



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

July~August 2020





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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 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.

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Tollworthy

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Tcherek Kamstra

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:

- Sept 23

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

Photos • please note: All photos in the Morgazette are used with the permission of the photographers. Any re-use must acquire new permission. Ask Donna Dell'Ario for attribution.

Welcome New Members

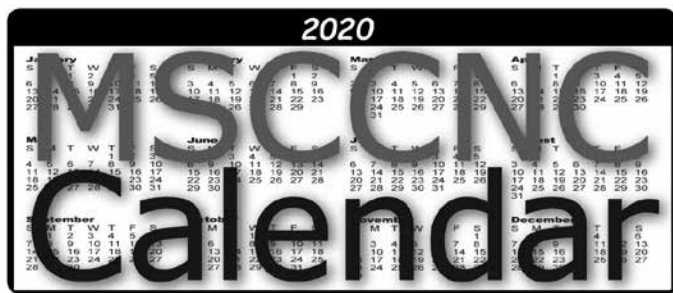
Miles Chappell and Ann Fuller

Eagle Point, OR 97524
1961 BRG +4; chassis 4756

*Cover Photo: For the July 2020 Challenge, Bob LaMar
drove his 1953 +4 to Pigeon Point Lighthouse.
[see page 11]*

**Take care, be safe, stay healthy.
We look forward to more good times together.**

**Don't forget — You can always see
the Morgazette in full color as a PDF on
the Club's website. Tcherek usually has it
posted within days of an issue's completion.**



* MSCCNC Club Sponsored Event

Other events are listed for information only • Please let Activities Chair, **Angie Larson**, know if you would like to host or promote an event on the Calendar. (Contact info pg.2)

AUGUST

- * 29-30 th BILL FINK MEMORIAL RUN- Contact – Tcherek Kamstra

There's not much to say that you don't already know... We have been practically shut down, except for the July Challenge in which some of you were participants. The fun results you now see in this edition of the Morgazette! Good Job all who entered. There was no contest, you are all winners, it was just a fun outing and you made a great contribution to the Morgazette content.

Speaking of which, if any of you have an idea for a socially distanced activity, don't be shy, please let me know. This might be the start of something big!

So, you will notice that the rest of the pre-planned activities are remaining on the calendar. After talking to the organizers of the activity, it was determined to leave the dates as is.

Tcherek, especially does not want to cancel her August Bill Fink Memorial. Keep your fingers crossed she can follow through with her plan. John Burks & Barbara, are setting up a September Flog Mog with the hopes that their activity can happen. October, November, December remain as planned 'till further notice.

I will be your source for updates and any other news as it happens. Wishing you well, Angie

SEPTEMBER

- * 28-29-30 • FLOGMOG – See activity note below – Contacts- John and Barbara Burks

OCTOBER

- * 18-21 • Finding Fault/Rocky Horrors – Contact Ellen Jo Barron/Jim Taylor, Joyce & Doug Hamilton

NOVEMBER

- * TBD • Turkey Trot – Contact – Martin Mieger

DECEMBER

- * 6 SUN • Holiday Party @ Zio Fraedo, Vallejo – Contact – Elaine Fisher
- * 26 MON • Boxing Day – Wine Country Tour – (Rain Or Shine) – Contact – Wendell Bain

2020 Flog Mog Cancelation

With great regret we find it necessary to cancel the 2020, Flog Mog, Bill Button trip to the western states that we had previous scheduled. Because of the interest and excitement that was generated by this wild plan we are hoping to reschedule it for 2021 at about the same time in mid-September. We do hope you will put it on your calendar and we will be in touch.

2020 Mini Flog Mog!

Meanwhile, we are tentatively planning a much scaled back three day Flog Mog get together in Quincy, California at the Ranchito Motel, otherwise know as the Babbling Brook. This event will take place the week of September 28, 29, and 30. Of course we will practice social distancing, and also ask that those attending plan to bring and wear your facemask. There are several nice drives in the area, a large patio area, and take out food is nearby.

At this time rooms at the Ranchito are available - 530-283-2265. No problem with cancellations - but please wait to book until September. This, too, is subject to cancellation.

If you have further questions please contact: John and Barbara Burks

burksjohn1@gmail.com • brbr@charter.net





From the Editors

Fred and Ann Thompson

We hope you are all surviving the COVID-19 distancing and mask requirements. This is surely a most unusual time. Ann and I and our collie, Heidi, have been taking short, local drives, enjoying the sunshine, the wind in our hair (and fur), and all the wonderful ambiance that comes with driving an open roadster.

Since our club monthly events have been curtailed, we have been actively finding ways to enhance the Morgazette. Larry, Donna and Angie expanded on the idea of a "July Challenge" and several members sent in pictures that will be published in the centerfold. As editors, we have added two additional sections; "Me and my Morgan" and "Comments to the Editors".

Several members have answered our call for help and we have received a wonderful response. We are most grateful to all who have contributed stories and participated in the July Challenge. Depending upon room, the hope is to include as many stories and photos as possible. If your story and photos are not included in this issue, we will carry them over to the next issue.

Again, keep enjoying each publication and again thank you for all your letters and submissions. Keep them coming, this is your newsletter and we want it to reflect the experiences of the club members.

Comments to the Editors

Hi Fred and Ann,

I wanted to let you know how much I enjoy the Morgazette and appreciate what you are doing! I know Gordon would be pleased and proud that the issues are continuing with articles and pictures which are interesting and relevant to the Northern Club and the Morgan community everywhere. And Donna's efforts and talent in layout design continue to keep it an amazing publication.

