

October • November 2007

(OIL) – (ZINC) = (DISASTER)

See Accordin' to Gordon,
page 5



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California



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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 and friends. Our common interests start with enthusiastic support of the Morgan sports car experience and extend to the friendship and camaraderie amongst all like-minded persons.

October • November 2007

Club Officers 2007

President Larry Ayers
(707) 554-1787

E-mail: redmorganracing@earthlink.net

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lismoregordon@sbcglobal.net

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Wendell Bain • Paul Cowley • Bob Sieling
Jim Taylor

New Membership
Audrey Haines (in transition)
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The Morgazette

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

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

The DEADLINES for receiving ads, photos and articles
December 5 (for December issue)

Classified ads placed by members will run one time. Please notify the editor if you wish to place the ad again.

Welcome

NEW MEMBERS

Randy & Ciny McAyeal
3988 Del Mar Avenue
Loomis, CA. 95650
Home: 916-660-0661; 916-920-3757

Gary & Maryanne Canapero
801 Kilcare Rd
Sunol, CA. 94586
Home: 925-862-2054

"Re-Uppers" (year to date)

John & Gladys Mc Naughton, Viggo Riddersholm,
Harry B Robinson Jr., Dick & Joanne Tuttle, Melvin Cohen,
Wayne C & Rebecca Carter,
Paul Marchant, Robert & Linda Frisbey, Phil & Andy Eisenberg
Tim Waller & Alice Gentry, Morgan & Anne Staines

Send new member info to:

Audrey Haines
3470 Kingmont Dr, Loomis, CA. 95650
916-652-5679
Audrey.haines@ncbb.net

The Morgazette Online
<http://morgancars.us/msccnc.html>

MCCNC Calendar of Events •2007

(*Club sponsored event)

OCTOBER, 2007

* **FRI-SAT-SUN Oct 19-21 - Fall Fun & Frolic (Octoberfest) + 12th Annual Variety Show.**

Dave/Audrey Haines. See sidebar this page.

Saturday/Sunday October 20-21.

British Sports Car weekend.

San Juan Batista. <http://www.autumnclassic.100mregistry.com>

NOVEMBER 2007

***SATURDAY, Nov. 3 - Turkey Trot**

Bob Schmidt: 510-792-4157. Flyer in October

DECEMBER 2007

SATURDAY, Dec. 1 - Plus 4 Club Christmas Dinner

(Southern Club) Beverly Hills. CA

***SATURDAY, Dec. 8 - Morgan Club Christmas Party**

Kathy Tollworthy. More to follow

***WEDNESDAY, Dec. 26 - Boxing Day Run**

Wendell Bain

***SATURDAY, Dec. 29 - Boxing Day Run - Jerry Gurley**

2008 • HAPPY NEW YEAR!

JANUARY 2008

SUNDAY January 13th or 20th Tentative

Pot Luck meeting. Club House at Taylors'

SAVE THESE DATES: 2009

MORGAN CENTENARY CELEBRATION

JULY 24TH-2ND AUGUST. (see page 14)

Malvern & Cheltenham.

Web: <http://www.morgan-centenary.co.uk/>

100TH ANNIV. CELEBRATION @ WATKINS GLEN.

www.racingarchives.org. or

Richard Powers at mgahmogen.@rpa.net.

Want to host and event?

Please let Kathy Tollworthy know of any event you would like to host.

CONTACT: Kathy Tollworthy Activities Chairman

(925) 462-6378 E-mail: trikenut@comcast.net

Welcome! Join Us For Fall Fun & Frolic in the Foothills of the Sierras

Combined with the

12th Annual Amateur Variety Show & Candlelight Supper Revival

Event organizers David and Audrey Haines look forward to welcoming you, our Morgan friends, to our new GARAGE (and attached house) in Loomis near Sacramento.

Friday, October 19 – 3:00 p.m.

"Garage snoop" at David and Audrey's with dinner at a local restaurant.

Saturday, October 20

Leave from Dave and Audrey's on a drive through Sierra Foothills country roads and Gold Country history. There will be a winery stop or two in the beautiful Shenandoah Valley region of Amador County.

Return to Dave and Audrey's for dinner and The Show.

• **Dinner provided @ \$10/person; BYOB** •

There will be fun, frolic and prizes – be silly

or serious. The talented and not so are encouraged to participate along with spectators to applaud and enjoy it all.

Sunday, October 21

Brunch at a nearby restaurant, then depart for home.

**R.S.V.P. to David and Audrey,
916/652-5679**

3470 Kingmont Drive – Loomis 95650

Audrey.haines@ncbb.net

We can provide information on nearby lodging, and we will need a count for meal planning. In the meantime, call with any questions or for more info. You're welcome to participate in all or part.

A Message From Our President



It seems like there is a car event every weekend this time of year. I've attended several shows in locations such as Rodeo (71 +8), Antioch, Anderson, and the Harvest Festival, Santa Rosa (55 +4 DHC). Granted, not many Morgans were present, in fact only one, when we took the +8, and the +4 DHC, both duly appreciated and admired by the other entrants and the public. This just points out that one doesn't have to attend an all-British or all-Morgan gathering to have fun!

The Monterey weekend was special again this year even though few club members were racing. A huge thanks to the Stecks for hosting their Friday night super wing-ding. Their party is a tradition of long standing, and hopefully shall continue to be so well into the future.

If you attended the annual Flog Mog, hope it was a safe and fun journey. [Ed. See story in this issue.] As you read this, the Oktoberfest is upon us and I'll hope to see you there. Please keep in mind any nominations you have for next year's club officers and (sacrifice?) er, nominate them at the event. Also, hone up on your entertainment skills for Dave and Audrey's talent show, which is always fun.

The MSCC has provided several neat, new outings this year. I trust those organizers have the inspiration to stage their events again next year. The club is always open to new venues and I encourage club members to step forward and host something, making it fun for all of our club members.

Best wishes for safe traveling and enjoy your Morgans on every occasion that presents itself. Larry Threewayers

CLUB MEMBER NEWS



Conductor Joyce Johnson Hamilton to Receive Recognition

Executive director Robin Moore of the Arts and Culture Commission of Contra Costa County has selected Joyce Johnson Hamilton as a recipient of its prestigious 2007 Arts Recognition Award. The award is in recognition of her support for, and involvement in, arts and culture in the county. Joyce [...] will receive the award at a public ceremony at 3:30 p.m., followed by a reception, on Sunday, October 21, 2007 at the Soda Center at St. Mary's College, nestled on the college's scenic Moraga campus. We hope you will spread the word among Joyce's friends and colleagues so they can attend as well.

Joyce Keeps Busy During the Summer

In May, Joyce was involved in a performance of the Monteverdi Vespers of 1610 at Stanford University with the Whole Noyes ensemble on cornetto.

In Late June, she traveled to Corona del Mar to participate in a Bach concert with the Baroque Music Festival. She played on the Baroque, or natural, trumpet.

[Ed. Changed tense] To round out the summer, Joyce traveled to Florence, Italy, to participate in an early music workshop including famed conductor Andrew Parrott.

[Article taken from the Diablo Symphony Orchestra Newsletter Sep-Oct 2007]

MSCC of Northern California

Accordin' to Gordon

Hello Mogs, here we are, there is a snap in the air, the days are getting shorter, and the blazing colors of Autumn are flourishing. Perfect for bracing tours in our roadsters, but keep the hood and side curtains handy.

In just a week, David and Audrey Haines will welcome us to the heights above Sacramento for the 12th Annual Variety Show and Octoberfest weekend, Friday, Oct. 19th to Sunday, Oct. 21. We will get to see their new home and huge garage (always full of ongoing projects) in Loomis, take a tour of Sierra foothills wineries and have a hilarious evening with the annual talent show, so don't be shy and bring your talent. Also, Club-members from the Sacramento area will be on hand, many of whom we don't see that often and I'm looking forward to meeting them again.

