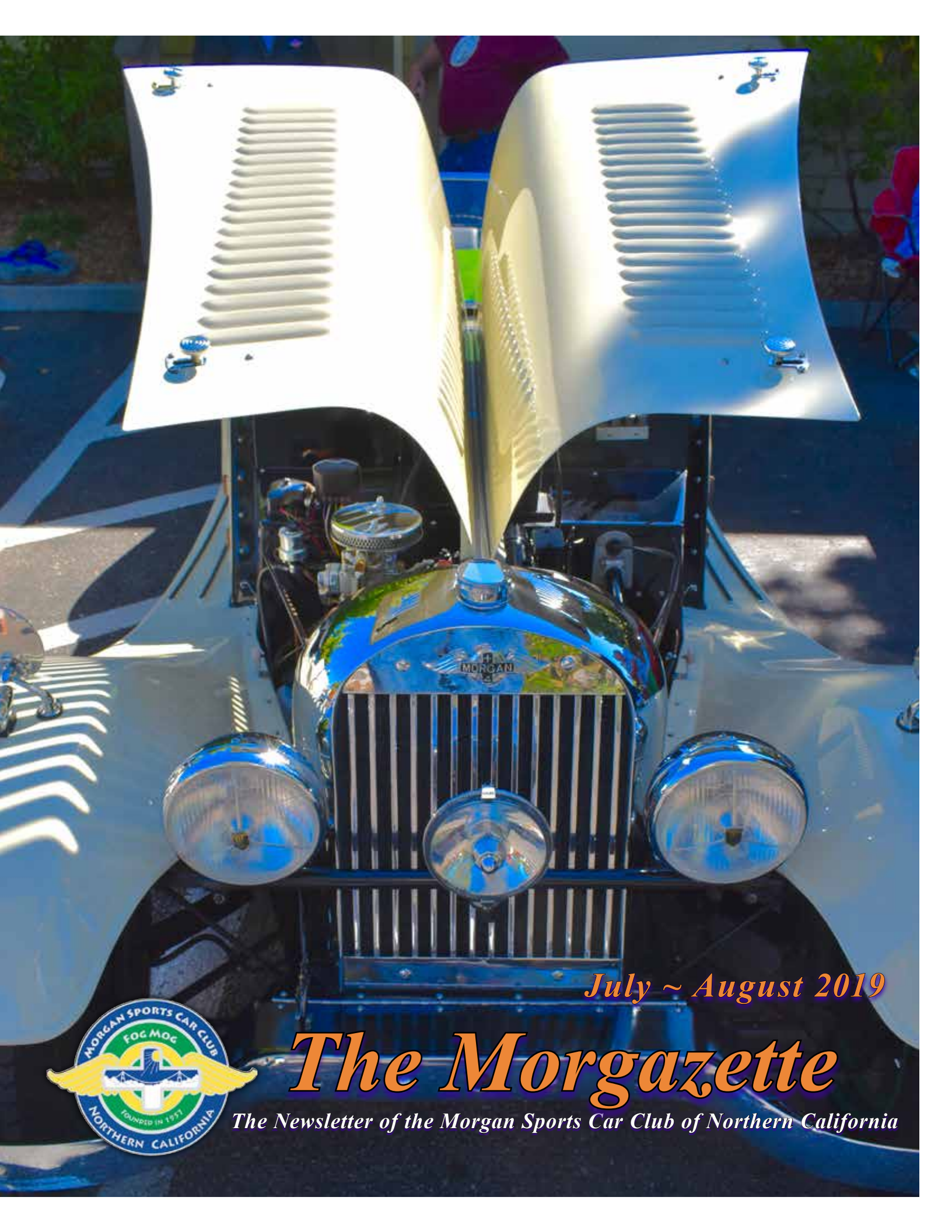




July ~ August 2019



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California



The Morgazette

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.

Club Officers 2019

President • Greg Powell
afterapex@gmail.com

Vice-President • Wendell Bain
wbain@sonic.net

Secretary • Lexa Most
lexamost2@gmail.com

Treasurer • George Tollworthy
trikenut@comcast.net

Board of Directors • Pres/VP/Secty/Treas plus
Maggi Craig, Elaine Fisher, Tcherek Kamstra

•

Activity Chairperson • Angie Larsen
650-593-6335 *4angiogrant@gmail.com*

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

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

Historian • Larry Ayers
707-554-1787
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Morgazette

Editor & Advertising • Gordon Craig
lismoregordon@sbcglobal.net

Design & Production • Donna Dell'Ario
dd-mgzt-gc@earthlink.net

Club website
www.NorcalMog.com
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:

- October 14 • November 25

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.