I especially enjoyed the latest issue (May-June 2020) with stories and pictures that take me back to wonderful runs and friends which have been a staple in my life over the last 20 years. Stepping in as you did, unexpectedly and last minute cannot have been easy. Now with COVID19 putting a giant stall into Morgan life the job must be even harder. But like the Morgan spirit that shines throughout the Morgan community members, when there's a stall we just start pushing. Thank you for your hard work and great ideas for articles to keep the Morgazette coming to our mail boxes and to keep the Morgan experience rolling, even if it must be at a distance for the time being.

Maggi Craig

To Fred and Ann,

You guys did a great job on the newsletter this month! [May-June 2020] Authors not heard from before flooded the pages. Angie and I really enjoyed this edition. Thanks for all your work.

Grant Larson

A message from Tom Everts

Kudos to the editors, as I think we all look forward to receiving the Magazine. It always seems to have interesting articles. Am sure that people view the Magazine as their lifeline to the Morgan Community. When received, I forward the Morgazette to a friend in the UK. He seems to enjoy hearing about what is going on over here, and ALWAYS comments on what a great publication it is.

Comment about an article in our last issue

Marj [Scooros] would like to correct Marty's write-up from the last Morgazette regarding her Knee. Not MacKay. Tinklham. She is a MacKay clanswoman. Allen sept* of the MacKay clan. Bart Weaver - Marj's current partner is also a MacKay. Maghee sept* of the Mackay. Way more information than you needed.

**A "sept" is a division of a family, especially of Scottish or Irish decent.*



Prez Sez by Paul Marchant

Hard to believe the year is a half over and we've only had one event this year - the Oyster Run on January 9th. However bad as this is your car cannot get the virus, so now is the time to work on your car. All these years of going to Mog West I questioned owners why didn't they drive their cars? Answer number one: I need tires, and the list goes on, brakes, clutch, adjustment, etc. Please check your Morgan's tire pressure if your car has been sitting, looks can be deceiving.

On a drive a couple of weeks ago, I decided to travel to the waterfront in Benicia. Only to be followed into a parking lot by a guy in a black Porsche Cayen. Turns out he was a Morgan owner by the name of Brad Prather. He owns a '53 Morgan Flat Rad that has radiator issues. After talking to him for over an hour, he is anxious to join the club and get involved. The car looks good and has been in his family since the 1950's.

In closing I want again to thank Fred and Ann Thompson, Donna Dell'Ario, and Angie Larson for their continued great work in keeping us all connected.

On a lighter note:

People in 2020:

"This is the worst year in the history of our lives."

Dogs in 2020:

"What a time to be alive!

Every single one of my humans is home ALL day EVERY day! Taking me on walks. Lounging around on the couch. About time humans came to their senses and adopted our way of life." **I Might Be Funny**

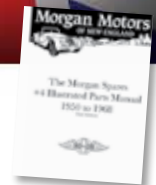


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A Car with Our Name on It

By: Beverly and Tom Morgan

Tom had been racing an increasingly fast MGA in vintage car races for 20 years when his buddies in the Morgan Club (Dave Sneary, John Birks and Lynn Powell) told him about a Morgan racecar that was for sale. "We're tired of you beating our Morgans with your MGA," they said. We used to joke (to ourselves) that Tom had his own "fan club" at the races with all these Morgan racecars (in "Morgan" T-shirts), and at a vintage race, announcer John Joss once said, "Tom Morgan, who should be driving a MORGAN, is cutting through traffic in his MGA". OK, we get it. Ten years after his passing, Gerry Medeiros' widow Marie was ready to sell Gerry's Morgan, and we bought it. "We gotta buy it, honey," Tom blithely said to me. "It has our name on it."

So about 15 years ago, Tom arranged to purchase and take possession of the maroon Morgan 4/4, and brought it home to his garage in South San Francisco to acquaint himself with the car and motor. Tom has been racing it ever since, until 2020. Now because of a device implanted into his heart in January, Tom's days of racing his Morgan are over. However, other competent racers will still drive the car; April Halliday drove it at a CSRG event in July, and Bob Yarwood will drive it in two CSRG



events in October.

We silenced our critics when we bought our Morgan racecar in 2005 to race in vintage events.

We joined the Morgan Car Club in the early 2000's, before we got our Morgan racecar, and enjoyed going on the FLOG MOG tours around California in our MGA roadster.

For Tom, the best thing about driving the Morgan is surprising the Porsches and Triumphs in his race group as he catches and passes them on the track. Best thing for me is watching the reactions of bystanders and other drivers as we cruise along towing our Morgan to Sonoma, Laguna Seca and Thunderhill Raceways. And, like he said, it has our name on it!



Report from Tucson Chapter MSCGNC

By: Bart Weaver and Marj Scooros



Greetings from Tucson, Arizona! Membership here is small but active. Every evening at 4:30ish, the members meet for cocktails and toasts. Bart toasts the Queen with the Very First of the Day ALA George Tollworthy. The rest of the family is also toasted by Marj, as are Morgan owners everywhere and absent friends. Various car and motorcycle issues are discussed while cocktails are enjoyed.

We have had a few visitors from Northern California over the year, Marty and Lexa, as well as Lynne and Jerry Gurley. We do miss our other friends from Northern California but not enough to return. The 2019 MOA group was welcomed with a BBQ. Some repairs were made, old friends got caught up on news, and new friends were warmly welcomed. How did Elaine know that 2020 would be canceled? Serendipitous, eh?

Over the years we have been here, we have seen three other Morgans on the streets. Timing has never been good for chasing after them for introductions. Perhaps one day the Chapter will increase its membership. Bart and Marj have the only Morgans in the local Tucson British Car Register that used to meet for coffee every Tuesday morning at a Starbucks for coffee and cars. Hopefully, the meetings will eventually resume.