In the pages of this issue are the concluding sections of our Club history so ably researched and written by our Prez and historian, Larry Ayers. In celebration of our 50th anniversary, this ongoing series has appeared decade by decade in nearly every issue this year. Now we get to the not-so-long ago 1990's to the present day, a time even I can remember, um, I think.

COVER STORY

(OIL) – (ZINC) = (DISASTER)

This issue's cover photo best sums up a crisis many of us are facing: camshaft and lifter failures after relatively low miles on rebuilt TR engines. That particular set of lifters and cam are out of Bob Panero's '66 +4, rebuilt just 7 thousand miles ago. My lifters and cam look ten times worse after a 20 thousand miles on a rebuild 3 years ago. What is going on? Hundreds of owners of Old Cars of all marques are hearing a clatter, opening their flat tappet engines and scratching their heads. What has happened to our rebuilds, how, after carefully following procedures with identical cams and lifters, observing break-in rules with the correct oil and assembly lubes, how are our engines coming to this sorry state?

We seem to be in a "perfect storm", a sea change convergence of changing cam/lifter metallurgy, modern engine design



and mass market changes in additives for lubrication, intended to fit new engine technologies

mandated by sweeping changes in emissions standards set at both the Federal and California State levels. The past five years have witnessed an acceleration of the elimination of zinc (zddp) in automotive oils, and a spotty aftermarket inventory of quality lifters (for the TR engine) for installation. I personally know of 8 cam/lifter failures in TR engine Morgans spread between this Club and MOGNW within the past two years. Once widely held and decades old assumptions are just simply no longer true:

1) Flat tappet, pushrod engine design is completely old school. That is not news, but new camshaft and roller lifter designs are, and these engines do not require additives like zinc (zddp) to protect and embed metal surfaces with a "shield" to help cope with the high impact, momentary pounding (as high as 200,000 lbs per sq. inch in a standard passenger car engine) between lifter and cam lobe. This "shield" is done another way mechanically.

2) The formulation has changed in modern oils to provide less surface resistance between parts, lighter viscosities and the elimination of additives, all for mileage enhancement. An additive like zinc does not break down nor evaporate as oil is used up in an engine. It simply stays there, embedding into the metal of lifters and cam lobes. As an engine puts on miles and ring wear inevitably arises, zinc will get into the combustion process and exhaust into the catalytic convertor, where it interacts and becomes toxic to the convertor, breaking it down. Tighter and stricter emissions standards coming next year and 2010 dictate that catalytic convertors have a service life of 200,000 miles +, hence another reason for the elimination of zinc.

3) Replacement parts for our old school engines are of differing base metal quality, hardness, and crucially, depth of hardening standards, especially when it comes to lifters. With original factory support long gone and OEM parts very scarce in the marketplace, replacement aftermarket parts are often the only game in town. Caveat emptor. When you buy these parts, ask questions like what is the base metal used? (chilled steel or alloy is what to look for) What is the Rockwell hardness number of the part? (with TR lifters, #54 or higher) How is the testing conducted, random sampling of lots of 1000 or individually tested? What is the depth of the hardening surface? (above 1/8 inch on the bottom of the lifter at least) The best scenario is to find NOS or OEM lifters, fresh out of the box. Every TR engine builder I talked with was emphatic about this. Have you noticed, for ex., Morgan Spares does not offer aftermarket lifters? There is a reason, and only occasionally will they offer a group of thoroughly tested and rated used TR lifters, on a as they check them out basis.

I was going to post links to web articles about camshaft/

lifter protection, recommended oils and appropriate additives....BUT, this is a fast changing area of information, a web article published on a site six months ago will probably be completely out of date by now, especially with respect to recommended oils. One yardstick to keep in mind: Zinc began to disappear with API (American Petroleum Institute) rating SL some 7 years back in some oils, thereafter it has steadily disappeared up to the SM rating of today. This is for mainstream, mass market oils. At this point, you have to actively search for zinc rated oils, so get on the web, go to oil companies and suppliers, and ask what oils have zinc in quantities of 1200 ppm or above. For now, it looks like racing oils, like Red Line Racing 20-50 and Valvoline Racing 20-50, have adequate zddp levels. The smaller, off market brands, such as Kendall, seem to keep high zinc content in their oils, but you have to locate it. Some diesel oils are high in zinc, although that is changing too with new diesel technology mandated. When it comes to additives, GM EOS (engine oil supplement) is the best, if you can find it at a GM dealership parts department, and STP Red, still available in parts stores such as Kragen, etc. is high in zinc. The best thing to do is Google "zddp" and you will see the list of articles and websites and latest additions that I used to compile this commentary.

So, I hope I've provided enough information to be helpful, and you can navigate your way through this Brave New World and its consequences to our Old School Flat Tappet Engines. Best Wishes, gordon "lismore"

Photos courtesy of Hot Rod Magazine

Cover Photo, Bob Panero

ZDDP CONTENT

In recent years, the amount of zinc dialkyl dithiophosphate (ZDDP) antiwear additives in the oil have undergone significant reduction. This data, supplied by oil industry sources, illustrates the downward trend. It is likely that further reductions will occur in the future.

API Designation or Specific Brand	Year	Approximate Content, Percentage by Weight	
		Zinc	Phosphorous
SH	1996	0.130	0.120
SJ	2001	0.110	0.100
SL	2004		
SM	2005	0.087	0.080
Cosworth Racing	2006	0.125	0.115
Shell Rotella T	2006	0.140	0.130
Pennzoil 20W-50 Racing	2006	0.196	0.180
Quaker State Q Racing	2006	0.200	0.180

Example of recent internet ZDDP content in oils (Courtesy of Hot Rod Magazine)

Additional information courtesy Dmitri Elgin, camshaft builder.

Chevron Delo 400

Mobil 1 Synthetic 20-50 only

Red Line and Sweeney Racing Oils 20-50

Diesel Oils: CI-4, CI-4+, CJ-4

DO NOT use SM Rated Oils

Sample list subject to change. Keep checking!

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Of New England

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Bob Murray Makes Bay Area History

Reported by Gordon Craig; Photo by Tcherek Kamstra

ISIS+8+: New Heartbeat of a MOG!

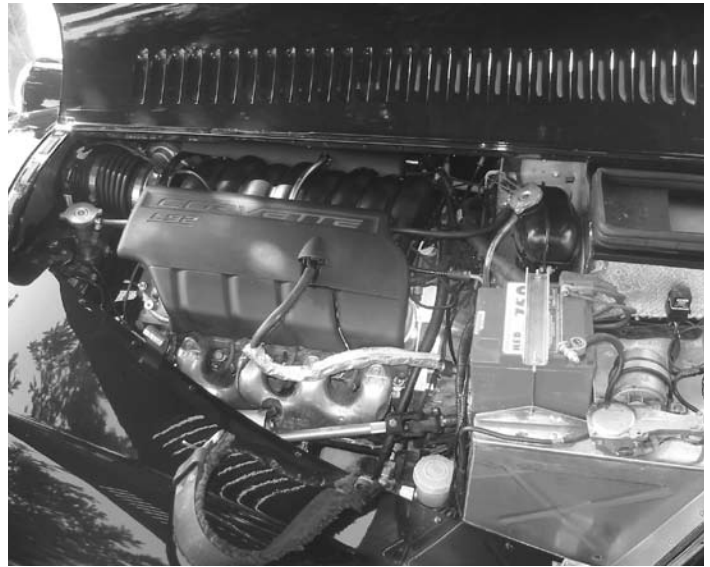
As you read this, Bob Murray will be further along in miles and smiles as he comes and goes to Morgan Club and other BritCar events. Under the bonnet and body of his seemingly stock 1998 +8 is a stealthy ready to roar Corvette heartbeat, and don't blame him if he is smiling way too much! For many of you, he will debut this Bill Fink inspired creation at Octoberfest later this month.

But he bought the donor +8 last year and brought it to a few events, such as the Rogue River Run last September. It was like any other well sorted MMC roadster with the 3.9 SDI Rover engine and 5 speed, built to serve the Morgan tradition of great performance with nimble handling. Only thing out of the ordinary was the car had been fitted with optional 16" wheels instead of the stock 15"s.

