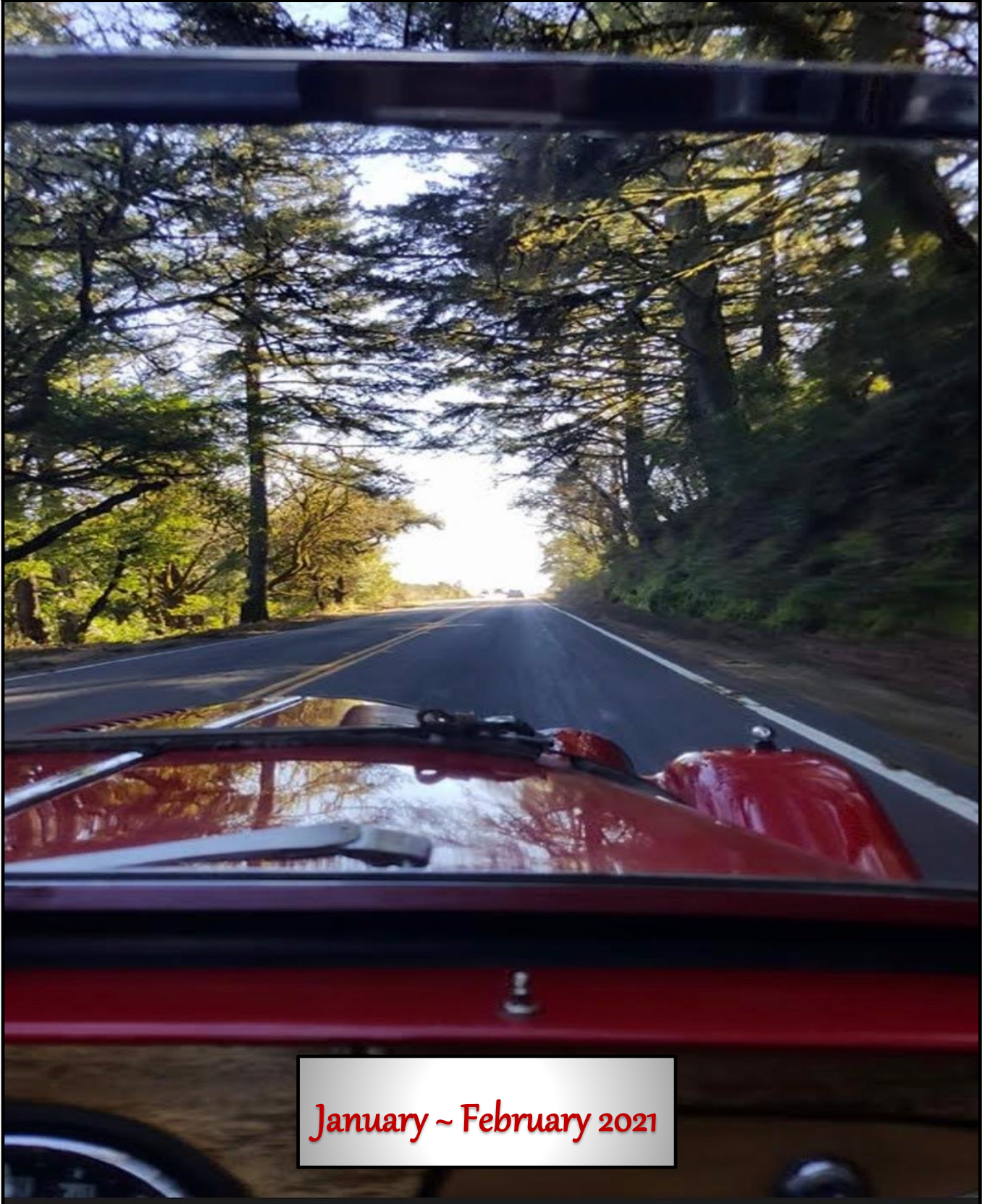




The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California



January ~ February 2021



Club Officers 2021

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

Board of Directors ~

Pres/VP/Secty/Treas plus Wendell
 Bain, Tcherek Kamstra, George
 Tollworthy

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

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

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

Historian ~ Larry Ayers
 707-554-1787

Morgazette

Editor & Advertising ~
Design & Production ~
 Donna Dell'Ario
 Fred & Ann Thompson
 650-593-1992

Call Fred & Ann Thompson

Club website

www.NorcalMog.com

Tcherek Kamstra



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

The Morgan Sports Car Club of Northern California (MSCCNC) exists to support and further the appreciation of Morgan motoring and the Related activities of its' members in good standing. We welcome any and all original or reprint articles and/or photos labeled with the following information:

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

The **DEADLINE** for receiving ads, photos, and articles for our next issue is **March 29, 2021**.

The Morgazette is now available in a digital format as a web .pdf. Contact the editor, or see the club website.

The Morgazette

is the newsletter of the MSCCNC. It is published 6 times a year and it mailed free to members in good standing. We welcome any and all original or reprint articles and/or photos labeled with the following information:

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Photos ~ please note: All photos in the Morgazette are used with the permission of the photographers. Any re-use must acquire new permission.

Membership News

Lorie Canaparo Rueppel and Todd Rueppel
 P.O. Box 1377

Oakdale, CA 95361

209-613-4813

Cell: 209-613-4813

Second cell: 209-613-3481

Email: 4x4xfar88@gmail.com

Second email: dogonranch@gmail.com

Cream/burgundy '63 +4

~

Doug and Lilo Barofsky

69440 Crooked Horseshoe Road

Sister, OR 97759

Cell: 541-760-2480

Second cell: 541-760-8100

Email: aborofsky@me.com

Silver/Black '62 +4 Super Sport, Chassis: 4996

Cover Story

Fred Thompson in his '63 Morgan +4 travels up Highway 35.