Photo is curtsey of our friend Frank Brown.



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3 WHEELERS:

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NEW 2020 Morgan 3 WHEELER Fashioned after the 2010 Geneva Show "RAF Spitfire" Edition

2013 Morgan 3 WHEELER Polished alloy Brooklands Edition, #50/50, 5,800 miles // THE MOST DESIRABLE MORGAN 3 WHEELER, 5 SPEEDER!

ROADSTERS:

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NEW 2019 Morgan 3.7 V6 ROADSTER Champagne Metallic/Sky Blue Yarwood leather, Black Wire Wheels

NEW 2019 Morgan 3.7 V6 ROADSTER Tribute '65 America, Avril Blue Pearl Met./ Saddle Leather with tan piping and accents, mohair top, alloy wheels, A/C in stock

NEW 2019 Morgan PLUS 4 Glacial Silver Body/ Black Wings/ Scarlet Red Leather; Club Sport spec tuned ECU and exhaust, In Stock

2010 Morgan AERO SUPERSPORT Black, Red, 2.7k miles // HUGE PRICE REDUCTION

2005 Morgan ROADSTER Acura Molten Copper Metallic exterior (special order) Yarwood Tan leather

2005 Morgan AERO 8 Green Metallic, Tan, 2.7k miles // HUGE PRICE REDUCTION

2003 Morgan PLUS 8 35th Anniversary Edition Black, Poppy Red Leather, 5.4k miles // LOCAL BEVERLY HILLS OWNER

Morgan +8+ conversion in 1995 by ISIS Motors included stock LS 1 Chevy, 6 speed, 4 wheel disc and alloy body, galvanized chassis

1989 Morgan PLUS 8, Silver/Black leather, gasolene conversion, 5-speed, 49.6k original miles, California car

1967 Morgan PLUS 4, DropHead Coupe, Ivory/Green Wings, Ivory leather // NEW GREATLY REDUCED PRICING

1963 Morgan PLUS 4 SUPERSPORT 1 of 101 Factory SuperSports, Rolls Royce Green Velvet, Black leather // CORRECT RESTORATION TO HIGHEST STANDARDS.

1963 Morgan PLUS 4 true Pebble Beach quality restoration // INSTANT FUN OR CONCOURS WINNER

1962 Morgan PLUS 4 Four Seater Roadster, White with black leather // FULL RESTORATION

1958 Morgan PLUS 4 DropHead Coupe, Regency Red/Black // 100TH ANNIVERSARY BEST IN SHOW WINNER

1953 Morgan PLUS 4, Ming Blue/Black Monterey Historics History, stunning!!

OTHER MARQUES:

1974 Triumph SPITFIRE Robin's egg blue

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

1950 Jaguar MK V Drophead coupe, just rebuilt engine + trans. Primrose body/black wings

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Morgan Engine Rebuild - (Not for the Faint of Heart)

By Wendell Bain



This is my second Morgan. The first was a '57 Plus 4 two seater that was very tired when I bought it. After a spider gear broke in the differential and it became very difficult to drive I decided I needed a reliable car more than a worn out Morgan. Bill Fink bought it and sold it on to Washington State in 1971. At the time I thought I would have another Morgan one day, but in better condition.

I got my new car in March of 1977. At the time, Bill Fink and Steve Miller shared a business location on Eddy Street in San Francisco. That's where I saw the car and fate decided I would become the new care taker of a '59 Plus 4 two seater. The seller lived in Fresno and wisely thought San Francisco might be a better place to sell a car like this one. He built it to be a vintage racer and on completion decided he just had to have a three wheeler. He also had a '53 Plus 4 Flat Rad. His wife told him her car wasn't going to sit out in the weather for another toy so if he wanted a three-wheeler something had to go.

Back then, I had no intention of ever racing the car. But one never knows how things will change. In March of 1986 I ran my first vintage event at Sears Point (Sonoma Raceway). Logic finally prevailed in 1998 and I quit racing. One reason being I broke the left front spindle in Turn 3A at Sears Point and it reverted to its heritage...it became a three-wheeler. My Morgan was looking a little rough around the edges. That's when Dick Scardamaglia (former Morgan Club member) and I took the car apart to paint it. Our paint job came out very nice.

Dave Sneary (who passed away recently) had put on a Concours Car Show at the St. Francis

Yacht Club in San Francisco (of which he was a member). I was coming back from that event when on Hwy 101 at around 65 mph I glanced at the oil gauge and it was reading 20 lbs. of pressure. Should be more like 65 lbs. I pulled off the road and checked the pertinent parts, I had plenty of oil, and the car was running fine. Despite this, I opted to go home on a flatbed. Finally a couple of days later I started taking things apart and discovered the problem was a badly scored center main bearing journal on the crankshaft. Out came the engine and disassembly began. Several other items were worn and needed replacing. I then became very familiar with Morgan Spares in New York, Moss Motors in Goleta, CA, Norm's Machine Shop in Petaluma, and Bailey Brothers Crank Shop



It has been five years since I started this project, which is too long, but sometimes you have to get over being mad at the thing (because it really doesn't care) and just get it done.



Automobiles have been a passion of mine for many years (I was a teenage hot-rodder and never grew up). In 1955, when Barbara and I were married, we bought an MG TD to drive on our honeymoon. It was a great car (times were slower then). It did lack a bit of power so a supercharger was added. It served us well during my Navy years. Over a few pints with a friend one night, I made the comment that the ideal Sports Car was the MG TC body on a supercharged TF 1500 chassis. My friend said, "Why bother. Buy a Morgan." That set wheels moving and when Barbara saw a black Drophead Coupe in the paddock one day, she said, "That's what I want!"