Bob had a few more changes in mind. By January of this year, the +8 was at Isis Ranch in Bodega ready to undergo the transformation from perfectly normal to perfectly outrageous. It started with the pullout of the original drivetrain and removal of all rear suspension. Then the gas tank and radiator. Of course, all relevant body panels were relieved of duty for a while. A new, higher pressure aluminum gas tank and custom radiator were ordered. A wider gearbox tunnel was fabricated. All this stuff is special order, and except for the gas tank, arrived as promised in 3 months. The tank from MMC took 5 months. That is not a complaint, rather it is the kind of timeline to be expected in a build like this.

The Corvette/Camaro powertrain is already a blue printed and crated package as shipped from GM. The components (as selected and specified by Bill Fink) include the LS2 engine, the 6 speed GTO gearbox, special made torque tube, shortened driveshaft, and Camaro limited slip rear end. The coil over rear suspension is built on premises and the old leaf spring set up is discarded. The radiator is a locally sourced custom fabricated full cross-flow construction with external tanks fitted in each fender well.

Usually, these cars are built back to front but because it took so long to get delivery of the factory gas tank and special 65 lb. pressure fuel pump, this car was built from front to back. More time and redesign was given to gusseting and reinforcement of the frame and chassis parts. In fact, this #6 rendition +8+ became the platform for improvements all around and Isis Motors now fabricates a kit that covers soup to nuts for these improvements. Not that #1-#5 were wanting in this area, but #6 benefits from the cumulative builds moving forward. This writer had the privilege two years ago of driving #1 for a short spin,



and that car was tight, solid and glued the rails on fast turns. It has been driven hundreds of times since by as many other drivers in all sorts of conditions and recently John Sheally (who drove it last June) pronounced the car "superb".

In July after MogWest, Maggi, Douglas Hallawell and I were invited to Isis Ranch and saw #6 as a work in progress. Lots of chassis and body tub structure was exposed, the powertrain was in, and the gas tank/rear suspension was in. Every single right angle and fastening large or small had been reinforced or gusseted, ranging from thicker l-brackets on the body tub corners to enlarged mounting plates on the frame, numerous bolt-throughs and beefed up modifications to withstand and handle the much increased torsional forces destined for this car. Douglas later wrote: "There was a lot of improvement on the rear location of the shock absorbers which are now much closer to vertical. The mounting point at the bottom is radically different and they no longer intrude inside the rear wheels." As luck would have it, the day we visited was Start-Up Day. Bill and Keith fired the ignition, engine roared to life, a few blips on the throttle, settle down to idle, then a gentle shut off and down to the pub for a proper launching toast, Well done.

Bob Murray is well beyond the recommended 1000 mile break-in regimen by now, he has lost his first time jitters and has the car in control, ready to unleash and rein in with equal confidence and purpose. As he comes to club events, I'm sure he will be answering many questions, and granting or avoiding requests for rides, smiling regardless as he wheels on down the road. When asked about the cost of all this nirvana, he replied, "Of course, it is a splurge, but it is money well spent. I could have bought a high end Porsche for the amount of money, but then all I would have is a Porsche." There is a twinkle in his eye when he says this. Maybe he knows something we don't?

MOGs Around the World ~ Last Summer



Monterey Historics

Brian Howlett moving up in the field.

Photo: Dennis Glavis



Goodwood Festival of Speed

Trike battles a Riley.

Hawker Hurricane (just because)

Photos: Leslie Gumbrell



California Mille

Michael Jhon's '64 +4

romps with the 3-day vintage tour
around Northern California



Mogging in Sweden

Our friend Eric lives in Soderham, Sweden. At a local car show, among the vintage Volvos and Saabs, he met up with this MOG twosome set to journey the forests and fjords. Everything - AND - the kitchen sink! Tally Ho!





PRESS RELEASE

LAUNCH OF MORGAN STATUE FUNDRAISING

The Morgan Motor Company in association with The Morgan Statue Foundation hosted the launch of the Morgan Statue fundraising campaign on Friday 5th October 2007 at the factory in Malvern.

A unique occasion for the media to see the unveiling of a 1/5th bronze scale model of the statue.

The Statue cast in bronze depicts HFS Morgan-founder of the Morgan Motor Company standing by a full sized Morgan sports car with his son Peter in the driving seat.

Planning permission has been granted for the Morgan Statue to be placed in a position of prominence in front of the medieval 1480's Malvern Priory Gatehouse in the centre of Malvern's Conservation area and is scheduled to be unveiled in 2009 — the year that Morgan proudly celebrate their Centenary.

The project is enthusiastically supported by the Morgan Motor Company Ltd, Morgan Sports Car Club and friends of the Morgan Motor Company around the world.

The Morgan Statue Foundation appreciates the high level of support received today from the Malvern Hills District council and Malvern Town council.

The Morgan Statue fundraising campaign have a target figure of £250,000, kind donations have already been made and hugely appreciated.

Bank Details

Morgan Statue Foundation. Account No 1850322 Sort Code 30-95-41

IBAN GB26LOYD30954101850322 BIC LLOYDGB21139

Lloyds TSB Bank plc, 48 Belle Vue Terrace, Malvern, WR14 4QG UK

For further info www.morgan-statue.org info@morgan-statue.org



12th Annual FLOGMOG, October 4-7



MOGs and Cousins



Reported by Gordon Craig; Photos by Jennifer Stephan

This year those of us who attended the 12th Annual Flog-Mog were in a Jefferson State of Mind (sorry, Bill Joel). In fact, we took the Jefferson State Tour of mountain and high chaparell roads, magnificent sights and very changeable weather. For some of us, the beginning and end were mechanical trials, problems with stuck brake shoes and missing motor mount bolts, and at the end, one of us had a Mog stopping blown U-joint that tore out a fuel line in the process. But the middle part was pure Mog touring at its glorious, high altitude best. That's a Jefferson State of Mind.

We gathered at Mt. Shasta City along I-5 north of Redding on the first day after various missed connections along the way. Suffice to say decades old landmarks such as the Coffee Tree on I-80 at the I-505 junction have simply disappeared, that iconic hat roofed restaurant opposite the Nut Tree (also gone, morphed into a mall). And gone so quickly, yours truly and Maggi searched in vain as we planned to hook up with Wendell Bain and firstcomers John and Jennifer Stephan. Well, what can you do but keep going and hope everyone makes it to the gathering place, in this case, the Strawberry Inn and Woodsman Inn opposite each other in Mt. Shasta City.

As we approached Mt. Shasta, Mother Nature suddenly let loose, intense cloudbursts in the lower hills and bouncing, pea sized hail as we gained altitude. I-5 became white with pellets and the driving got a little busy but the first lot of us made it to the Inns without mishap. Most of the crew were in topless Morgans, and a bit on the chilly side. John and Jennifer arrived in their time capsule, completely bone stock 1966 MGB and a rendezvous to keep, more on that later. The Tollworthys, Carol Pitman, Wendell Bain, John Burks, and Rob and Marilyn Squires in their '52 super-charged MGTD. Maggi and I had the only tintop: a 1965 Volvo 1800S with a warm and cozy Swedish heater. Grant and Angie Larsen arrived in their modified modern Ford engined 4/4 and we all had a short walk to the Piemont for a family style Italian dinner that night.

The State of Jefferson is a bona fide place and its history begins with a bill introduced in the California State legislature in

1852. Southern Oregonians and Northern Californians have always felt left out and taken for granted (and taxes) by their respective state legislatures. Always left behind or forgotten when it comes to decent roads and infrastructure. This neglect went on and on for decades until the 1940s when folks in the region really got tired of it and set up roadblocks on US 99 north and south and handed out "Declarations of Independence", "a patriotic rebellion against the States of California and Oregon", promising to "secede every Thursday until further notice." The premature death of the State's first Governor, followed 2 days later by the attack on Pearl Harbor, tabled this venture from the national agenda as a serious political issue. Nonetheless, a spirit of the deep pride and self-reliance pervades the region, and a local radio station, Jefferson Public Radio, and many community centers and commemorative plaques in dozens of town squares celebrate this spirit to this day.