Notes from the Activities Director

Angie Larson

It has been difficult to plan events, but as the virus clears away and we see that it is safe to venture out again, we hope to reintroduce some of the fantastic events that were cancelled.

In the meantime, we just need to be inventive and supportive of the ideas presented as alternatives to in person meetings or get together. I cannot emphasize enough how much we would love to see you on Zoom, how much we would appreciate your ideas for distance events, and how much we count on hearing from you about some of the proposed distance activities. We all know that meeting over Zoom is not ideal, but it is a way to see each other's faces, say hello, hear how you are coping with this Pandemic and share ideas. Thanks for those of you who have been participating, it has been encouraging.



Please let Activities Director, Angie Larson, know if you would like to host or promote an event. Angie's information is on page 2.

January Saturday 16, <u>Annual Club Meeting</u> via Zoom	July Friday 9-11, Mog West Sunday 18, <u>Hillsborough Concours D'Elegance</u> Registration now open at: registration@hillsboroughconcours.org
February Wednesday the 17 th <u>Aquarian Birthday Party</u> via Zoom (see email for information)	August Friday 13 th <u>Morgan Club Party</u> at Loren & Annette Steck (if possible) Aug. 12,13,14,15 Rolex Monterey Historic Week
March Open for suggestions	September Open for suggestions
April TBD – <u>Spring Mog</u> hosted by Bob Panero	October Sunday 17-20 <u>Finding Fault at the Pinnacles</u> Ellen Jo Baron will keep us posted on the evitability of this event.
May Open for suggestions	November Open for suggestions
June Open for suggestions	December Sunday Dec. 5, <u>Morgan Club Christmas Party</u> , contact Elaine Fisher for information. Email on page 2.



Minutes of MSCNC Board Meeting

January 15, 2021 ~ Recorded by Ann Thompson for Lexa Most

The Morgan Club of Northern California met via Zoom on Saturday January 16, 2021. There were about 25 members in attendance including: Paul Marchant, Elaine Fisher, Martin Meiger, Wendel Bain, George Tollworthy, Angie Larsen, Grant Larson, Bob Panero, Bob Koupal, Larry Ayers, Fred Thompson, Ann Thompson, Donna Dell'Ario, David White, Phil Fisher, Barbara Burks, John Burks, Jim Taylor, Ellen Jo Baron, Don Henry, Joyce Hamilton, Doug Hamilton, Stuart Silipec, and Chris Hall

President, Paul Marchant called the meeting to order about 4:10 P.M. The minutes of the last Club Zoom meeting were approved. Paul then asked for the Treasurer's report.

Martin Mieger presented the Treasurer's report stating that the club's bank balance was \$8,734. There are still a few members who have not paid their dues for 2021. He will send a copy of the full report to the Morgazette editors for publication.

The next item of business was the announcement of the Election Results. The results are:

President: Paul Marchant

Vice-President: Elaine Fisher

Secretary: Lexa Most

Treasurer: Martin Mieger

Board Members: Wendell Bain, Tcherek Kamstra, George Tollworthy.

Bob Koupal turned the discussion to Membership Dues which were payable on December 31, 2020. Many members (110 of 160) have paid their dues, but there is a small list of unpaid memberships. Bob stated that he would contact the members with an outstanding balance. He reminded the group that the membership fees have been increased to \$45.00 per year. The increase was necessary to help cover the cost of printing and mailing the Morgazette.

The discussion moved on and began to cover possible Morgan Club activities for the 2021 year.

Marty Mieger suggested a Zoom Event in February which he titled "**Aquarian Exploding Birthday Cake**" for all Aquarians in the Club. This Zoom gathering will include evening cocktails at 5:30 P.M. on Tuesday, February 16th. All members are invited.

Marty also suggested a **Progressive Garden Party** insisting it be called **UPS & Downs**. This sequence of garden parties is scheduled for May 30th.

Bob Panero provided information about the Spring MOG, as a trip to Ashland, Oregon in April, weather permitting, up the coast on Highway 1, to 395 and back to Quincy *Mog West is scheduled for the 2nd weekend of July, or September/October after school starts.* Larry Ayers stated that he would be in charge of "the darts." Paul will look into this September alternative with the So. CA Club

Oyster Run has not been planned because of the pandemic.

Minutes of MSCNC Board Meeting, *continued*

January 15, 2021 ~ Recorded by Ann Thompson for Lexa Most

Ellen Jo Baron reminded everyone about the event called "Finding Fault-Rocky Horror," a three-to-four-day event in October.

The Club Holiday Party is scheduled for December 5, 2021.

Scheduling Events: All other events have been put on hold. Marty stated that from a legal stand point we are all under a "Stay at Home Order" and the club could have insurance ramifications if we do not follow this order. He will call a lawyer to clarify. Paul Marchant stated that all events should be put on hold, and that no summer events should be scheduled. John Burks suggested that after everyone has had their series of COVID vaccines another meeting to plan events should be held.

In other business, Angie Larsen invited anyone in the club who wishes to share or host a possible club event to contact her.

Donna Dell'Ario suggested a tribute to long time Morgan owner and member Bob Smith. Angie Larson then proposed that our chapter send a contribution to a charity chosen by the Smith family. Elaine Fisher motioned that \$100 be given to the charity and Angie Larson seconded the motion. The motion to give \$100 to the Smith Family was carried.

Moving onto a new topic, Fred Thompson, Morgazette editor, asked those in attendance to contribute articles and/or pictures of past or current Morgan activities. These articles and photos are important to help stimulate interest among current members to generate their own new articles about their trips, repairs, funny stories, and friendships, just to name a few topics. Since there have not been any club sponsored new activities because of the COVID-19 epidemic, to create an interesting Morgazette for the upcoming months the editors need the creative minds of ALL club members. The following are simply a suggestion of four categories members use as a starting point for creative stories:

Me and My Morgan, The Morgan Garage, Letters to the Editor, and Club Archives.