When I finally "graduated" from the U.S. Navy, in early 1959, Barbara and I had decided it was time to trade our supercharged MG for a new MORGAN. We searched out Rene' Pellandini's local MORGAN dealership in Los Angeles, and there met Lew Spencer who was in the process of making a name for himself in local Club racing. MORGANs were then, as now, in somewhat short supply. The only car on the showroom floor was quite well blocked in by other brands and unavailable for a demonstration ride.

"Not to worry," said Lew. As an alternative, he offered us a ride in Rene's 212 Ferrari. With Barbara perched on top of the spare tyre behind the two front seats, we motored out onto Sunset Boulevard. After a spirited drive through the Hollywood Hills, we arrived back at the dealership. Lew said "The Morgan performs about the same, but rides harder!" We bought a new Morgan DHC (SN4204). It was the start of a long love affair.

We drove that Morgan everywhere! I drove it daily for several years. Barbara drove it to the market. For a while it was the only car we owned. Our son John, then two years old, spent his formative years riding in a child's



seat that we built sideways on the package shelf behind the seats.

I spent a couple of years road racing motorbikes on a Ducati, and we towed the motorcycle trailer behind the Morgan. It caused quite a stir in the pits. I won a Class championship in 1961, but then crashed heavily at Riverside in 1962. Having discovered my own mortality, as young men are sometimes wont to do, I retired from serious racing. But we still had the Morgan.

When we finally sold the Drophead it had well over 100,000 miles on the clock. The engine had never been overhauled but a couple of times we rebuilt the front suspension.

Barbara and I have owned several Morgans since then, but whenever I think of the 1959 Drophead it is like a man remembering his first love. It grows brighter (and better) with the passage of time rather than fading from memory as so many things do.

2020 July Challenge



Robert La Mar
1953 +4
Pigeon Point Lighthouse



Jim Foley
2005 Aero 8
Leonis Adobe, Calabasas. Home of Leonis Family 1820s.
Law of the land for many years.
Most offenses led to hanging.



2020 July



2020 July Challenge
Independent Board of the Morgan Sports Car Club of Northern California

Who? GRANT & ANGIE LARSON

What car? 1967 +4-4 SEATER

What historical item or place? SAM'S CASTLE, ADMIRALTY TERR. PACIFICA. FIRST OFFER IF BATHHOUSE AS FAMILY REFUGE. MANY OWNERS, STRECKED PAST: STAKEASY, BICKLE, BATH PLACE. NOW PUBLIC PLACES - CONCERTS, TOURS ECT.

When? JULY 17, 2020



2020 July Challenge
Independent Board of the Morgan Sports Car Club of Northern California

Who? SAM LOGAN & MARLENE KELLY

What car? MORGAN +4 - 1960

What historical item or place? KAWEAH POST OFFICE ESTABLISHED 1890 - KAWEAH COLONY UTOPIAN PROJECT STARTED 1886

When? JULY 17, 2020



Sam Logan & Marlene Kelly
1960 Morgan +4
Kaweah Post Office established 1890
Kaweah Colony Utopian Project started 1886

Challenge



2020 July Challenge
Independent Event of the Morgan Sports Car Club of Northern California

Who? PAUL LUKES

What car? 1955 +4 FOUR PASSENGER

What Historical item or place?
1966 MORGAN HORSE STATUE IN FRONT OF TRITON MUSEUM OF ART SANTA CLARA
FOUNDED BY ROBERT MORGAN

When? JULY 19, 2020



Paul Lukes
1955 +4 Four Passenger
1966 Morgan Horse Statue in front of Triton Museum of Art, Santa Clara. Founded by Robert Morgan.

2020 July Challenge
Independent Event of the Morgan Sports Car Club of Northern California

Who? GINNY : BARCLAY SCHAW

What car? 1988 +8

What Historical item or place?
ORIGINAL LITHIA MOTORS SHOWROOM - MEDFORD, OREGON
JULY 22, 2022





2020 July Challenge
 Subchapter F of the Morgan Sports Car Club of Northern California

Who? Aus & Fred Thompson

What car? '63 Morgan +4

What Historical Item or Place? Captain De Anza Campsite, San Mateo Creek

March 29, 1776

When? July 13, 2020

2020 July Challenge



A Trip to Historic San Jose

By Uncle Marty, Lexa, and Lou the DHC

In response to [the Club's] suggestion that we drive our cars to a historic site and take photos, Lexa and I went to History San Jose. We have taken the club to this park in the past. If you look at the article on the Chinese New Year lunch in the "midsomer" 2018 issue, you will find photos of our visit. At that time, I focused on the transport exhibits, but the park is a twelve-inch-to-the-foot representation of all aspects of old San Jose. I was on the park's Development Council in the olden days, and also did volunteer work in the trolley barn on one of the historic trolleys that run in the park today. Well, they don't really run right now nor are any of the buildings open due to the pandemic. Right now, there are not even toilets for visitors. When things return to some new normal, I think you all might enjoy a visit to some of the historic jewels that we lucky folks in the Bay Area have at our doorsteps. I do hope that we can gather for the proposed



fall activities and enjoy each other's company (at a safe social distance). Having said all that, let's go back to early San Jose for a brief drive through history.

In the first photo, we stopped for petrol at the **Associated Oil all steel gas station**. This, as are many of the buildings, is an original



In the first photo, we stopped for petrol at the **Associated Oil all steel gas station**. This, as are many of the buildings, is an original which was moved to the site. In the next photo, we are still in the station but looking the other direction. In the background we can see a steam traction engine, the blacksmith shop, and the trolley barn. We came into the park through the back road and entered the industrial section of town. There is a very ambitious master plan for the park that has not been completed for the usual economic reasons. Now that San Jose is to become Google Town, maybe the interest and

money will emerge.