Friday morning the troops assembled for a 9am take-off at the Inn. Some of us had to get gas first. We came back, ready to go. One of us didn't. The rest of us waited, and waited. Some of the some of us waiting went to look for the One, and then those some of us didn't come back. Realizing there might be a black hole swallowing up missing Morgans somewhere near the gas station, the rest of us fled in panic and started the run. We all had the tour maps (prepared by John Burks, Dave Sneary, and Rob and Marilyn Squires) so we figured if they ever made it out of the limbo they could go on the run too. We would only know later how wrong we were, well, it turns out to be a Tale of Two Morgan Squadrons.

We, the some of us who started at the Inn, out of Mt. Shasta City headed east on Hwy. 89 past McCloud, Kinyon, and then left just past Bartle on State RT. 15. This stretch skirts past the southern side of Mt. Shasta, then turns north up the east side of the shrouded and darkened 14000 ft. moun-



tain. We motored between 4000 ft. and 6000 ft. on passes that had filled with snow from the night before, but the roads were clear. As the SR15 road name changed to Modoc road, the mid-morning sun broke out and all seemed bright and benign. But mountain weather is very changeable and quickly changing, too. What had been sunny and blue two minutes ago now was dark and snowing and the ice on the road began to thicken as we climbed to the summit of the pass near Medicine Lake. Our leader John slowed to a crawl in the white +8 Special as we descended into the Red Rock Valley past Paint Pot Crater (6700ft.) We did not stop to look. Of course, none of us had brought chains, and it was getting seriously slippery for the 5 of us: John, the Tollworthys, Wendell, Marge Naughton and Maggi and I bringing up the rear. We could not turn around and go back, none of us had uphill traction, not worth trying. So we continued slow speed sledding downhill when suddenly yours truly caught some ice and the 1800 went sideways, gaining on Marge's lovely DHC, visions of collision in my brain. Not good, so I turned the wheels to the left and made like a snowplow and the back end came around to the shoulder, and abruptly stopped the runaway 1800. I waited until Marge got a good distance ahead, pointed the fronts to the right, gave the Volvo a little gas and we lurched back into the icy road track. No harm, no foul. We cleared the rest of the downhill slope and pulled into a forestry rest stop, thinking we would have a breather and see if the "stragglers"

(Carol Pitman, the Larsens, The Squires and the Stephans) would be following by now and inching their way down the icy road. We waited a while, it started to snow and decided that was the signal to move on for a number of good reasons. We traveled slowly, the road became blacker and dryer and opened up and soon we were making something like normal speed even though it was snowing. We stopped in the high meadow town of Macdoel, in the shadow of Mt. Hebron, junction of Hwy. 97. At this point John made a tactical decision: even though the weather was rainy mixing with sleet and we could see pockets of blue, we could see just as many dark thunder heads to the north, and the 2nd half of our run to Ashland that day would be on roads under those puppies. He, we, decided to turn back to Weed, back south on Hwy. 97, and eventually get to Mt. Shasta City. Remember, we had panicked before over the disappearing Morgans, the "lost squadron", so

this was nothing new, there was precedence and we all felt good about it, and so we arrived in Mt. Shasta City and ate a big lunch.

But wait, what happened to our "lost squadron", our comrades in Mogs? Where did they go? In a black hole as we so hastily surmised earlier in the day? No, not at all. Remember the One who went to gas up and didn't come back to the start? Yes, she that started it all? Then those that went to fetch her and look for her ranged north of Mt. Shasta City in their search and there, by the cropdusters at the local airport they found her, talking with someone getting directions. The searchers and the one who got lost gathered about to confer, looked at the menacing clouds at that very moment we were driving under on the Big Mountain to the south, and decided that very moment to head north where the skies were clearer and the roads open in the loop to Ashland. They forged their own run on Hwy.97 north to the Keno-Worden cutoff to Hwy.66 and then south and west again down a spectacular scenic road skirting the Crater Lake area and past Pinehurst to Ashland.

They had enough afternoon left for shopping in Ashland and meanwhile we prepped for the pre-arranged dinner back in Mt. Shasta City. We were waiting for a certain Birthday Boy to show up, and he did, Bob Panero in his resurrected +4 (See cover story) along with Mike Gerdt's in his +8 with the sticking brake shoe fixed. Dave and Cheri Sneary arrived after fixing a motor mount in the 4/4 with a new bolt and handy jack. Now the complete FlogMog roster for this year had arrived. Finally, Lindsey Panero and Levi, her boyfriend, arrived from the University of Southern Oregon in Ashland to celebrate Bob's birthday.

One other rendezvous story: Firsttimers John and Jennifer Stephan brought their time capsule, bone stock '66 MGB. This car was brought over from the UK in that year by the then fiancé of a friend of Jennifer's as a wedding gift. Unhappily the marriage did not last and Jennifer and John bought the MGB and for a time it was part of their young family starting out, taking the kids

Mogger Mike in rapture!



Head 'em up! Move 'em out!





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New 2007 AERO AMERICA Rosso Bordeaux Pontevicchio/Charcoal Grey leather with dark red leather diamond pane inserts and piping; Burgandy soft top, side exhaust, black ash wood trim. **ORDER A NEW AERO BEFORE THEY'RE ALL SPOKEN FOR!**

New 2005/06 AERO 8 SERIES II The very last Series II ever built; one of a kind with Factory removeable carbon fibre hardtop, black softtop; genuine honey colored ostrich leather interior; 370 HP spec motor, stereo CD, Emerald Green metallic exterior. Just featured at: The Quail, A Motorsport Gathering and at the McCall Motorsport Revival, Monterey, August 2007

'05 ROADSTER Ivory/Chocolate leather, piped in black; black mohair weather equipment, MotoLita woodrimmed steering wheel, modified dash with ivory toggle switches and jeweled warning lights; stainless steel luggage rack, 35th anniversary mesh grill and badge bar, double eared knock offs, 352 miles.

'05 ROADSTER Rolls Royce Garnet metallic/Yarwood Chocolate leather piped in dark red; red carpets, Chocolate mohair weather equipment inc. top tonneau; stainless luggage rack, fog lamps, photo build album, stereo CD, 3,600 miles. Stunning combination!

'05 AERO 8 Silver Shark Metallic/Red leather/Black mohair top, black powdercoated alloy wheels, stainless side exhaust, LeMans mesh brake cooling inlets in front valence, Becker stereo, every Factory update.

'03 +8 35TH ANNIVERSARY EDITION, 550 one owner miles, Connaught green, Tobacco leather piped in green, Dark Green mohair weather equipment, 5 speed, Dealer installed options inc fog lights, hood prop rods, carpet on cross brace, bonnet strap, luggage rack straps, double eared knock offs.

'02 +8 BMW Imola Red/Black Leather w/red piping, 3.8k miles, luggage rack, stainless wire wheels, stereo CD, as new!

'98 +8 BRG/Black leather Sport Seats, ultra rare Centre Lock Alloy wheels

'94 +8 2,200 original miles! Beverly Hills/Hollywood car from new, Rosso Corsa/Biscuit leather, chrome wire wheels, tan weather equipment, walnut dash, badge bar w/badges, bonnet strap, luggage rack, stereo

'71 +8 Famed automotive sculptor, J. Paul Nespe - Best in Class winner. 4.4 litre alum. V8, 225hp, 301 foot pounds of torque, coil over shocks, adjustable ride height, custom wheels, powder coated chassis, custom flat radiator Plus 8 design. Green leather, Stunning!

'66 +4 **FOUR PASSENGER ROADSTER** Red body/black wings/red leather interior; top is black w/red piping; new chrome wire wheels. So. Calif. Owned since late '80's; nice.

'65 +4+ #23 OF 26 ever built! Fully restored 5 years ago, almost zero miles since. 44k orig. kms (~27,500 miles), Silver exterior/Blue leather interior. One owner since 1967. Arriving shortly.