Fred will prepare a memorandum about this subject and asked Angie Larsen to send it out to all club members. Remember, a story that is old to you, may be a new spark that lights up another person's day.

Other Morgazette article suggestions included:

- "The Nicest Trip I've Ever Taken" and Archival Items (Larry Ayers)
- *Car and Driver* Morgan Articles (John Burks)
- "Per War Article" (Dick Tuttle)
- "Short Trip Adventures" (Chris Hall)

Elaine Fisher asked if there was any additional business and reminded everyone to come to the "Exploding Birthday Party."

The meeting was adjourned by Paul Marchant at 5:15 P.M. The motion to close the assembly passed.

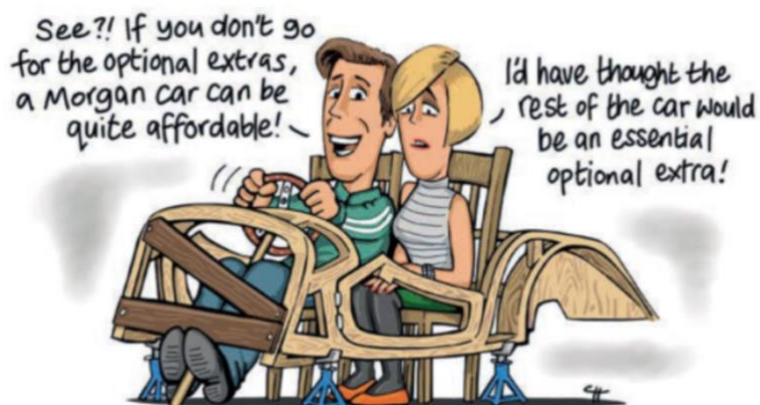
Treasurer's Report

Martin Meiger



For 2020 we had a starting reserve of \$6065, We took in \$5830 and spent \$8734. The expenses exceeded the income by \$2803. This was paid from reserves leaving \$3262 in reserve. The ending bank balance was \$3262 which is the reserve. So far, we have received \$5210 in dues. This means that as of this date the club has \$8471 In the bank. We also have \$1300 in unutilized deposits paid before the virus shut down our activities. Numbers may vary due to rounding off fractions of a dollar. Bob Koupal the registrar informs the club that he has a few more checks, but membership numbers have decreased.

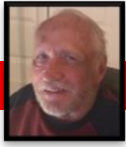
Respectfully submitted Martin Mieger treasurer.



Your Morgan Club Dues are not optional! If you have already paid, thank you. If not, please submit your due as soon as possible.

We've got to keep the presses running.
The Morgazette staff thanks you!





Prez Sez

Paul Marchant

The passing of Bob Schmidt is certainly the end of another era in the Morgan World. Bob will surely be missed.

Not much to report, since obviously nothing much is happening in the Morgan Club driving world. The light is at the end of the tunnel, so get ready. No excuses coming Morgan event time. You know the drill, be sure to check air, oil, and brake fluid.

Stay safe and see you soon!

From the Editors

Fred and Ann Thompson



Since I have had time to accomplished almost all items on my Morgan to do list, I am in the process of, as John Burks says, “waxing my frame.” My little red car has spent too much time huddling under the car cover in my garage. I’m hoping that as things improve on the COVID-19 front, and we have a shot or two in the arm, we will feel safe to venture out as a group again. Angie has provided a schedule of events, but as you can see, there remains plenty of room for your ideas. Many members have taken and written up individual or “Morgan Bubble” trips, and we encourage you to do the same. The following is an example of a short run I took on a brisk winter afternoon. I took “Little Red” out to make sure all the tinkering I had done, did not result in any unforeseen consequences. She started right up and we headed off to the hills. As the photo shows, it was a beautiful day. The San Andreas Lakes, the costal hills, and the clear blue sky were spectacular. A short jaunt up Highway 92 lead us to Canada Road, and off we went following the gentle lake shoreline toward Woodside. There we picked up Whiskey Hill Road to Sand Hill and made a right up Old La Honda Road which is a great road for driving a Morgan. There are lots of steep turns and single way passage. The road ends at Skyline and a right turn took us down the hill to Alice’s Restaurant. Then I took a right turn down on to Highway 84, one of my favorite roads on the Peninsula. The road, which was subject to one lane and stoplight controlled, is now repaired and opened with a lane in both directions. The entire round trip from Belmont and back took just over an hour. All my tinkering around my 58-year-old friend has paid off. “Little Red” ran just fine.



If you or your “Morgan Bubble” do take any trips, please let us know. We are all looking for ways to share our Morgan adventures. Take the Morgan out, take a photo and write up a line or two and we will print it. This is an excellent way to keep us all connected.

Until we can venture out as a group again, you can always start “waxing your frame.”

New Year's Day Run 2021

Two Perspectives on the Same Run

Story and photos by Wendell Bain and Paul Cowley

We weren't sure if this run was going to be on or not. However, the weather forecast was scheduled to be clear and chilly so we decided the run was on. Paul Cowley and a friend of his from Windsor, Martyn Lewis, and I met at Peet's Coffee in Cotati at 10 AM.

It was 44° at my house just before I left. Paul was driving his 61 Daimler SP 250 Dart and Martyn (yes that's how he spells it, British you know) in a 70 Lotus Elan +2. I was the only one in a Morgan. We practiced social distancing and wearing masks but opted not to get coffee and hit the road heading toward Sebastopol.