Leaving the petrol stop, we drive to the **downtown area to visit the Banca D'Italia**. This was more commonly known as the "Bank of Italy." It is now known as the Bank of America. Then as now, they are very happy to give you money if they think you are good for it. The bank is right next to the replica light tower that was in downtown San Jose. The original was quite tall with a carbon arc lamp. The idea was to use a few of them to light up downtown. The farmers in Gilroy thought it would frighten the chickens and stop them from laying eggs, but that did not matter much because the tower blew down in a storm. Still in the downtown area, we made a brief stop to photograph Dr. Warburton's Surgery. I am happy we did not need his services, as he is long gone. Were he alive today, he might have some good advice on flu pandemics.



We then drove across town to one of the fine residential districts. In this photo, we are driving past **the home of the poet Edwin**

Markham who wrote "The Man with the Hoe." In the background is the Empire Fire House that was a very important building in an era of wood burning stoves. The residences all have large yards with trees, flower gardens, and lawns. San Jose was a very prosperous place with a mix of agriculture, industry, educational institutions, arts, and innovation. It was once the state capital, known as "The Capital of a Thousand Drinks." In the next photo we are driving out of this district towards an area of parks and farms. My former business partner and I handled the moving and reconstruction of the last house on the right.



For our final stop on this brief visit I chose **the Dashaway Stables**. This would have been a very important place for a Morgan owner to get wood frame repairs or a new bonnet strap. Coaches and horsepower were still very important. It just might have been a better time to own a coach-built car.

We hope you enjoyed this trip down memory lane. Until next time, remember that "out of the mud grows the lotus." From the old hitching rail, we bid you safe travels and a barn full of fun.



The most winning Morgan relay team in Westwood BC, 1990's



Bob Frisbey's flat rad that I raced and owned for a time



4/4 at the Monterey historic race



My 4/4 in the garage for repair

I first became interested in Morgans in my youth growing up in Oakland. These interesting cars where around, just parked on the street. A black DHC (Drop Head Coupe) and a well used flat rad 4 seater where parked where I lived. Car and Driver did a road test on a new plus 4 in the Fall of 1967. The thinking then was that this would be the end of Morgans in the USA. This thinking got me looking. I had to sell my '35 Ford, BSA C15 and a 1950 Oldsmobile combined with my tax return to finance the purchase.

Throughout the years I have had about 15 Morgans; from a \$900 59 Plus 4 to the current 2019 roadster. They all have brought lots of fun to my life.

Travel across the USA: My first trip was in a 4/4 with Paul Marchant and Henry Zappa. The second was in a plus 8 to Boston. My third adventure was a 30 state trip around the states in our AERO. Next, we went to Alberta with the Larson's and the Powell's. Finally, on our fifth excursion Bill Button and Lisa Holley joined Barbara and me on our Morgan honeymoon to The Beartooth Highway in Wyoming.

Racing: I had about 25 years of great fun racing my Morgan. Tracks included Westwood BC, Riverside, and for good measure, many trips to Sears Point and Laguna Seca. I became rich after I quit. The fun part of racing a Morgan is it is easy to maintain, it looks much slower than it is, and it has better brakes and cornering than most of the competition. An added plus is that the looking slow feature has had benefits on the street too, very few speeding tickets.

Friends: The best part of having a Morgan has always been all the people I have met or who became friends. Morgan owners, as a group, are an eccentric lot. Of course, Barbara and I are the exception. This makes for a fun group people. We have developed great acquaintances that we have treasured over the years, and we always look forward meeting new eccentric Morgan owners.



Vintage Racers, late 1980's, taken at Sear Point, California. Bill Cathy's car to the right of Bob Frisbey.

Treasured photo from John Burks

From left to Right:

Lynn Powell, Ed Demio, John Burks, Jerry Medeiros, Mark Pugh, Bill Cathy, Bob Frisbey



10 Minus Years of Morgans and Club Membership

By: Barbara Burks

A long time ago, perhaps in the 1980's, I think I saw what I thought were seven funny looking MGs driving on Highway 101. I have always loved English sports cars, and from the early age of 15, I noticed every MG and Austin Healy that ever passed my way. But it wasn't until I met the love of my life, John, that I asked the question you all have heard: "What's a Morgan?" Then I learned about the Malvern story and of those fun little zippy cars called Morgans. Now, I say with conviction: "What's a MG?" or what's an "Austin Healy?"

John and I have traveled all over the US and Banff in the Aero, with shorter trips we drive the +8. I now own one whole, well almost a whole 4/4. I have watched the reframing of my 4/4, and once we got that far, attempted to put headlight guards on the body. I was also successful in putting the brake lights and blinker/running lights on. Of course, I have done a whole lot of watching and holding of this and that. My knowledge of tools has grown. I now know of tools that go everywhere, and tools that go in only one spot once. I have increased my skill of measurements of bolts that are as confusing and varied as calling something a screw with thread sizes that don't have anything to do with nuts. Most of all, I have learned what undying patience is all about. I have also learned not to walk in the garage and ask a question. Patience is a virtue but it only goes so far! Yes, I have also learned to swear, and to have a first aid kit near by. Finally, good soap works wonders.