'64 +4 Pastel Grey/Black wings, Black leather, 2 owner car (2 brothers) from new, S. California car always garage kept! Wire wheels, luggage rack, badge bar, Brooklands Bluemel steering wheel, 77k orig. miles, 1k miles since full service, 3k miles in 26 years.

'64 +4 Raspberry with Brown Leather, All alloy low profile SS body, 167 dyno'ed HP, turns 1.54 at Laguna Seca and 2.02 at Sears Point. Recent vintage race victories, highest standards // **SALE PENDING**

'63 +4 **FOUR SEATER** Battleship grey/black wings, all new medium grey leather interior, new stainless steel wire wheels, 16k original miles! >\$10k just spent with a Factory Authorized Morgan dealer including rear Koni telescopic shock conversion, major tune, new tank, gauges repaired, rebuilt front end...

'59 +4 **ROADSTER** Red, red leather Super Sport bucket seats, new 72 spoke chrome wire wheels; fresh "hotrod" rebuilt engine w/performance cam, pistons, etc., MotoLita steering wheel; fog lamps; Almost zero miles on full restoration, very fast example!

'58 +4 BRG/Black, correct disc wheel with chrome trim embellishers, badge bar with Club badges, bonnet strap New: soft top, water pump, radiator, front end rebuild, generator, tires, tachometer, LHD, S. Cal. car, very clean.

'33 3 **WHEELER** JAP powered Supersport, Pozzi navy blue, Poppy Red Muirhead leather. Just completed a 2+ year complete restoration to the highest standards. Owned by 3 wheeler guru Ron Garner, who did most of the restoration to the highest standards, Lacewood dash, stainless spokes w/painted outers and hubs; All chassis wood stained opaque red

'73 JAGUAR XKE V12 Roadster

'65 MGB GT

'59 TRIUMPH TR3A Black

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to school, shopping, etc. The family soon outgrew the little red sportscar and it was stored carefully in a barn in Napa and occasionally driven over the decades. Recently it was resurrected with new brakes and tires, the drivetrain untouched, stout as ever. In the course of the run to Ashland they contacted the old friend near Pinehurst and she came down off the mountain to see her old ride. The MGB went full circle in more ways than one.

The next morning, all of us together in one place the fleet looked like this: 9 assorted Morgans, 2 MGs, and an 1800S coupe. We left Mt. Shasta City in bright sun and dwindling clouds for Phase 2 of FlogMog--the run to Quincy via the High Chaparral of Modoc County and the mountain meadow country of the western Sierra. The sights on this run are nothing short of magnificent. Retracing our steps on Hwy. 89 for a while until Bartle, we kept going east to Dana and onto MacArthur. This stretch is framed by Mt. Shasta to the north and Mt. Lassen to the south. Big horizons, endless plains, and cattle on the move. Around MacArthur, we all had to stop and wait as real cowboys in dusters and chaps herded 50-60 head across the road bringing the bawling beasts in from high summer pasture. An early winter is coming on in these parts. The sun rose in the day and shimmered the white domed Shasta filling our rear views, made for a stunning sight.

There was a near and very serious incident along this stretch--a full-sized doe appeared on the left side as our cars sped by. I was the third to last in the string. Maggi and I watched as the full line went by, the doe hesitating as each car passed. It was as if the creature was waiting, and knowing. It waited for us, it waited for Bob Panero behind us and just when it seemed it would wait for the last Mog driven by Mike Gerdt, it bolted across. Mike quickly averted disaster by dodging a bit to the left, enough to miss collision with the doe, a very close call indeed.

We made a pit stop in Beiber at a crossroads cafe, most of us chilled in the open roadsters. The proprietor wore a t-shirt advertising "Owl's Nest Soup", sounded good so we asked for a bowl, but he was fresh out and we had to settle for hot chocolate--we had driven all that way, too. After Beiber, we left Hwy. 299 and headed south along the Susanville Road to Hwy. 139 and the cut-off to Eagle Lake Road. We began climbing again past Eagle's Nest cresting the ridge at 6500 ft. and Eagle Lake sprawling before us on the downhill. The ambient temp was warming up as we headed to Westwood for a deli lunch and a nearby layby at Clear Creek. We came upon an outing of the Chico Corvette Club and became an instant car show with them. The Vette owners were surprised to learn of the +8 Rover engine and its small block roots to the Buick V8 and of course, the modern day ISIS Mogvette. Last year it was Austin Healeys at Markleeville, Mogs are always surprising somebody.

All that driving and now it was a glide the remaining miles to Quincy and our old haunt, the Ranchito Inn. FlogMog has been to Quincy 4 or 5 times over the years and the Ranchito has become a favored spot with little gardens and cabins grouped

here and there, perfect for an end of the run bbq. Marilyn Squires and Angie Larsen organised all of us, we fetched and shopped for the necessities, hunting and gathering. John brought a cheap, new bbq, assembly required, which ended up in the trunk of the 1800-huh? Wasn't needed, as the Ranchito had a much bigger and better one.

At this point, Angus, our FlogMog Highlander and mascot, appeared to be awarded to a deserving Flogger. As you may know, Angus is a 2 ft. high statue festooned with regalia and kilts, and the names of previous recipients on a brass plaque, and tokens and talismans are stuck on him as he passes from hand to hand, things like little bottles of scotch, a lei, a miniature Eiffel Tower, roman numerals. He is given to a Flogger who has best shown the spirit of FlogMog: Drive your Morgan, let the open road beckon, go with the flow of the journey, keep your pluck and see it through, no matter what. This year, Angus went to Carol Pitman, whose husband Frank passed suddenly last year, shortly after the High Desert/Death Valley tour, and wherein their +4 had a serious mechanical breakdown and had to be trailored home from Wasco. In the following year Carol and friends rebuilt the engine and continue to make it supremely roadworthy. This +4 is named Frank and he rides--always-- with all of us. Congratulations Carol.

Sunday the 7th was head for the barn day. Some chose to make a loop around Lake Tahoe to the south before going to the Bay Area and the rest of us took the Quincy-La Porte Road, a beautiful twisting run down to Brown's Valley and Marysville. One of us made a wrong turn there (two wrong turns really, the other was on Hwy. 20 earlier, if you are counting) and ended up on Hwy. 70 on the wrong side of the Feather River going to Sacramento. But then Maggi remembered an old time hamburger stand in East Nicolaus and we stopped and had lunch. Then we crossed the river and backtracked on 99 to Hwy. 113 and across to Woodland and Davis and the parking lot called I-80. It did loosen up after a while and as we approached the Mothball Fleet on the I-680 cutoff, there suddenly appeared a +8 Connaught Green Morgan with a CHP cruiser parked in front. And there they were, George and Kathy. Earlier in the day, George had noted there was an occasional shudder going through the car, he thought it was the front end. But this turned out to be a U-joint gone awol on the rear propshaft and it took out the fuel line, too. Gas was dripping steadily from the rupture. George was talking with the lady CHP officer and keeping her in stitches with one zinger after another as they waited for the tow truck. As it happened, some neighbors of the Tollworthys stopped too; they were returning from a separate trip to Ashland on the same weekend. So Kathy went home with them and we waited until a tow truck arrived. Later, I called George, he got himself and the car home and stopped the leak temporarily. He figures he can fix it all at home. Now that's a FlogMogger. Thanks to everyone for another great run.

Morgan Centenary Celebrations 2009

24th July – 2nd August 2009

Malvern and Cheltenham

First let me outline the background to this event. For over 25 years the Morgan Sports Car Club of the U.K. has organised an annual gathering of club members and like-minded people. The only year when the MSCC did not organise an event was 1984 when the Morgan Motor Company organised the 75th Anniversary event in Malvern. The Morgan Three Wheeler Club has also organised its own events.

2009 will be a special year in the history of the Morgan Motor Company and therefore it is appropriate that the factory should undertake the running of the Centenary event. We are pleased that both the Morgan Sports Car Club and the Morgan Three Wheeler Club have agreed to play an active part in this special year's activities. This Malvern/ Cheltenham event is only part of a yearlong celebration of the car that we all love.