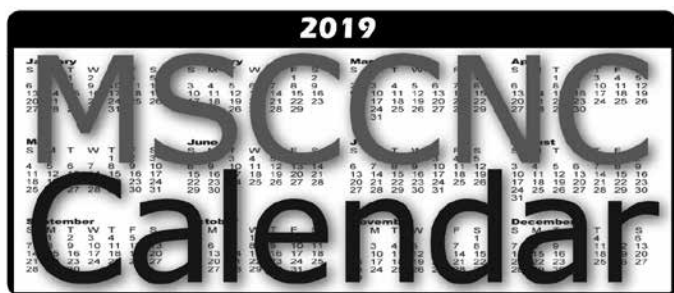
Welcome New Members

David Wall and Connie Chen
Campbell, CA 95008
2003 green +8

J. Bruce Campbell
Alamo, 9450
1967 green Drop Head Super Sport

*Cover Photo:
Al Gebhard 's flat rad, shining bright in
the MogWest concours.
Photo by Ed Stump*

Note: we need more submissions or suggestions
for Centerfold cars/stories.



* 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)

CANCELLED FOR 2019

* TBD **2020** • Oyster Run XXV Marin County-
Contact Ayers/Dell' Ario.

SEPTEMBER

*Aug 31-Sep 2 SAT-SUN • Scottish Games
Pleasanton – contact Paul Marchant

*24-27 TUES-FRI • FlogMog –contact- John Burks

21-22 FRI-SUN • Tour-Gala-Concours Danville
d'Elegance www.danville-delegance.org

28 SAT • Ironstone Winery Concours de Elegance
www.ironstonefoundation.org

OCTOBER

*TBD • Octoberfest, Elections - Bay Area Run in
late October- contact Bob Panero

NOVEMBER

* TBD • Turkey Trot/Gobble Wobble - contact-
Martin Mieger and Toby Tuttle

DECEMBER

*8 SUN • Holiday Party at Zio Fraedo, Vallejo –
Elaine Fisher

*26 THURS • Boxing Day – contact – Wendell Bain

JANUARY 2020

*TBD • Planning Meeting

Activities Notes

Larry and Donna were considering doing their Oyster Run , but Donna is still recovering and feels that she'd like to do the event when she can really enjoy the oysters. So look forward to Oyster Run XXV to take place in early 2020.

The dates for October and November are being worked on as we go to press. We will be sure to get them to you as soon as they are confirmed. I want to thank Bob Panero and Martin Mieger for their valued contribution to this club.

Speaking of valuable contributions, consider being an active member, as it is the way that makes this club thrive.

Volunteer to plan a run or a get together of some sort for 2020. The calendar is open.

My number is 650 593 6335

My email is 4angiogrant@gmail.com

My mind is always open to your plans.

Angie Larson, activities chairman

Also Note:

Many thanks to Sam Logan who co-chaired the MogWest event this year. He gave as much as he could while going through a very sad and trying time. Condolences to him and his family for the cancer death of his wife, Marie.

And many thanks to Elaine Fisher who stepped in to ensure that our club contributed to Don Redmon's (Southern Club Co-Chair) smooth running of the event. A list of the main contributors to MogWest is on page 13.

Finally, Your good wishes or prayers or positive energy could really be used by our editor, Gordon Craig, as he battles a particularly nasty fight with cancer. Donna can vouch for the healing benefits of your expressions of support during her cancer fight the last two years. (Thank you very much!) So now, please support Gordon.

CSRG 16th Annual Charity Challenge Vintage Car Road Races	October 4-6	Sonoma	http://www.csgracing.org/event-schedule
CSRG 52nd Season Finale & Awards Dinner	November 1-3	Thunderhill	http://www.csgracing.org/event-schedule



3 WHEELERS:



NEW 2019 Morgan 3 Wheeler

Fashioned after the 2010 Geneva Show "RAF Spitfire" Editione

NEW 2018 Morgan 3 Wheeler

Geneva Show car Heritage Edition Rolls Royce Woodlands Green Metallic

2014 3 Wheeler Grabber Blue, Scarlet Red leather, 2.6k miles, 1 owner.

2013 3 Wheeler Grabber Blue, Red quilted leather, \$15k in 2018/19 upgrades just done, 4,300 orig. miles

2013 3 Wheeler Sport Green/Honey leather, brand new engine, clutch, \$26k in just done upgrades!!