We turned left on Stony Point Road and right on Roblar and out to the Petaluma Valley Ford Road. Nice roads since they repaved Roblar which used to have lots of potholes and patches. Just past the town of Valley Ford, we turned off Hwy 1 on Freestone Valley Ford Road. We then picked up Bodega Highway and then into Freestone on Bohemian Highway. We followed that into Occidental. Here we had a brief stop to stretch our legs at the Union Hotel before continuing on Coleman Valley Road. The Union Hotel has added a large covered area with outdoor seating and gas heaters but now used only for take-out orders. Coleman Valley Road is a very scenic road, but it is in rather bad condition. I was sure I had at least one loose filling after the Coleman Valley Road bouncing, but apparently not. Paul said his Daimler bottomed out in a couple of places as well. We picked up Highway 1 and went south toward Bodega Bay. It was now beginning to warm up and the sun was making an appearance. At the north end of Bodega Bay, we turned onto Bay Flat Road and passed Spud Point, and then on to Bodega Head. It was quite crowded when we arrived at Bodega Head, with some people wearing masks but not maintaining a safe distance. We decided it was time to head back north on Highway 1 and find a less crowded area. I think that area was called Portuguese Beach. Only a few cars were present, and the lot overlooked the ocean. Here we decided it was time for a proper pint. Everyone brought a supply. Martyn even had a very nice home brewed ale. After about half an hour, Paul and Martyn were going to go further north, but I needed to get back, so I turned south down Highway 1 and headed for the barn. It was starting to get chilly again, but it was a beautiful day.

Let's hope our outing is indicative of the future and we can get these cars out again.

New Year's Day Impromptu - "Let's just get some fresh air"

Brit Car Runabout

Story and photos by Wendell Bain and Paul Cowley

With all the car runs cancelled due to COVID-19 restrictions, Paul Cowley, Wendell Bain, and Martyn Lewis decided to have a small totally informal run out to Bodega Head on New Year's Day. We started in the parking lot of Peet's Coffee in Cotati. Paul chose to drive his 1961 Daimler SP250, Wendell his well-known British Racing Green 1959 Morgan, and Martyn his 1970 Lotus Elan plus 2. The weather was clear but brisk. We started out with 15 minutes of tire kicking, and general chit chat, masks and distancing faithfully observed. We set off and headed over to Roblar Road, one of our favorites via Stoney Point Road. All the cars ran well, funny how they love the colder weather.

The Daimler has a great V8 engine, 4-wheel disc braking, however, its cornering and steering are from a different era. Wendell's Morgan ran well, and we all know how an old Morgan jars and slips its way around. Martyn's Lotus has a much better ride and cornering, so overall, 3 very different cars but all very enjoyable in different ways.

We meandered over to Highway 1, took the road out to Occidental where we stopped to regroup, natter and talk cars. None of us had been on Coleman Valley Road for years. Wendell didn't remember it, but we continued none the less. By the end, Wendell proclaimed he would not go on it for another 20 years! It was bumpy potholed and jarring - perfect!

We stopped very briefly at the Bodega Head, but it was a zoo, so we settled on a parking lot a couple of miles north that was quiet and had great views over the ocean. We opened a beer each to celebrate the new and hopefully better 2021!

We split at that point, but Paul and Martyn continued up the coast to Jenner and then took Highway 116 back to River Road, and then back to our respective homes. Ironically, we were held up most of the way by a modern 911 Porsche that insisted on driving at 35 miles per hour - go figure!

Here is to 2021 and many more either full Morgan events or just private drives around in our favorite old cars.

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(Continued on page 12)





Meet Demelza

Story by: John Grossoto

Jan and I have not named a car in over 50 years. When we met in 1970, Jan had named her 1967 VW 'Gerhart' and I named my 1959 V Panel Van 'Joe' as he was a service truck for Joe's Washing Machine Service. So, we decided our New Morgan deserved a name and felt a feminine name was appropriate. We chose Demelza which is the name of a hamlet in Cornwall and was adopted as a given name by Winston Graham for the name of the redhead beauty in his Poldark series of novels from 1945.



All Morgans have a story and Demelza has one for sure. Last November, when I returned from a race, I told Jan I was retiring and selling my race car. The first thing she said was, 'I have waited long enough for you to get our 4/4 back on the road for rallies and I want a New Morgan'. I knew John Burks had just ordered a new Roadster and we set our sights on ordering a new one too.



In December we met with Bill and Tcherek and started the order process and in January placed our order for a 'new' replica of a 1965 Morgan 4/4 albeit with enlarged body and chassis about the size of an early Plus 8. The Roadster has a 4-cylinder option, but we chose the 6-cylinder version. It is equipped with an all-alloy Ford V6, 3.7 liters. It tops 280hp with a 4 valve twin cam head. The engine is mated to a Getrag 6 speed synchro gearbox. The top 2 gears have overdrive ratios, so cruising speeds are done at low rpms.

Jan picked out the colors, a deep Burgundy exterior paint with a Biscuit leather interior. In lieu of full bumpers, we ordered mohair instead of vinyl bumperettes, (not my vote), Motolita steering wheel, power steering, stainless steel wire wheels, air conditioning and yes even heated seats.