So what is being planned? Well the main activities will start at the Abbey Hotel on the evening of Friday 24th July when we will be able to meet friends old. The following two days will be based at Prescott Hill Climb in Gloucestershire where there will be an extended garden party. You will have the opportunity



for untimed ascents of this classic motoring hill, these will be on a prebooked basis to ensure that as many Morgan owners and their cars can enjoy the 'Prescott Experience'. Only Morgan's and Morgan derived cars will be allowed to drive up the hill. If the days go as smoothly as we hope there may

be the opportunity to buy additional runs. Prescott is the home of the Bugatti Owners Club and they have agreed to open their on site museum for the weekend. The Prescott Lodge will also be open for food through out the weekend.

We know that many of you will be in the Malvern/Cheltenham area for the period between the two weekends therefore we have a programme of events available and in addition we will have a book of scenic run. The mid-week activities will include: -

A visit to a privately owned Castle has been arranged where a family member will give a guided tour and talk on the history of both the family and the building. Lunch will be taken in the Grand Hall. The castle will not be open to the public as this is a private visit organised especially for Morgan owners. Numbers will be strictly limited so pre booking will be essential.

We are hoping to arrange a trip on a steam train through the picturesque Severn Valley. Lunch will be taken on the train and there will be time to visit Bridgenorth before re-boarding the train for our return journey.

Not all the activities will include Morgan's. On the Thursday we have arranged a golf match for the Morgan Centenary

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Trophy. This will take place at the 'Worcestershire' which is a golf course located in Malvern. The club was formed in 1880 and it is reputed that the English composer Edward Elgar was a regular player there. Don't worry about the problems of carrying a set of clubs in the Morgan, as it will be a requirement that every one plays with one of the matching sets, which will be provided. Bearing in mind that we are celebrating a centenary anniversary event there will be a special award for the most appropriately dressed player. Places will be available for partners at the award dinner in the evening when we will find out who is the best Morgan golfer.

For those of you who wish to drive your Morgan's quickly we are hoping to arrange a track day at Castle Combe race circuit. This is about one hour south of Cheltenham. Professional race drivers will be on hand to show you how it should be done.

Throughout the week we will be arranging tours around the Morgan factory. These will be on a pre booked basis only. Please note that the factory will not be open for visitors during a two-week period before and after the Centenary event.

Worcester is only 15 minutes away from Malvern so a visit to the Royal Worcester Porcelain Company is a must for every one's itinerary. These tours will be available by pre booking.

It is intended to have details of numerous other activities available during this period. Some will be pre arranged and for the others we will have sufficient information available so that visitors can organise their own days out.

The following weekends activities are centred on Cheltenham in Gloucestershire. The Friday evening we will all be meeting for a general get together in the town itself. Our venue for the rest of the weekend will be the Cheltenham Horse Race Track. We will be the only organisation there that weekend so we will be able to set up a tented village for the multitude of traders, a catering zone for the food outlets and an entertainment area for some of our key events. During both days we will be running a solo driving competition and on the Saturday there will be a concours competition. The social activities have not been forgotten. We will be having a 'Party in the Park' event with live music and fireworks. This will be the time to sit on the grass and partake of your picnic whilst enjoying the entertainment. In contrast to this casual event there will be a formal Centenary Gala Dinner in the Centaur Suite, which can accommodate 1200 guest for a formal black tie dinner. We will of course be having some very special guests with us that evening.

Our aim is that this weekend will be a complete contrast to any previous Morgan gathering you have ever been to, so how can you miss it?

We have a Centenary web site www.morgan-centenary.co.uk and would ask you to register your interest. This will be the place where event information will be posted and hotel and event booking facilities made available. To those of you who have already registered we would apologise for the lack of information that you have received. The site is being restructured and we hope that it will become much more active in the next few weeks.

Malcolm S Lamb
Director
Morgan Centenary Celebrations Ltd
www.malcolm@morgancentenary.co.uk

Peter Morgan Memorial Update

Dear Morgan Friends

I am pleased to inform you of the latest news regarding the Morgan Statue:

1. HONORARY PATRONS

Charles Morgan, Sir Stirling Moss OBE and John Surtees MBE have joined Lord Montagu of Beaulieu as Honorary Patrons.

2. PRESS LAUNCH

The Morgan Motor Company will shortly be holding a Press Launch for the Morgan Statue Foundation's fund-raising. The UK Media, National and Motoring Press are being invited.

3. CHARITY STATUS

The Foundation is applying for Charity Status in the UK. This will mean that the Foundation will be able to claw back the tax from contributions by UK (tax paying) enthusiasts. Contributions from UK Companies will allow them to claim against Corporation Tax.

4. BANK ACCOUNT

All Contributions should be paid to the bank account indicated on the website www.morgan-statue.org Within the next week this will change to an account at Lloyds TSB, Belle Vue Terrace, Malvern. All funds in the existing account (that still stay open for some months) will be transferred to the new account. YOU WILL BE ADVISED OF THE NEW BANK ACCOUNT DETAILS AS SOON AS THEY ARE KNOWN.

5. STATUETTE 5

I will collect the first bronze statuette (1/5th life size) from the foundry next week. As soon as photos are taken it will replace the current photo on the website. (I saw the casts yesterday at the foundry. It is stunning.)

6. CONTRIBUTIONS FROM MORGAN CLUB MEMBERS

Morgan Club Members around the world are being asked to kindly contribute a guide minimum of £20 - \$40 - 30 Euro - Yen 4600 each. To save bank charges it is recommended that clubs pay these amounts as one contribution. For your information: Contributions received to date from individual enthusiasts/ club members have been between £25 - £2,000 each (\$50 - \$4,000, Euro 38 - Euro 3,000). Please see attached letter in this regard.

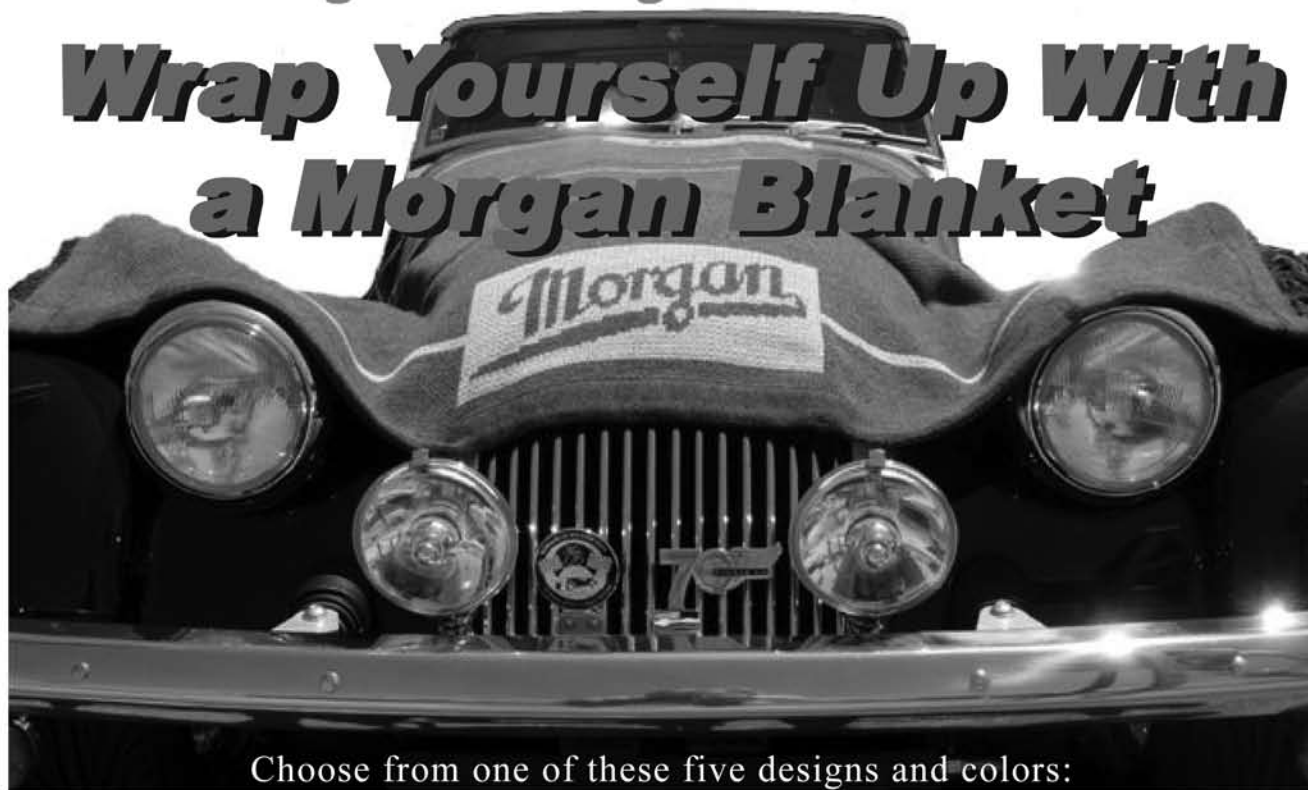
7. SCHEDULE

It is planned that the statue will be unveiled before the Morgan Centenary in 2009.