ROADSTERS:

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 3.7 V6 Roadster

British Racing Green/Honey Tan Leather, Dark Green mohair top and weather equipment // ARRIVING SOON

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

NEW 2019 Morgan Plus 4 Tribute '65 America, Glacial Silver, Scarlet Red Leather // ARRIVING SOON

2010 Morgan AERO SUPERSPORT

Zurallic Blue with Muirhead Distressed Tan leather, Silver Steel Roof and Wheels, 1,500 miles

2010 Morgan AERO SUPERSPORT

Alcatraz Silver Grey Metallic/two tone grey quilted leather interior, black wheels and tops, 2,800 miles

2005 Morgan AERO 8 Green Metallic, Tan, 2.7k miles

2005 Morgan 3.0 V6 ROADSTER Dark Silver Metallic, Yarwood Pale Grey

2003 Morgan Plus 8 35TH

ANNIVERSARY EDITION, Silver body/ Blue wings, Blue softtop, Grey perforated leather, piped in blue

2003 Morgan Plus 8 35TH

ANNIVERSARY EDITION, Jaguar Platinum Silver/Muirhead Mulberry Leather Sport Seats

2003 Morgan Plus 8 35TH

ANNIVERSARY Bugatti Blue/ Black leather with blue piping

2002 Morgan Plus 8 LeMans

'62 BRG body-white hard top/Black leather // RIGHT HAND DRIVE - #01 OF 40

2000 Morgan Plus 8

Cranberry Metallic/Ivory // BEST IN CLASS WINNER

1998 Morgan Plus 8 Cranberry Red Metallic/Caramel leather, Superform alloy body, 4.0 liter engine/5 speed, Beautifully kept, low miles.

1967 Morgan Plus 4,

DropHead Coupe, Ivory/Green Wings, Ivory leather // New GREATLY REDUCED PRICING

1967 Morgan Plus 4, Four passenger SuperSport perfect clone, ground up restoration

1964 Morgan Plus 4 DropHead Coupe LHD, BRG/Caramel leather // HUGE PRICE REDUCTION!

1963 Morgan Plus 4 Corsa Red/Tan leather Beautifully maintained and ready to show or drive anywhere

1963 Morgan Plus 4 SUPERSPORT

1 of 101 Factory SuperSports, Red/ Black leather // UNDERGOING LITERALLY EVERY NUT AND BOLT CORRECT RESTORATION TO HIGHEST STANDARDS.

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!!

Morgan

WEST

Authorized Morgan Motor Car Dealer

(310) 998-3311

DENNIS@MORGANWEST.NET

DENNIS GLAVIS, MANAGING DIRECTOR | 3003 PICO BOULEVARD, SANTA MONICA, CA 90405



The Prez Says...

By Greg Powell, President

Greeting Morgan club members! I am just back from spending 12 days camping at Laguna Seca with my dad and racing back-to-back weekends in the Morgan, and the final weekend, in Dale Barry's 1935 Riley-Ford.

I've gone to Monterey many times, and for the last four years, raced. This year I decided to go all in: I submitted entry requests for both weekends and decided to stay the entire week. By the time I got home, I was completely exhausted and dirty from head to toe. It was, however, a fantastic time: the Morgan ran flawlessly, although I had to do a repair at the end of the first weekend to replace an axle seal. I was thrilled to be driving it in so many races.

Dale's car was, as always, a blast to drive. This time we made some adjustments to the carburetion and to the clutch to race. Once that work was done, the car ran perfectly and finished Saturday's Premier Race.

I was sorry to miss the party at the Stecks on Friday. After eight days at the track that included car repairs and adjustments late into the night and heat waves, I needed to take the night off. I'm sorry I missed everybody. I hope everyone who attended had a nice time catching up with old friends. Next up for me is Flogmog. I'm looking forward to seeing everyone there! The next race for the Morgan will be CSRG race in Sonoma early October. You should come.

The full report on the Monterey races & Steck's BBQ will be in the September~October issue.

I'm realizing that so many people I meet have a great story about a Morgan or know someone else who owned one. (One of the best I heard was about Peter Morgan, architectural services, and a car. I'm hoping to tell the story in a Future Morgazette - stay tuned!) And I'm realizing that some of the stories repeat the same themes. I would be a very rich man if I had a dollar for every time someone asked me, "hey aren't those cars made of wood?" or, "I used to own a Morgan - I love them!" In the end, I met lots of lovely people who had great things to say about our cars.