Most of all, I love the people that are attracted to Morgans. Young and old wave and smile and say things like "What's a Morgan?" Thumbs Up signs! Kids rushing out of schools to ask and dream about their first car, or just stopping and staring until a smile lifts the corners of their mouths. Driving has become fun again. Real courage is passing a semi anywhere, at any time. And I love the wonderful, fun loving Morgan owners; their joy in life, their willingness to get in and out of those little doors six inches off the pavement. They are always eager to go for a ride—rain or shine. So many Morgan people have become dear, loved friends. Thank you, John. Thank you—you silly, little spunky Morgan.





My story really begins in 1955, when I started my motoring life with a 1955 MG TF1500. I was my introduction to sports cars, how not to drive them, and then how to drive them properly.

Over my driving years, some 65 of them, I kept graduating to faster and more powerful 600 hp machines. I continued to learn their enormous abilities, and again, how to get the most of them. Obviously, their capabilities can never be realized off the racetrack, but their qualities certainly can be admired.

As cars became more complicated, I missed being able to work on them, as I learned to do on my earlier rides. I began to remember the charming simplicity of the TF-1500, so I gathered in a wonderful 1966 Mini-Cooper, and a lovely 1965 Alfa Romeo Giulia Sprint Speciale. These kept me in touch with now-vintage machinery. I always had an outsider's affection for Morgan, and then, without my chasing any, I came across an ad for a 1954 twin spare #3083 fully restored plus 4 with a TS914ME

engine. But more than that alone, it proved to be one of the elusive interim, "bean can" units.

After a number of serious and detailed phone calls with the restorer, who was offering the car on behalf of its current owner, it was revealed that a certifiably authentic restoration, down to the most meaningful original type fasteners and parts had been done. I was informed that the TR2 engine was

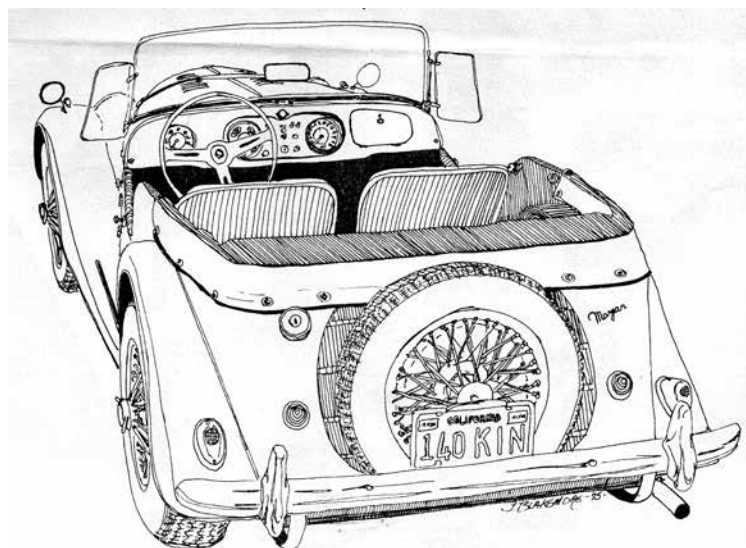
sleeved to 87mm, employed a "very trick" cam profile and raised compression.

I had it shipped without ever eyeballing it. However, they were not completely forthcoming on the restoration. It was utterly superb! Mechanically it was a dream. It revealed a lusty TR2 with surprising torque, an excellent Moss box, and tight steering that delivered dead-straight highway cruising. The sole modification was Girling front discs of the correct period type. Finally, the instruments and switchgear all worked and looked fresh from the showroom floor.

Foremost, my car is a classic Morgan beauty. And most certainly it has brushed aside 65 years and brought me back full circle to the thrill of my first encounter with that TF1500.

I joined MSCC two years ago, shortly after acquiring #3083, and I must admit it frustrates me that I haven't yet gotten to more than a couple of club events. Looking forward to great drives, and the wonderful cast of MSNCC characters.

*Morgan illustration by
John Blakemore as used
in the August 1975
Morgazette*



I'm unsure of where the tradition started of people, not just men, naming their cars. I recall, as a young boy, a teenager in our neighborhood had customized an older Chevy and when done named "her". (and SHE was beautiful)

However, as a family we did not name the stock, Detroit produced family sedan, any of them, for as long as I can remember.

I've also come to realize that people, again not just men, tend to name cars that are special to them. Many of these same people own other cars, and if asked the names of those cars would give you an odd look and might even ask. "why would I name that car?" (Signifying that car was nothing special and did not deserve a name, much less any affection.)

Additionally, sports cars, classic cars, and unique cars, all seem to lend themselves to the affection required of the owner to bestow a name... to personalize the car. The effort and thought that goes into the name is interesting as well. Named for a loved one, named for a famous person; Winston, or Marilyn, named for a favorite place, favorite animal, or just a favorite number. "Good 'ol #9 has been a great car."

Which brings me to the threshold of naming my new 2019+4.

I've asked for suggestions from people... Morgan people, and normal people too. "Does the car look female or male?" "Should the name be British, or would American do?"

As many of you know, (and some may be tired of hearing), I got to this place with guidance from Bill Button. He was instrumental in helping me decide on buying a Morgan and offered invaluable advice as to the considerations of ownership.

SO, after considerable thought it occurred to me that the right name was right before my eyes...

"William the Wanderer."

You could say many things about Bill Button, but sedentary would not be one of them. He would leave at a moments notice and drive from Seattle to Florida. Bill was a natural born wanderer.

It is my way of both honoring a friend and acknowledging that these cars, and these owners, are meant to wander.



Bill
Button



I really enjoyed reading The Saga of DaseMae. [Mar-Apr Morgazette] I therefore thought I would submit a story about a similar frustrating troubleshooting experience in my Morgan past, although not nearly as dramatic because I never actually had to get towed.