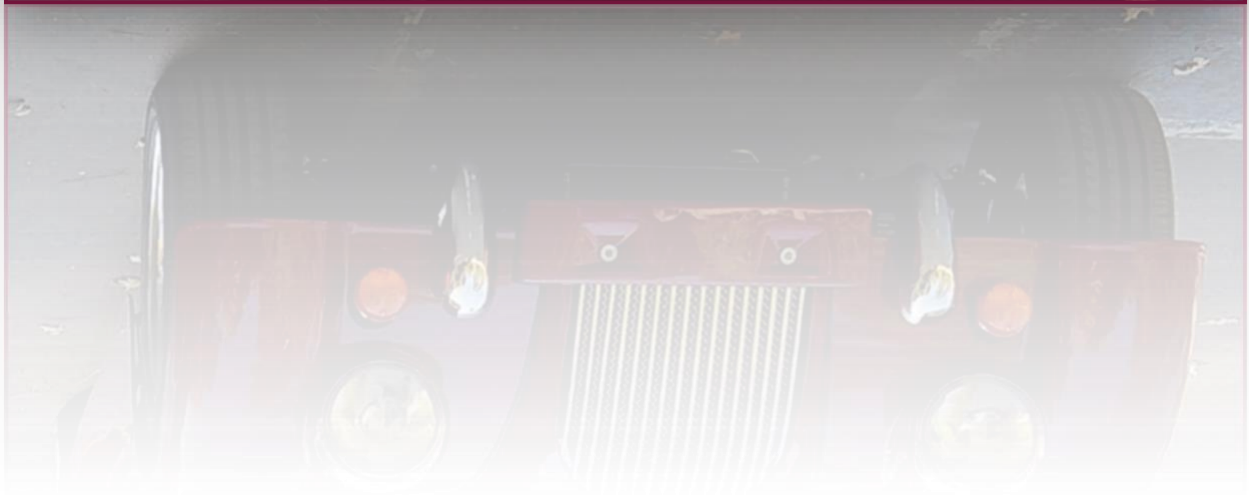
We were excited when we got a notice from the factory that construction had started on March 9th but our hopes for a spring delivery were dashed when we heard the factory had closed 2 weeks later due to COVID. When it was completed it sat at the factory until 2 other cars could be finished and shipped in the same cargo container to Morgan Spares in NY. There the powertrain would be installed and prepared for delivery. Then another delay in getting an Intercity Lines truck to deliver Demelza to us. She finally arrived September 8th and we were there to watch it come out of the truck. It took our breath away. It was perfect in every way. The fit and finish are like no other older Morgan I have ever seen. The ride quality is improved keeping in mind it still has the sliding pillar front suspension. We have joined several club rallies. The last one was a trip to Yosemite Valley with the Fishers in their Plus 8. Our original plan was to run the 25th Flogmog Anniversary Tour but it was

Meet Demelza *(continued)*

Story by: John Grosseto

another victim of COVID. Our hope is once again be a part of the Morgan Club rallies, including the Spring and Fall Mogs. You can also expect a repeat of the much acclaimed 'Lunch with A Wop' Tour when restaurants are once again part of our lives.

Jan and I hope our Morgan friends stay safe, stay healthy, and then let's have some real fun soon



(Continued from page 9)

the ocean. We opened a beer each to celebrate the new and hopefully better 2021!

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Here is to 2021 and many more either full Morgan events or just private drives around in our favorite old cars.



Singleton Morgan Wine Trip

Story by Phillip and Elaine Fisher

Philip and Elaine Fisher took a day out from their home in Walnut Creek, Bay Area, to drive up to Calistoga to pick up the first case of Cab from Otra Vez Winery for the Northern CA Holiday Party in December.

It was a beautiful day although chilly. It was sad to see all the burn areas between St. Helena and Calistoga. We enjoyed a picnic at the Bothe-Napa Valley State Park.



New Morgan Plus 4 Super Sports Badge

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

morgancarbadges.com

BUY • SELL • TRADE • CREATE

Clovis Roundup

March 27 - 28, 2021

You are invited to enter your BRITISH car of any vintage, marque or condition in the 2021 Clovis British Auto Roundup. This, our 17th annual show, has a great blend of things to do and see! We kick off the show weekend on Saturday morning with a group rally tour on some twisty foothill roads. Sunday morning brings a great display of British cars and exploring vibrant Old Town Clovis, California. The spring "Clovis Antique Fair" will be just north of our car show. Explore the antique shops and get lunch at an Old Town restaurant. "Entrants Choice" show winners will receive very nice awards and any entrant can drive away with some super raffle prizes. Enter today!

The members of the Valley British Auto Club sincerely thank you for your continued support of and participation in, our 2021 Clovis British Auto Roundup.

LAST DAY TO REGISTER is Thursday, March 25th, 2021

Registration cannot be guaranteed after March 25 deadline.

2021 Schedule of Activities – (subject to change)

Saturday – Group Rally Day

8:30 AM: Meet at Best Western Clovis Cole Hotel (415 N. Clovis Ave at 4th Street) for group rally tour in the Sierra foothills.

NOON: "No Host" Rally Lunch at Bobby Salazar's Mexican Restaurant, (434 N. Clovis Avenue at 4th Street.) across the street from Best Western Clovis Cole Hotel.

Sunday – Show Day

9:00 AM – 10:00 AM: Please arrive for registration & parking assignments at Bullard Ave. & Woodworth Ave.

10:00 AM – 2:00 PM: Car viewing, Antique Fair & Old Town Clovis exploring, Hand Crank contest. Don't forget to fill out your participants car choice ballots and turn it in by 1:00 PM.

2:00 PM – 3:00 PM: Oil Spot Contest & People's Choice Class awards presentations

3:00 PM: Close of Show for 2021. See you next year!

Event Coordinator: Warren Prouty 559.363.4201

Registration Coordinator: Tammy Weber 559.977.5701

Area Accommodations

Fairfield Inn – 50 N. Clovis Ave., 559.323.8080

Clovis Cole Hotel – 402 Clovis Ave., 559.299.1547

Comfort Suites – 143 Clovis Ave., 559.299.9992



Replica Information signed January 15, 2021

Story by Stuart Gosswein

I am pleased to report that NHTSA has completed the final replica car rule. It was signed on Jan. 15th and made public today:

https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/replica_vehicles_final_rule_01192021.pdf

The regulation does not take effect until it is officially published in the Federal Register. That could occur tomorrow or in the near future. I will let you know when that occurs and send the link.