(Remember to consider presenting your car in our centerfold. ed)

 **HAGERTY**

**IS PROUD TO
SUPPORT**

MORGAZETTE, MORGAN SPORTS CAR CLUB OF NORTHERN CALIFORNIA

866-406-0282 | KATHY CHANDLER | KCHANDLER@HAGERTY.COM

The Lone Morgan • Hillsborough Concours

Story and Photos by Fred Thompson

Last Spring in the Morganzette, Angie Larson noted that the 2019 Hillsborough Concours D'Elegance was scheduled for July 21st and was accepting applications. This Concours has the longstanding tradition of being the most continuous and longest running Concours and this year marks its 64th annual event. Many years ago, and for several years there after, I remember driving with my dad and attending this Concours at South Hillsborough School. I think this is when my love for classic cars began.

Each year, while also celebrating beautiful automobiles and motorcycles, the proceeds help with several non-profits. This year they have added Community Gatepath, an organization that supports families, turning "Disabilities into Possibilities." Other non-profits supported include: Autism Speaks, The San Francisco Guardsman, and The Hillsborough Schools foundation. For several years, as and an administrator with the San Mateo High School District Adult School, I worked directly with Community Gatepath helping in providing joint funding and classroom programs for the continued enrichment and job opportunities for adults with disabilities. For this reason and also the fact that last year a beautiful Morgan owned by John Tennyson was awarded first prize as the best British car, I decided to enter my Red 1963 Plus 4 four seater. The entrance form consisted of 4 pages along with the required submission of photos: front, side, interior and engine. Once submitted, your information and photos are reviewed. After a few weeks I was delighted to receive an email noting that my Morgan was one of 200 cars approved for the show. The week before the event, I spent a few days scrubbing out all the fingerprints and vacuuming up all the kid dirt accumulated from the "Morgans at Makers day" at the Del Rey Grammar School. A quick waxing, and to me it looked great.

What I later realized and didn't do, but should have, was to research the Sports Car Club of America (SCCA) judging criteria. The judging for this concours are original authenticity, and quality, based upon the configuration and condition of the automobile when it left the factory. My Morgan was given a partial restoration and new paint back in 2007. So with 12 years and many thousands of miles, it was a bit removed from the factory floor. With all hopes of a beautiful day, showing off my pretty Morgan and also getting up close and personal with some really beautiful and unique cars, I started to the show. The past 10 years the concours has been held at the Crystal Springs Golf Course just off highway 280



Fred Thompson's Morgan



in Hillsborough. Upon entry, I was quickly guided to a spot on the 18th hole. All the cars are put into one of 22 specific categories. I was placed in the Imported Sports Cars Through 1964 section. There were 8 automobiles in this class and I had the only Morgan in the show. My first thoughts were – not bad - one of 8. I was the third to arrive in this section and as the field finally filled my red Morgan was between a '59 Black XK 150S Roadster and a white '55 XK 140 FHC/SE. After checking out the others in my line I noted that I was one of the

only cars that had a California license plate. I had actually taken to the highway and driven to the event, definitely not a trailer queen. Early on I started walking around, checking out all the other fantastic cars in the show. There was the most beautiful 1940 BMW that I had ever seen. The owner had white gloves. She was going over all the engine parts with these white gloves. An owner of a unique 1940's Ferrari was kneeling next to his car with the door opened. With Q-tip in hand, he was tracing the area between the metal and rubber molding. There were feather dusters and soft fluffy shammies moving about chasing every particle of imperfection. There was even a whiskbroom removing the 18th hole grass from the tires of '37 Delahaye. When I arrived back at my Morgan, I quickly engaged in conversation with Geoff, the very kind and patient owner of the Jag parked next to me. He was a wealth of information. He had restored his car from a barn find and it was perfect. Even the tires were the original showroom brand. He gave me the quick 101 on SCCA judging and even provided some tips on how best to show my Morgan. The doors of the event opened to the public at 10:00, the judging also began at that time. My Morgan was the third in line to be judged. The 4 judges surrounding my car were donned in suits and ties and straw hats carrying clipboards. Every inch of my '63 was inspected. I was then instructed to fire up the motor, turn on lights and blinkers. Even the license plate light was checked off as well as making sure my fire extinguisher was fully charged. After judging and throughout the day, hundreds of people stopped by and looked at the Morgan, taking photos, asking questions and telling stories of their own past experiences with Morgans. I would think there were at least 2000 attendees total.