To start, a small introduction. I was raised in the Bay Area, mostly Vallejo, but due to my military career I haven't lived in Northern California since April 1976. I first saw a Morgan in 1962 while attending college in Claremont. As a kid I was working my way through school so a Morgan was not in my immediate future. Fast forward to 1973, I am 29, an Air Force Captain at Vandenberg AFB. By then I am married with an 18-month-old boy, so I needed a 4-seater. SCARTI in Los Angeles had a car for me, a 1965 +4 with about 115,000 miles on it. I purchased it on February 1, 1973. (Still have it.) Of course, it needed all kinds of work. We then moved to Albuquerque in 1974, got divorced, I became a single father, and for the next two years and 50,000 miles, the Morgan was my only car. I then moved to Beale AFB in January 1975. I had a custom hitch installed to tow a Nationwide trailer for the move and joined the club.

A couple of months later the car began to "not run right". It had kind of a "Warble" sound. Everyone including me, the local British car expert, and Steve Miller (then at Isis on Eddy) focused on ignition. This involved: new plugs, new plug wires, new high voltage coil, and an electronic ignition.

What should have given me a hint that we were on the wrong track was that I had to balance the carburetors quite often, like every couple weeks. Got up one Sunday

morning, the day of a club event. Started the car; this time it really wasn't running right. Decided to balance the carbs before heading off. Well, the rear carburetor didn't respond at all to goosing the engine. Didn't even budge. I took the top off the Stromberg. There was an inch long cut in the diaphragm. Back then I still kept many old replacement parts "just in case". Got out an old diaphragm that I had earlier replaced in a carburetor rebuild. I installed and balanced the carburetors. The car was good to go.

Fast forward 15 years or so and I am now an Air Force Colonel living in Germany. Every August of the eight years we were there, I would travel about two hours away up to the Nürburgring Oldtimer Grand-Prix. Most of you have probably seen Formula 1 races from there. The Formula 1 circuit starts at the main grandstand, makes a right and then a left down a hill to the Mühlenbachschleife. For the Oldtimer Grand-Prix they shortened the track. Marque Clubs, usually about 70 every year, like Morgan Club Deutschland would be allotted a place to park our cars and camp. This was a wonderful weekend every year.

Then, one year on a Sunday afternoon I drove back from the ring to Otterberg where we lived. This was a really beautiful drive through the Hundsrück region. Out of now where the car began to make a "Warble" sound. Instant recognition. Got the car in the garage, took the top off the carburetors, sure enough a slice about 3/8 inch in of one the diaphragms.

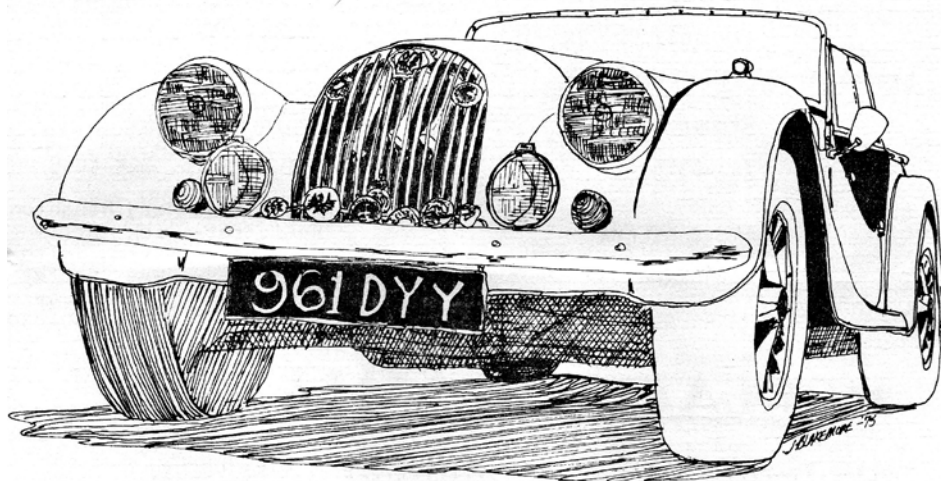
Best regards,

Fred

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*Morgan illustration by
John Blakemore as
used in the August
1975 Morgazette*



PRESIDENTIAL PHANTASMAGORIA

Some thoughts while waiting for the paint to dry...I just bought an old (1913) ivy covered stucco house in Piedmont that is in need of.....

With the ongoing recession, emergy crisis and recent increased gasoline prices, we become more aware of the automobile and its relationship to our daily lives. It is really a ruinous cycle---inflation has caused a lack of consumer spending, which has affected automobile production, which has caused unemployment.... and to compound the problem, fuel costs are steadily increasing77¢ per gallon in Reno last week-end! This is all happening in the computer age where these things could, and should, be predicted before they happen and then be avoided! Behold the Morgan--- and the Morgan Motor Works in Malvern Link...full production, full employment and a three year waiting list for a new model. Amazingly, this achievement has been accomplished through business and production techniques as anachronistic as the Morgan that was designed in the 1930's and continues substantially unchanged today. It also brings a great sense of sastisfaction to know that you have invested your increasingly less valuable dollars in a car that has maintained its classic design during the age of "New is Better" and that, if maintained in some semblence of its original condition, a Morgan is worth more today than the day Peter Morgan put his name on the car. ENUFF SAID!!