If anyone has a question or query please do not hesitate to email me.

Best regards, Roger Moran

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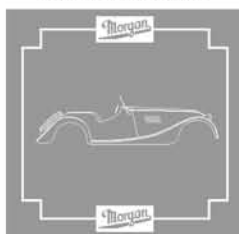


Green & Tan



Berry & Lt Gray

Silhouette

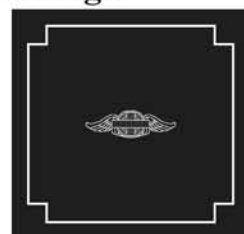


Dk Gray & Lt Gray

Morgan Wings



Navy & White



Navy & White
w/Berry Cross

Blanket details:

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Our Club During It's Historical Past

Looking Through The Rear View Mirror, The 1990's.

Larry Ayers, Historian

Previous articles in this series have reported history from the 1960s, '70s, and '80s. Until the conclusion of the 2000-2010 decade, this will be the final report by your Club Historian on matters relating to past club experiences, misadventures, and general merry making.



1996. More reporting on the fabulous MOA III! A January business meeting at Applewood Inn Pizza Parlor in Menlo Park perhaps made others hungry enough to attend the Potluck Dinner and Talent Show hosted by the Haines on 3 February, or even attend the Chinese New Year (year of the Rat) dinner at China Chili's in Fremont on 10 February, hosted by the Tollworthys. • Fortified with vittles, you might have had the energy for a Saint Patrick's Day Run by Marian and Ira Zalesin on 17 March starting in San Francisco and ending in Woodside. One of the highlights was a tour of the ship, Jeremiah O'Brien. Then you could head over to Monterey for the 1st Annual British Car Meet. Ask Rich Saylor about details. • Don't miss the 3rd Annual Oyster Event wherein you would have to get rides in various owner's cars to score points during the Navigator's Swap Run. This year's run was dedicated to the memory of our dearly departed club member, Ted Scooros. • The May business meeting saw us making another appearance at The Candy Store and then fueling up for the Canada College Gymkhana on 8 June. Advise Evan Snyder if you're attending. Still in the racing mode, why not attend the 1st West Coast British Extravaganza at Buttonwillow Raceway on 15-16 June sponsored by Moss Motors? Blow out the cobwebs again and you could have run up to Chico for the All British Meet, Poker Run and Rally. • Mog West looms on 12-14 July, so get to polishing that sheet metal after you make the tour down Highway One to Cambria. Then come home and display at the Lafayette and Stu Barry Concours shows. But don't get stagnant because Monterey beckons with historic racing, a Friday night Morgan BBQ at the Steck's and that old El Cocodrilo Saturday night event. • September marked a date for another All British Car Meet in Palo Alto and then Dennis Glavis wished to do a rallye on the 22nd. On 28 September, another All British meet was scheduled in Sacramento at The Court Sutter's at Cosumnes River College with a \$2.00 admission fee. • The Flog Mog Fall Scenic Drive, Wine Tour and BBQ (two events in one) was ordered up by John Burks for 12 October and had something for everyone's taste. Plan A was a Sierra Tour from Jamestown over Sonora Pass to Tonopah to Gardnerville and back to Sutter Creek. Plan B, a Wine Tour the following day, was a tour of Amador Wineries by Keith Wright and a barbee back in Sutter Creek. Hope you attended. • On 19-20 October you could have attended the 4th Annual Autumn

Classic at the Inn at Pasatiempo in Santa Cruz. Many British makes and a lot of fun for everyone. All of this possibly leading up to the 10 November Turkey Trot by the Eisenberg/Schmidt team. Then we'll go back to the U.C. Berkeley Faculty Club for the Annual Christmas Party on 14 December. The 29 December Boxing Day event closed another good year for the MSCC NC.



1997. Let's ring in the New Morgan Year with a Talent Show and Pot Luck with the Haines on 15 February. It's sure to be fun as always at "Owlet's End." And, what's this? A color cover issue for the Feb Morgazette? In fact, the entire issue was in color, a first for the Club. Peter Schmidt, Arlen Robins, and Donna Dell'Ario teamed up with production editors, Ira and Marian Zalesin, on this effort. One glance at the calendar told you that this year was packed with events, fun for everyone. • The 2nd Annual St. Pat's Run & Crawl by Ira and Marian on 16 March was a chilly outing but always fun and a large turnout rewarded their excellent efforts. On the subject of 2nds, the British Extravaganza at Buttonwillow was held on 18-20 April and Moss Motors did another outstanding job. This event featured Morgan racing, including several trikes. Come on out. • Perked your interest? How about the MogBag 500 aka "The PearAss To PeeKing Run?" It all happened just north of Mendocino, at least that was the report from Dennis Glavis, the organizer. Perhaps they were celebrating the passage of SB42 by the CA State Senate wherein all vehicles 25 years or older don't require smog testing. Yeah!! Democracy in action via Quentin Kopp. • Not-pleasant news was a report on the passing of Gerard "Gerry" Medeiros on 4 May, and of John Erickson (Eastern Morgan Club) on 13 May. • Warming up for Mog West, attend first the gymkhana at Canada College on 25 May with assistance from Evan Synder, who will point you through the pylons. Okay, Mog West now? No! There is a Graduation Party for Fay Koupal who gets a B.A. in business plus a minor in multi-media. Enjoy a BBQ and help celebrate the occasion on 7 June in Hayward. Cambria now? No! No! There's a Magical Mystery Tour by Andy Eisenberg and Marj Naughton on 22 June. Okay, it promised to be a laid-back tour & semi-rally with exuberant driving. It was! • Now you can pack for Cambria and the 15th edition of Mog West sure to be as much fun as the previous year. Then it was on to the Monterey races with a Friday night hoopla again at Pebble Beach at the Doug Taber residence. Saturday night dinner was enjoyed the next day at The Crocodile Grill if you reserved through Dennis. The big event this weekend was the debut of the Morgan +8 GTR "Big Blue" at Laguna Seca. • The British Car Meet was set for 7 September and the Oktoberfest at Steve Roake's lovely home took place on 3-5

October. Friday night diners visited Catelli's The Rex in Geyser-ville. • Bob Schmidt, hot on the heels of winning Best of Show at the Mog West Concours, was still hot for his Turkey Trot on 16 November with a lot of loose feathers that he sorted nicely. The following month, the club's Christmas Party was again at the Berkeley Faculty Club. On 30 December, the Boxing Day event was conducted by Jerry Gurley.