We have had a chance to review the rule and believe it has addressed the issues raised by SEMA in comments on the proposed rule. Below is a quick summary of the issues. As you have a chance to review the rule, please let me know if you have any comments or questions. SEMA will be sending out the attached press release today.

Feel free to contact me if you have any immediate questions/comments.

Thank you, Stuart Gosswein

Sr. Director, Federal Government Affairs
Specialty Equipment Market Association (SEMA)
1317 F Street, NW, Suite 500, Washington, DC 20004
(202) 777-1220
stuartg@sema.org



PERFORMANCE TO SURPRISE

No matter how fast you're going, or what gear you're in, the acceleration of the all-new Morgan Plus Four is effortless. The outstanding performance is thanks to the car's exceptionally low weight – from just 1007 kg dry – and its BMW 2.0-litre four-cylinder TwinPower Turbo engine, which produces 255 bhp and up to 295 lb ft of torque.

In the automatic variant, 0-62 mph takes just 4.8 seconds (manual model: 5.2 seconds), and the acceleration doesn't stop until the car reaches its top speed of 149 mph. In fact, performance of the all-new Plus Four is on par – if not exceeds, in the real world – that of the 3.7-litre Morgan V6 Roadster.

A further focus during the development of the car was optimising its efficiency. Incredibly, its fuel economy remains similar, and CO2 output is significantly lower, than the outgoing model, despite a 65% increase in power and torque.

THE LATEST BMW POWERTRAIN

Continuing Morgan's successful two-decade partnership with BMW, the Plus Six features the latest generation BMW Turbo six-cylinder inline engine. This delivers 335 bhp, 369 lb ft of torque, and enables the Plus Six to travel from 0-62mph in just 4.2 seconds.

The use of BMW's latest powertrain technology not only delivers a more exhilarating, high performance sports car, it also provides gains in terms of fuel consumption and a overall cleaner engine.

An emissions figure of 180 g/km and a combined economy of 34 mpg establishes the Plus Six as one of the most fuel-efficient vehicles within the Morgan range.

Replica Information signed January 15, 2021 (continued)

Story by Stuart Gosswein

Major issues addressed in NHTSA final replica car rule

Size: NHTSA adopted a size definition consistent with that adopted by the California Air Resources Board whereby the length, width, and height of the replica motor vehicle may vary +/- 10 percent from the original motor vehicle dimensions. It may also exceed that number for a warranted need such as incorporating an extra safety feature.

Definition of "Resemble": The agency recognizes that the law's permits the sale of vehicles that resemble a vehicle that is least 25 years old but is not an exact reproduction. NHTSA will take an individualized approach when determining that a replica car sufficiently resembles the overall appearance of the original vehicle, noting that there is a difference between the term "resemble" versus merely "inspired" by an older vehicle, or it "reminds" the public of past automotive heritage.

Term "Body": When applying the term "body" to replica cars, the agency will only be referring to the outside appearance of the vehicle. The term will not apply to the interior portions of the vehicle.

Intellectual Property (IP): Replica car manufacturers must certify that they own or have a license for the IP associated with the vehicle. However, the manufacturer is not required to submit documentation. NHTSA agreed that if there are any disputes, the U.S. Patent and Trademark Office or federal courts are a more proper venue for resolving the dispute.

Multistage manufacturing: In addition to replica car companies being the sole fabricator of the vehicle, NHTSA will allow replica cars to be produced in two or more stages. Under this scenario, the replica car manufacturer is the final stage manufacturer and responsible for instructing the incomplete vehicle manufacturer to assign a replica car VIN. (VINs are assigned by SAE and there will now be a unique replica car manufacturer VIN that will assist NHTSA in monitoring the replica car inventory.)

Registration: NHTSA has streamlined the regulatory text to clarify how the agency will process registrations and confirmed that registrations are "deemed approved" if processing has not been completed by the agency (unless additional time is necessary for incomplete registrations). NHTSA retains the authority to revoke a registration at any time if the manufacturer has failed to comply with the rules.

Equipment: NHTSA will permit manufacturers to comply with the replacement equipment provisions contained in the lighting and glazing standards (FMVSS Nos. 108 and 205), which allows manufacturers to comply with the standards in effect for the original equipment being replaced. If installing seat belts with retractors, they must comply with the current FMVSS No. 209 for seat belt assemblies. (NHTSA assumes that most replica vehicle manufacturers will provide three-point seat belts voluntarily or, at minimum, a lap belt.)

Preemption: The rule preempts any State safety standards for replica vehicles.

* Due to United States government regulations that require that each engine must be certified yearly, these vehicles will not be sold in the U.S. for at least a year or longer.

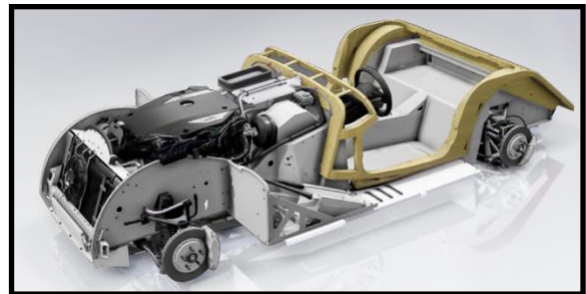


Figure 1- New chassis for +4 & +6 Morgans

Photos and write up from Morgan-Motor.com. Used with permission.