Thank goodness for other things that don't change... 'cause they're the way we like them. The Morgan Club events calendar has reached its half-way mark and, thanks to the Board's thoughtful planning and the hard work of those who have accepted the responsibility of planning a dinner or an event, we've certainly had our share of good times. Remember the zaney "Follow Me" 49-mile drive through the "Heart" of San Francisco that beautiful January Sunday? And how about Steve Miller's guided tour of Dutch Flat! Can you imagine kite flying and belly dancing in the same day; well Dick Tuttle engineered that one in March...and we have Harry Robinson to thank for providing a great April weekend in the Monterey-Carmel area...Despite the late snows in the Tahoe area, the Blakemore's once again applied their expertise to a touring and camping trip through the Mother Lode on Memorial Day Weekend. And this last month's event was a fun rallye hosted by Cathy and Mike Preovolos. And that is just the half of it!

Upcoming events include a canoe trip by Dave Chaffey and Henry Zappa; followed by "Manuel's Madness" beach party; a gimmick rallye by the Bondon's; the Robbin's Mystery tour; and a wine tour in November. Concluding "Morgan Club '75" will be our annual Christmas Party-Gift Exchange...details to follow in the Morgazette. Come and join the fun.

2020 PS from John: Maybe these nostalgic looks at past Morgazettes will inspire some Post-Covid runs?!





1961 +8 for sale \$40,000 COVID pricing!

By : John Burks burksjohn1@gmail.com
541-613-1345 • 541-488-2975

ISIS conversion, LS1 Corvette 6 Speed,
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driven about 6000 miles last year.
Was in California most of its life.



For Sale 1960 +4 right hand drive two passenger roadster.

Restoration partially finished.
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The car is in San Francisco.
Contact the owner for more details and
photos. Tina Wong 650-303-3334



U.S. Carburetor History

By: Paul Lukes

To paraphrase a long-time Morgan enthusiast Dick Tuttle, SU carburetors may not be the best, but they are one of the greatest toys ever made. SU carburetors were standard fixtures on many British automobiles including Morgans. A pair was fitted to most of the Plus 4 Triumph engines.

SU stands for Skinner Union. Although there has been an ongoing belief that the founders were plumbers, Herbert Skinner (1872–1931) and his brother Carl (Thomas Carlisle) Skinner (1882–1958) were the sons of J.H. Skinner a director of Lilley & Skinner, a British shoe brand, manufacturer, retailer and wholesale distributor of their own and others' boots and shoes.

The first model had a leather bellows that was sewn by their mother.

In 1905, Herbert applied for a patent, which was granted in early 1906, and continued to develop and patent improvements through to the 1920s, including the replacement of the leather bellows with a brass piston.

After incorporation as S.U. Carburetors in 1910, sales were slow. During World War I the company made aircraft carburetors, but sales remained slow

in peacetime, and the company was not profitable. Carl Skinner approached one of his customers, W. R. Morris, and sold him the business.

SU carburetors were widely used not only in Morris's MG products but also Rolls-Royce, Bentley, Rover, Riley, Austin, Jaguar, Triumph (Morgan), Volvo and Saab 99 automobiles for much of the 20th century. SU also produced carburetors for aircraft engines including the early versions of the Rolls-Royce Merlin used in the Hawker Hurricanes and Supermarine Spitfires.



Pair of SU carburetors in situ

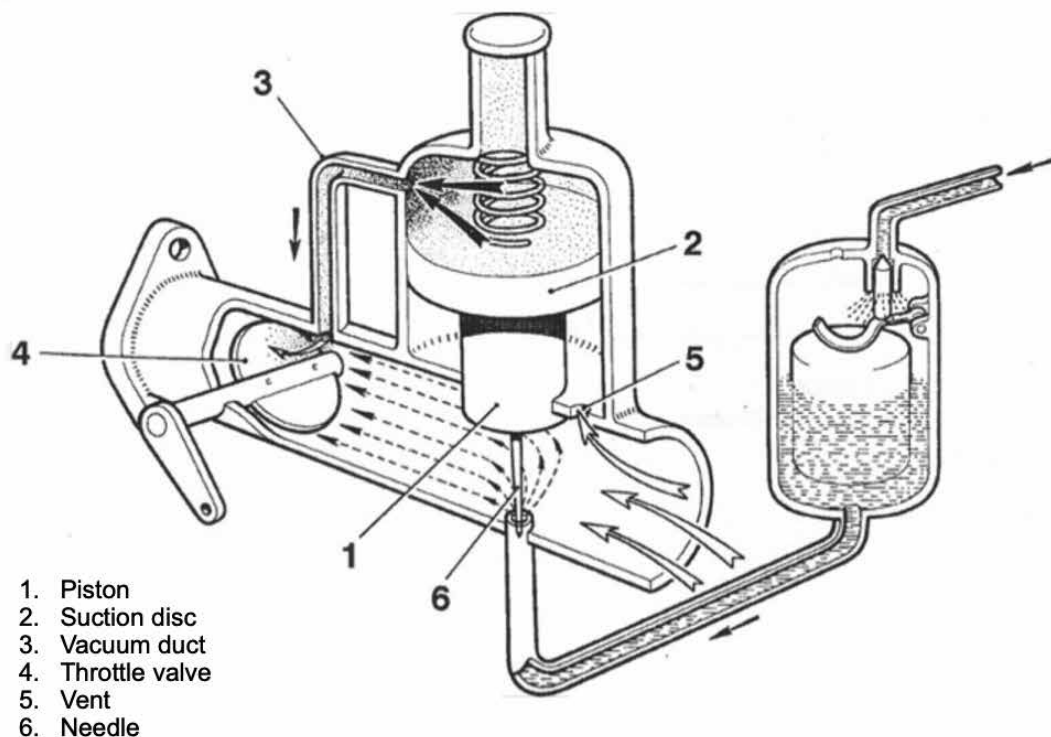


Illustration from www.sucarbs.co.uk



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