When lunch rolled around one of the gentlemen that judged my Morgan sat next to us. He stated that he had once owned a



4/4 and how much he loved the car. He said that my '63 here was a beautiful car and must be so much fun to drive. He noted it was very hard to judge against the others because it was a driver but obviously loved. Towards the end of the event the cars that were selected for awards were escorted to the viewing and staging area. Needless to say I was not in that group. The top honors went to a 1953 Fiat Supersonic, a beautiful car, right out of the Jetsons TV Show. The second place was a bright red 1954 Fiat Siata 208CS. and third was Geoff's 1955 Jaguar XK 140 FHC/SE.

All in all, this was one of the best car shows that I have ever attended. The weather was perfect and the show was extremely well organized. The steward of our group was very accommodating and every one we met, judges, contestants and staff were wonderful.

Next year? Well, I will attend but I'll leave the '63 Morgan at home.

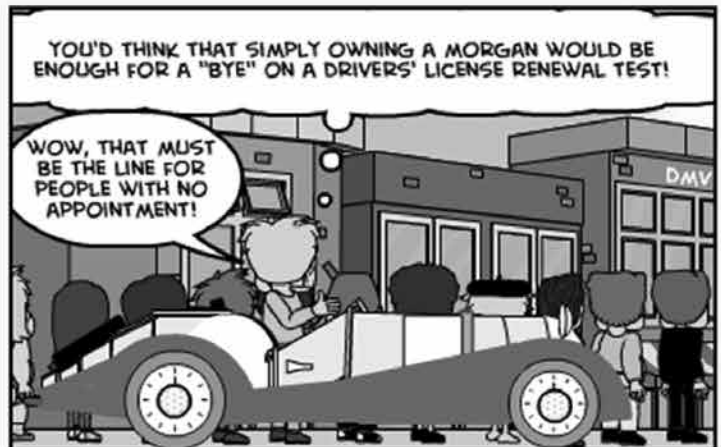


Old Business

At the Holiday Party last December 2018, **Stan Jodelkin** was selected as the recipient of the annual **Hard Luck Award**. Although he is a member, Stan lives in Australia, and wasn't present to accept his award. However, When he came to California to join the "Morgans Over America" Tour this Spring, Elaine Fisher was able to give him the Award.

Stan received the hard luck award because he was the organizer of an Australian Morgan Club 60th Anniversary event. His 4/4 died just before the trip and his +8 died on the way to the event, so he arrived in a tin top — Perseverance toward a Morgan goal in the face of mechanical adversity.

Bravo.



MogWest 2019

Story & Photos by Bill Button

This Spring I drove to Sun Valley to Co-Host MOA VII with Lisa Holley. Fast trip with a great dinner at the Pioneer with the Fishers and Lisa. After this I did Northern California's "Spring Mog". I had invited Tcherek (Bill Fink's Step Daughter) to be My Navigator. Tcherek then invited Me to go to MOGWEST as She was the Regalia Chairman.

My first goal was to drive to Brookings, Oregon on the Coast just North of the California border. John Burks just bought a Summer Home there to escape the heat and smoke of Ashland during the Summer. He had driven His Corvette powered +8+ and the next day drove to Gold Beach for breakfast and back to Brookings on old Hiway 101, a twisty road from yesteryear before Hiway 101 was modified to take out the curves. Lots of neat homes on the high hills and a Morgan Road to die for. The next day off for Bodega and The Fink's where they fed Me Dinner and a Room.

The next Morning Tcherek and I got a late start to miss Commuter Traffic and headed for the Golden Gate Bridge. Just across the Bridge My +8 was overheating.



Off on a residential street to cool down. Found a Business District and Tcherek found water at a Dentist Office. Call Your Dad! Bill asked Me if the fan was working. NO it was not. FIX IT! I did and We continued on to **Nepenthe on the "Big Sur" for lunch** and look at the Ocean. Crowded but



Bill riding with Paul Marchant

worth it. After lunch a cool, fun Run to Cambria. Just in time for the MOGWEST traditional Friday night Dart Contest and plenty of drinks. Tcherek had brought Her New Dog Sophie and She did quite well.

Saturday was the Concours. I did not enter My +8 Bitsa, it was filthy and really not a Morgan for a Concours. The other Morgans were stunning and quite a variety of Cars as well as a Four Wheeled Trike presented by Larry Ayers. Rare, a two speed gear box and no reverse.

Sunday was Rally Time. Tim Waller was the Rally Master and He did a fantastic job of routing us on back roads to Moro Bay for Lunch and back to the Lodge at Cambria. We got off to a good start but overheated on the first very long hill. Stopped to cool down, so now We had time to make up. Missed a turn so I tried to pull a U-turn in the middle of the road and hit a Honda on the rear wheel. Did no damage to My +8 and slight damage to the Honda but now We had a lot of time to make up. Back roads and beautiful scenery to Moro Bay where We got Greek Sandwiches and took a few pictures. I was out of gas so of course that all but of out of contention. We won the "Peach Fuz" award.