A tribute to my beloved father, friend, and a fellow Morganeer

"The Last Drive"

Story by Robert S. Schmidt

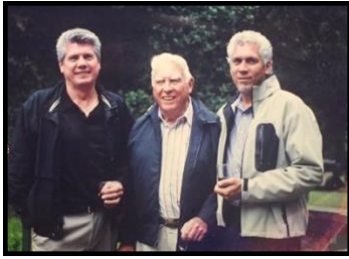
Dear Morganeers: It is with deep sadness that I write to let you know that my dad, Robert "Bob" Stanton Schmidt died of Covid-19 on December 2, 2020. Many of you will recall that Bob contracted Polio as a child before there was a vaccine. It is pretty ironic that another deadly virus is what took him out at the ripe old age of 98+. I wanted to share with you just how much the Morgan Club, and fraternity of Morganeers meant to my father "Bob" and mother "Sunny," and my family over Dad's lifetime. Dad was always a "car guy". During the depression, his father worked for one of the big tire manufacturers, BF Goodrich. Depression or not, the country needed tires and the family made it through the depression because of cars. I think that helped shaped Dad's love for anything automotive.



When he was 15, he put together a Model T Roadster from parts that ended up looking like a Stutz Bear Cat, you know with the exposed barrel gas tank behind the seats. Back then, no one paid attention to safety codes. He drove that roadster to school every day, no driver's license, insurance or seat belts. My first car memories are of Dad taking us to dirt race tracks in California to watch the midget sprint cars. Dad owned some unique cars in his life like a Fiat Topolino, Fiat 600, Alpha Romeo Giulietta and a step nose GTV. Many British cars, Triumph TR 2, 3 and 4. Dad taught my brother Don and me how to drive a standard shift car in that old TR2 sitting on telephone books. I was about 9 years old at the time. Don't leave out the Spitfire, Alpine, Porsche 356 and a Renault Caravelle, throw in a Morris Minor into the mix just to name a few. You get the picture. But he came to love Morgans late in the game.

It was only after moving the family to the east coast, that the first Morgan got parked in the garage. We thought Dad had lost it all together, because the car was missing a wheel, it was made from wood and power was delivered to a single tire by a chain. Dad fell in love. This Morgan came into the family like an orphan at a time when the America Car Industry was creating muscle cars. Dad felt that Morgan cars were more authentic to the true motoring experience and the characters that drove them were also authentic. My dad was an original authentic character, I am sure most of you would agree. What better way to work with wood and on cars at the same time? He owned many more Morgans as time went on and collaborated on several Morgan restoration projects throughout the years, supporting others love for this vehicle. Dad started with a very early 3 wheeled four-seater. Not knowing at the time, he then purchased an extraordinary 1938 Morgan factory works prototype that was left in boxes and baskets. He began restoring it once he retired and then discovered its providence. Because of the vehicle's uniqueness, Dad was invited to show the car at Pebble Beach Concours d'Elegance. This gave him bragging rights for the rest of his life. Dad owned a 1963 Plus 4, coffee and cream color 4-seater. Next, Dad went all in on a brand new 1980 Plus 8, converted to propane gas supplied through Bill Fink. I got to see that car being built at the Morgan factory while I lived in London. Dad and I owned and raced a 1958 Plus 4 Morgan, making many track memories. It is hard to believe that he started racing at the age of 83! Dad's last Morgan and restoration project was Steve Roake's 1950 4/4 (manufactured in 1949). Dad was able to own and finish its restoration after Steve's passing. The car was shown at the Carmel Mission and "On the Avenue" in Carmel. The car now resides with its new custodian in Santa Barbra. Bob was an integral part of the Northern California Morgan Club and its many events. He was President of the club more than a few times. He and Lynn Willburn created the MOGWEST gatherings. Who can forget the whisky and Haggis at the Willburn ranch after a long rally? Dad always enjoyed the

Morgan Christmas parties, especially when he got to be Santa. I secretly think it was because he was such a flirt and enjoyed the ladies sitting on his lap suggesting what they would love to have Santa bring them for Christmas. Once we decorated the '63 plus 4 Four-seater with Christmas lights for the party. Dad loved to welcome new members and considered the club a part of his family. He would bring my Mom to gatherings and extended the invitation to me and my daughter Paloma when we moved to California from London. The Pebble Beach Concours d'Elegance was always the highlight to his year. He loved looking at all the amazing cars, hanging out in the pits at Laguna Seca, and especially attending the Steck's Annual BBQs, where he would hold court and tell his car stories for the millionth time. In the meantime, I cooked his steak. Let me say that you were all his close friends, his community, his family. In the last 2 weeks of his life, in



the many window chats I was able to have with him while his assisted living facility was on Covid lockdown, he wanted me to start reaching out to all of you so that he might speak by phone. Fortunately, some of this happened. He also wanted me to track down the 1938 Morgan, I suspect so that he could inquire about purchasing it or at least making sure that it is in good hands. He was always looking at the car catalogs and dreaming about his next restoration project. I figure that is how he will be spending some of his time in heaven.

It is now the 3rd of December 2020. As I am packing up all his things over the last several days to distribute to friends and family members, he was always surrounded by photos of two things; 1) his family, and 2) his Morgan photos and memorabilia. That says an awful lot about his true passions. He was a great father and husband and we love and miss him dearly.

Condolences may be sent to 106 S. Lincoln Street, Fredericksburg, TX 78624. We are not planning a memorial until sometime in the future when the Covid pandemic is under control. In lieu of flowers, the family would love to have donations sent to **Fredericksburg Food Bank** to help families during the Covid-19 Pandemic.

Gotta Love that Bob!

Story by Dennis Glavis



One of my favorites shows as a kid was "Love that Bob", later it was called the Bob Cummings Show. Bob was a handsome guy, big white smile, always a joke or a story, always well attired and groomed. Basically, he was a guy you couldn't help but like and admire or share a joke with.

Bob Schmidt was the same kind of guy, always with a joke or a story. He had a big white pearly grin, a big laugh, and he was always ever so polite. As a Morgan Club workaholic, he was President several times, MOGWEST chairman many times, and always a Morgan event organizer.