 **1998.** The Koupals and Kathy T. called us to celebrate "Casa Nova" on 7 January. Surprise, it was a house warming for Bob and Fay plus a business meeting with chilled salads tossed in the mix. Still celebrating, it was Evan and Trish Snyder's wedding celebration on 16 January. They were actually married on 2 January and drove off into the sunset in a Morgan. Still celebrating, this time for Chinese New Year's with Kathy Tollworthy on 15 February at China Chili's. Then polish your talent act for the Third Annual Amateur Talent Show & Potluck with the Haines on 28 February. No talent was required, but having a little might not damage your reputation. • Anyone for Oysters? Installment number IV was offered by Larry and Donna on 15 March and featured "Morgan Poker" where most everyone won something, or got a sunburn trying. Go with John Burks to Cabo San Lucas 4-10 April and have some great fun bar hopping and scooting your Morgan. Perhaps it is a shakedown for the CSRG racing at Sears on 18-19 April. Bob Schmidt presented a ploy for lunch and a photo op at Blackhawk, but with lunch at \$32 per person, it wasn't a popular idea, and a trip to the Eastern Pinnacles with a picnic, hike, and dinner was substituted. But that was canceled too. Okay, so the PearAss to PeeKing "Mendocino III" Run on 18-19 April with Dennis Glavis was a go. And, the 25-26 April gathering in Monterey for the All British Car Meet at Pacific Grove by Alan Jones, was also popular. • The months of April and May were filled with race meets, car shows, and a gymkhana by Evan Snyder at Canada College. When July rolled around, we were ready for something different, and the 4-5 July Visalia Vintage Motorsports Festival was the ticket. The immortal "Mad For Morgans -- Men of Trikes" was coined after several trikes and fours made that event and we were on Fox T.V.! Then it was off to Mog West 16 in Cambria. More racing in August at Monterey, with a BBQ at the Steck's and a dinner at the Crocodile Grill, a Stu Barry Concours, and a "Morgans Across America" reunion dinner, back in Monterey, were events not to be missed. • We did pause to honor the loss of two great Morgan friends this year, LaVerne Cox and Elliott Silver. Hopefully they have found a place to watch down on the rest of us in our Morgans. • If you've survived so far, the Scottish Games in Pleasanton and another All British Car Meet in Palo Alto were offered. But save some energy for the 23-25 Oktoberfest with Dick and Judy Scardamaglia in Glen Ellen. Then you could do a Turkey Trot with Bob Schmidt on 8 November. Wow, it's nearly time again for the Annual Christmas Party, again at the U.C.B. Faculty Club on 12 December. Of course, you have

to also attend the Boxing Day Run on 27 December with Jerry Gurley and company. You realized, if you took in all of the foregoing events with your Morgan, and sweetie along as mechanic, you had a great MSCC year.

 **1999.** Let's go to Ugly Dog Manor, aka the Glavis' residence, for the annual calendar and business meeting on 10 January. Then we're off to China Chili's on 3 February for a Chinese dinner with Kathy Tollworthy. But coming up soon is also the 4th Annual Talent Show and Potluck with the Haines on 27 February. Stage Manager, David, will announce your act as usual. Have you yet discovered your talent? No? Well, perhaps the Shania Twain impersonation by eight year old, Paloma Schmidt, could have inspired you. If not, study up on your Morgan history for Oyster Run V which will honor the creation of the Morgan, 90 years previously. Better know your trivia for this one. • We were all very saddened to hear of Keith Cox's passing on 3 March. A service for family members and close friends was announced for 5 June. • David Haines organized a slalom for 11 April at Canada College. A week later, CSRG was racing at Thunder Hill and the same weekend the AMA Vintage Motorcycle Races were staged at Sears Point. And, we had to thank the Zalesin's for their very outstanding two-year run as Morgazette Editors and those fabulous color issues which were first class all the way. The Morgazette's new Editor, Doug Sallen, has a tough act to follow. Good luck, Doug. • Hey, the Pinnacles are back, not that they ever left. Join Dennis Glavis for a two-day run to both the Eastern and Western sites on 15-16 May and enjoy al fresco dining at Jardines de San Juan. This should be "high adventure" in the making. • Boo Hoo! Trish and Evan are leaving us for New Zealand. Let's send them off with a party on 30 May at C.B. Hannegan's in Los Gatos. We know they'll be back to visit, soon, we hope. • During June, you could have enjoyed a California History Hop with Phil and Andy Eisenberg, raced at Buchanan Field, been a participant at the Palo Alto Concours, or slalomed with Dave Haines at Canada College -- initially canceled due to weather -- rescheduled for 27 June. Then gear up for the Truckee Run and BBQ with Gary and Kay Hill and enjoy the Truckee 4th of July parade. What fun! Check out that drill team -- members marching while holding up hand drills. • Also in July, both the Lafayette and Santa Rosa Concours were held, either of which may inspire you to start polishing your steed for Mog West at the end of July, first of August. You were invited to a Gala Evening celebrating the 90th Anniversary of the Morgan Motor Company with very special guest, Peter Morgan, on 24 August at the Victorian at Heritage Square in Santa Monica. The annual historic races at Monterey were just around the corner with the ever-popular Friday night BBQ and Saturday dinner -- this year flip-flopped -- due to scheduling reasons. Pebble Beach had a special recognition for Morgans with several on display. • Who could forget the outstanding Morgan Club Dinner on 27 August at the Hyatt

Regency Monterey with special guest, Peter Morgan, sponsored by the MSCC NC, the Morgan +4 Club, and the Concours at Pebble Beach? Simply fabulous! • Yet, more shows in September kept several of us busy with more cleaning/polishing duties. Especially the 11 September event at Sears Point honoring 90 years of Morgans with CSRG.

Hopefully, you weren't too busy to attend the Mt. Lassen Tour & Bowling Championship run by John Burks beginning on 8 October. An event on 16-17 October at Laguna Seca honoring Morgans was sponsored by HMSA. The Oktoberfest at Steve Roake's from 22-24 October was another welcome event and a chance for club members to have fun touring, wine tasting, and visiting. If you wished to dress up (many did) you attended the 30 October Halloween Party at Doug and Debbie Sallen's in Saratoga. • The 6 November event brought us the Turkey Trot by Brenda & Sam Goldberg and Carol & Armando Picciotto. Hey, wasn't this was really a Bob Schmidt event with a tour of the Western Railway Museum? We also stopped at the Black Diamond Brewery in Walnut Creek for fortification and rejuvenation. Let's continue celebrating with at the 60th Birthday Party for Dick Tuttle on 14 November in Campbell. Then on to the Annual Christmas Party at the U.C.B. Faculty Club on 11 December. Boxing Day? Yes, there were two of them? The first outing was with John & Dave on 26 December. A second event, had to wait until 2 January 2000 with Jerry Gurley hosting.

 What an outstanding decade the 1990s were. Of course, one of the big highlights had to be the 90th Anniversary of the Morgan Factory and its many related celebrations. Now we're looking forward to the year 2009 for the Centenary Celebration. Hopefully, we'll still own and continue to enjoy our Morgans well into that special year and beyond. Long live the 1990s!



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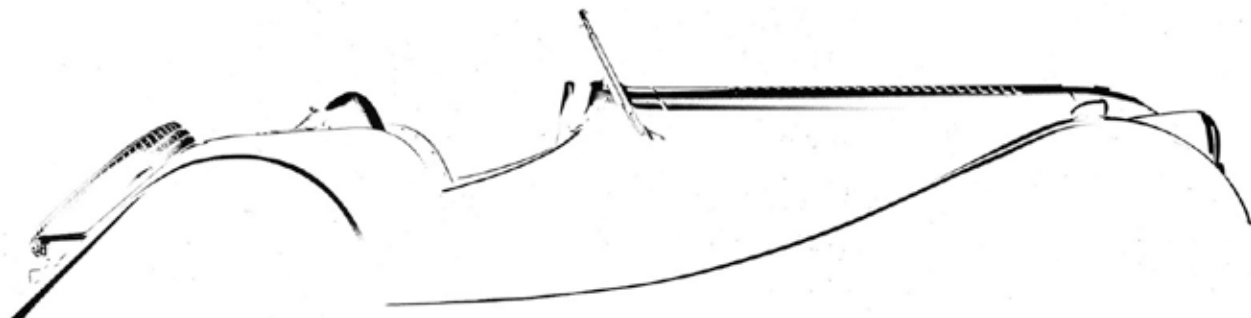
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