Banquets are Banquets and this was no different. Lots of fun and of course laughs. Took 3 days to get home to West Seattle and about 2,500 miles total.

"I have now survived two Morgan club excursions with Bill Button in his delightful Itsa Bitsa. His Plus 8 shows the scars of having been driven, and driven a lot. Personally I wouldn't have it any other way. When we hit a deep pothole, we just shrug it off. When she breaks down, Bill inevitably fixes her and off we go again. When we have a fender bender, we take care of business and then get right back in the Rallye. I am very much looking forward to FlogMog with Bill in the Bitsa!" - Tcherek Kamstra

Reflections on MogWest 37 at Cambria

Story by Dennis Glavis • Photos by Dennis, Ed Stump, Donna D, Marty Mieger

A return to the cool weather, pine tree forests, rolling hills and peace and verdure of the Cambria Coastal roads and mountains always soothes the mind and senses. For me the added benefit was that without my having to lug boxes of trophies in an SUV I could actually return to driving a Morgan the 200 miles to Cambria....this time my steed was to be a brand new 2019 V6 3.7 Roadster.... remarkable comfort in ride and steering compared to any previous Morgan....the air conditioning even made the drive thru the hot areas comfortable....



Time to set up at registration, see old friends, meet new members, head off to dinner at Robin's which never disappoints.

In the morning we parked the new Plus 4 and new Roadster in the Concours parking area, watched and let the folks chat, the dogs make new doggie and human friends alike... all part of the Morgan friendly world this is



a wee
part
of....

Sam
Logan's
pooch

31 or 32 Morgans participated, and it never fails to amaze, the multitudes of color exteriors, grill heights, wheel styles, tops, dashes....Morgans, like Harleys, get modified, customized, individualized...a great part of the charm.





On to the Klein's Funkhana.... a true test of driving skill... well done preludes to divorce or separate bedrooms (?).... but most of the raised voices were shouts of joy and laughter instead of anger or conflict... good fun, good test of skills and patience....



On to the bar b que, or, rather, the tented dinner.... nice accompaniment of pipes, song and Celtic music with slated thirsts and appetite for all....new Morgan owners, the Kagans, visiting from Florida and Chicago, joined us in the Pines Lodge Lounge for some great country rock music and an even more interesting floor show



by one, now two, mature gentlemen who appeared to be of Dr. Leary's suggested snakeoil gone to their feet... performing their unique dance interpretations for their adoring or not so adoring public... was there a Funny Dance Contest that we missed the announcement of? Wonder if they were on tour...

Came the sun, yet again... Rally Time!! Motor on and on and explore the roads, good and not so good ones, the beauty and some of the cool oceanside cruising, warm mountainside cooking, er, cooling, er, we all made



it without a breakdown... driving and spectacular vistas this beautiful part of the world avails itself to us to behold...



Sunburned and pooped...nap time with the doggies! Lewi, move over!! Waldo, stop snoring!! Up and at 'em...get slicked up for the grand finale, the Awards Banquet hosted by our own song and danceman, comedienne extraordinaire, quippage of the moment, Morgan Staines... never failing to entertain...

trophies and prizes for one and all, laughter and comraderie and good times shared... the best parts of life, natural beauty and true friendship... all with, because of, the glue that brought us together... the Morgan.

Concours by Derek Willburn

Class A Premier

- 1st • 1952 +4-4 seater • Al, Eric, Karl Gebhard
- 2nd • 1959 +4 • Dan & Janet Redmon
- 3rd • 1962 +4 4-seater • Michael, Janine, Sarah Hattem
- 4th • 1963 Drophead Coup • Al, Eric, Karl Gebhard

Class B +8

- 1st • 1970 • Fred & Carolyn Klein
- 2nd • 2003 • Ed Abramson
- 3rd • 1998 • Mike McKey

Class C +4 Roadsterr

- 1st • 1966 • Al, Eric, Karl Gebhard
- 2nd • 1959 • Robin & Jeff Gardiner
- 3rd • 1960 • Sam Logan
- 4th • 1959 • Janice Wolfman

Class F 4 Passenger Roadsterr

- 1st • 1963 • Chris Hall
- 2nd • 1960 • Bill Young
- 3rd • 1966 • Jim Whelan

Class G V-6/Aero

- 1st • 2019 V6 Roadster • Dennis & Pamela Glavis
- 2nd • 2019 +4 • Stefan & Lilly Mincu