He also became the Club Santa at the annual Club Christmas dinner party. Once he showed up at the Christmas Party with Pete in his '38 Flatrad 4/4 Four-Seater adorned in Christmas lights. This is the same car in which he began racing at the age of 83. A gentleman always, never one to complain, he made our life and our Clubs' that much better. When I last saw him at The Quail in 2019, he wanted to participate in Morgan events once again. He was approaching 100 then and living in Texas. He was as sharp and emotional as ever. It was wonderful to see him and listen to him. I hope he is now organizing events between the stars in one of his Morgans; the Plus 8, the prewar '38, or the '51 4/4 Flatrad. There's no stopping this man or his spirit. We were all so fortunate to know him and to share part of his life.

Pedal to the metal Bob, we miss you!

Remembrance

Story by John Burks

Tom Morgan raced against Peter Schmidt in vintage races for years. At a vintage race at Sears Point Raceway some years ago, Tom Broke a kingpin on his 1959 MGA. While the car was on the trailer, Bob Schmidt came to our pit and said, "We are looking for the base of a 1.75 -inch SU carburetor for my son's Morgan 4/4." Tom said, "instead of taking apart the carburetor and using some parts, why not take the whole carburetor and send it back to me after the race?" So that's what they did, Peter ran the race, and Bob UPS'd the carburetor back to us soon thereafter. Bob Schmitt raced his 38 4/4 at the 1999 Monterey historic's and Peter raced a plus 4 many times. I remember dicing with him many times. We were passing a Porsche 911 in the carousel at Sears on the inside and the 911 had front wheel in the air. Wish there was a photo!

Condolence

Story by Roger Shawyer

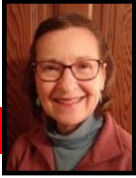
Please pass on my condolences to his family. Another fine man gone to the Morgan Parking lot in the sky. Kind regards.

Condolence Messages

Where to send your condolence messages

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Minutes of Emergency MSCCNC Board Meeting

February 24, 2021 ~ Recorded by Lexa Most

Present: President Paul Marchant; Vice President Elaine Fisher; Treasurer Martin Mieger; Secretary Lexa Most; Board members Wendell Bain and George Tollworthy. (Tcherek Kamstra unable to attend.) Members present: Larry Ayers; Activities chair Angie Larson; Grant Larson; Bob Panero; Morgazette editors Fred and Ann Thompson; Guest Dan Redmon (So Cal club member to discuss MogWest then signed off).

Dan reports So Cal club membership split approximately 1/3 yea, 1/3 nay, remainder undecided whether to proceed with MogWest this July. He has been in contact with Cambria Pines Lodge. Activities at Lodge on hold for now. MogWest can be cancelled or rescheduled to 2022 by June 1st. Lodge fully booked this fall. Choice is whether to proceed as scheduled July, 2021, or postpone to July, 2022. Event will be different from previous years for multiple reasons, not least of which is Covid-19. Unable to predict which Covid tier San Luis Obispo County will be in by July.

Discussion: How much would attendees be charged in order to meet the minimum dollar amount required by Cambria Pines Lodge? Would need approximately 80 attendees in total. Dan will find out dollar cost for Lodge. Larry offered to make up financial shortfall if needed to keep MogWest solvent. George states he would help also.

Fred asked about potential liability if club holds any sanctioned activity that violates Covid tier restrictions. Martin will ask resources within the club for guidance.

Martin gave brief financial report. As of this date, income is \$6335.00 + reserves of \$3261.85 for total of \$9596.85. Expense to date has been \$100.00. Cash on hand \$9496.85.

Dan requests poll of our club members to see how many people might consider attending. He will send tentative costs to Elaine. He reports trophies cost about \$1200.00 in 2019; Dennis Glavis will not be providing them this time. Paul states he has spoken with Tcherek who offered to order regalia if it is wanted.

Martin reports Sam Logan is traveling a lot, has said he may not be available to be No Cal club coordinator.

Discussion turned to Morgazette. Larry reported that Donna is in hospital, and is unable to continue Morgazette production. Tcherek has offered to take over production with the next issue. She will be in contact with Fred and Ann to discuss. Ann and Fred will both edit and produce the January/February edition of the Morgazette. Elaine and Paul will coordinate getting Donna's production resource binder to the Thompson's. Bob Koupal has stated he can provide mailing labels.

Deadline for submissions for the March-April Morgazette is March 29th. Without activities, other stories are needed to fill the pages. Members, please contribute any ideas or items of interest.

Elaine will call businesses that advertise in Morgazette to remind them payment is due for 2021. Members are not charged for advertisements related to Morgan cars, parts, etc.

All Zoom meeting participants send warmest wishes to Donna.

Meeting adjourned 8 p.m.



NEW 2021 Morgan 3 Wheeler Military Green, Quilted Caramel leather // FASHIONED AFTER THE 2010 GENEVA SHOW "RAF SPITFIRE" EDITION!

2012 Morgan THREE Wheeler Luna Grey Metallic special order, Poppy Red leather interior // SALE PENDING

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

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

ROADSTERS:

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

NEW 2019 Morgan Plus 4 110th Anniversary Works Edition, Silver White metallic pearl, Club Sport 200HP spec engine // GREATEST PLUS 4 EVER! 1 OF 2 USA BOUND

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

NEW 2018 Morgan Plus 4 Imola Red, Black leather, Black Wire Wheels, 4 cyl. 2.0-liter Rover // NEVER REGISTERED

1992 Morgan Plus 8 BRG/Tan leather // CONOURS WINNER

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



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

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

1963 Morgan Plus 4 Connaught Green, cost no object restoration of a standard Plus 4, true Pebble Beach quality restoration // INSTANT FUN OR CONOURS WINNER

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

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

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

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

OTHER MARQUES:

2021 Allard J2X MkIII Coming Soon!

2009 Aston Martin VIRAGE DROPHEAD Stunning!

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

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

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