Class H Trikes

- 1st • 2016 • Alex Gutin & Genny Smirnowa
- 2nd • 2012 • John & Lynne Willburn
- 3rd • 2013 • Paul Marchant

Class I Limited Edition

- 1929 Morgan/GN Blackburne Aero • Larry Ayers

Termite Motel

- 1966 +4 • Ray Pollett & Ann Kirkpatrick

MogWest Awards

Photos by Ed Stump

Perpetual Trophy by both Clubs

Morgan & Anne Staines



Men's Darts

by Larry Ayers & Donna D

- 1st • Brian Howlett
- 2nd • Karl Gebhard
- 3rd • Larry Ayers

Women's Darts

by Larry Ayers & Donna D

- 1st • Wendy Woolsey
- 2nd • Ann Kirkpatrick
- 3rd • Tangie Solow



Funkhana

by Fred & Carolyn Klein

- 1st • Stefan & Liliana Mincu
- 2nd • Dennis Glavis & Dick Love
- 3rd • Michael & Sarah Hattem
- 4th • Joe & Cathy Cibit
- 5th • Morgan & Anne Staines



Rallye

by Tim Waller & Alice Gentry

4-Wheeler

- 1st • + 0:22 • Janice Wolfman
- 2nd • + 0:36 • Morgan & Anne Staines
- 3rd • + 5:09 • Joe & Cathy Cibit
- 4th • + 5:40 • Ray Pollett & Ann Kirkpatrick
- 5th • + 6:54 • Ed Abramson * Robin Nagel

3-Wheeler

- + 48:0 • Alex Gutin & Genny Smirnowa

Non-Morgan

- + 9:27 • Doug & Joyce Hamilton

Wiping Up the Rear

- + 60:30 • Chris Hall

Captain Wrong-Way Peach Fuzz

- Bill Button & Tcherek Kamstra

Hard Luck Award

Joe & Cathy Cibit

Badge Awards

by Tcherek Kamstra

- 1st • Molly Miller
- 2nd • Mike Hattem
- 3rd • Dan Redmon

Farthest in a Morgan

Bill Button from Seattle,
Washington

Thank You

- Event Coordinators: Dan Redmon, Sam Logan, Elaine Fisher
- Trophies: Dan Redmon
- Logo Design & Regalia: Tcherek Kamstra
- Finance: George Tollworthy
- Registration: Linda Cannon & Patti Cannon
- Darts Tournament: Larry Ayers & Donna Dell'Ario
- Concours Staging: Derek Willburn & Dan Redmon
- Concours Judging: Derek Willburn
- Concours Regalia: Ted & Sandi Robinson
- Rallye: Tim Waller & Alice Gentry
- BBQ Entertainment: Martin Mieger & Lexa Most
- FunKhana: Fred & Carolyn Klein
- Sunday Dinner Chair: Lexa Most
- Master of Ceremonies: Morgan Staines
- Awards Banquet Program: Sarah Hattem
- Door Prize Donors: Cambria Pines Lodge; Moss Motors; Tcherek Kamstra; Morgan West





Meeting Other Morganeers • MOA

Story by Elaine Fisher • Photos by Elaine except where noted

One of the highlights for Morgans Over America participants is meeting with local Morganeers. There were many opportunities on the trip where homes and garages were opened to the group. We thank these Morgan owners very much for their kind hospitality, and trust they enjoyed meeting fellow worldwide Morganeers.

Marj Scooros and Bart Weaver, longtime MSCCNC members who moved to Tucson a few years ago, provided a wonderful evening with other local British Sports car owners as well as our son Brett who was able to join us from Phoenix. Bart assisted with several Morgan repairs in his new garage, while Marj provided a delicious BBQ dinner.

Harry Robinson, another long time MSCCNC member who left the Bay Area more than 25 years ago and owner of LADY DAY a rare 1955 DHC 4-seater, provided a snack



Harry Robinson with Elaine and Phil Fisher



*Bart Weaver and Marj Scooros.
At their home in Tucson, Arizona.*

stop for us at his new home in Cornville, AZ not far from Sedona. He met up with us the following day in Sedona for lunch. Dick Delafield (MSCCNC 1969-71) and Tom and Anne Surrency-MOAV, all Morgan owners from the Phoenix area joined us for a few days.

Lisa Holley and Cricket (2 MOA's and artist extraordinaire <https://lisaholley.com>) and Bill Button (MSCCNC/MOGNW lives in Seattle) provided snacks and



drinks at Lisa's lovely new artist studio/home in Ketchum/Sun Valley, ID.

*Bill Button and
Lisa Holley*



Michael and Patsy Myers (prior MOA's, MOGNW) on the Riverside in Portland, OR, filled us with heavy appetizers and local wine, many laughs, and introduced us to friends and family.



Michael and Patsy Myers



Stan Jodelkin, Ken and Pat Miles, Jen Jodelkin

Upon arrival in Newport, OR Ken and Pat Miles (several MOA's, PacMog-Vancouver) joined us for a few days, and John and Barbara Burks and Gary and Francine Marquis had driven up to join us for dinner.

Upon arrival at John and Barbara Burks lovely home in Ashland Oregon, we were greeted by sous-chefs



Chris and Bob Panero, and Ginny and Chef Barclay Schaw, who had spent days preparing a delicious dinner for us.

*Chris Panero
(photo by Christian
Barbaray)*

*Ginny Shaw and Bob
Panero*



Sue and Keith Ahlers

us from Jersey, Channel Islands through the end of the trip, while Dennis Glavis joined us in Monterey.

Our visits with local Morganeers ended with "tea and cookies" at Michael and Janine Hattem's Car Barn in Culver City on our way to our final destination, Redondo Beach. Members of the Morgan Plus Four Club greeted and served us, much to the delight of our group.

Again, many thanks to all these hosts and hostesses for wonderful visits.



*A visit to John's garage was enjoyed by many. (photo by
Christian Barbaray)*



*Sarah, Janine and Michael
Hattem*

*John and Barbara
Burks
(photo by Jim Taylor)*



Elaine & Phil Fisher



Philip and I were happy to host the group for a lasagna dinner at our Groveland home, with help from the Jodeikins, Jeffreys and Collins.



Loren Steck and Annette Yee in Carmel Valley kindly prepared their usual BBQ menu for our group as well as several members from the Northern and Southern Club. Keith and Sue Ahlers (several MOA's and Morgan Racer) joined

Morgans Over America VII ~ The Best of the West

Story by Jim Taylor • Photos by Jim Taylor, Ellen Jo Baron or as noted



In May and June some 32 intrepid Morganeers in 15 of Malvern's finest, and one tin-top, visited the scenic wonders of the "Best of the West," the seventh of these multi-week, multi-thousand mile driving adventures originating in our club. Twenty-nine years ago, in 1990, our late friend and MSCNC member Steve Roake, together with English Morgan enthusiast Jeremy Harrison, planned and arranged the first one. MSCNC members Elaine and Phil Fisher participated in that first one,

and have played an ever increasing role in the success of each one since then. On their own, our stalwart couple spent the past three years planning, arranging, and realizing this latest Morgans Over America — number seven.

The core group of MOA VII hailed from England (9), US (9), New Zealand (8), France (4), Australia (2), plus several visitors who joined the tour for a day or more— four from Southern California, three from Arizona, two from Isle of Jersey, and two from Canada.

Importantly, several current or former members of MSCNC met and hosted us along the route — see pages 14-15. The total tour took 48 days and covered some 6,000 miles, avoided the Interstate highways wherever possible, and traveled on secondary roads. Starting and ending on the beach in Southern California, it followed a great counterclockwise circle around (but never touching) Nevada.



Group photo at Zion by Christian Barbaray • Left to right: Back row- John Wallace, Nancy Heagney, Dennis Heagney, Alan Rowe, Mike Moffatt, Stan Jodeikin's hat, Jim Taylor, Bruce Marshall, Simon Withers, Graeme Markwick, Nigel Collins, Barry Jeffrey
Middle row- left to right- Martine Deschamps-Philippe, Adie Moffatt, Linda Lacey, Fiona Cowley, Fanny Barbaray, Gerry Markwick, Kate Welch, Elaine Fisher, Phil Fisher, Jenny Jodeikin, Marline Riehle, Joan Ruzich, Janet Collins.
Front Row- left to right- Didier Philippe, Roger Lacey, Christian Barbaray, Ellen Jo Baron, Gené Jeffrey.
Missing due to car problems, Grant and Helen Welch.

Part One

Gathering, waiting, and a ragged departure: It was Wednesday May 8th, the eve of departure, and the core group was assembled from around the US and the world at our hotel in California's Newport Beach. Unfortunately some of the Morgans had not yet arrived — the British contingent still awaited their five cars, which had been delayed for a week in their Panamá Canal transit. The departure dinner was a gala affair, enhanced by the birthday celebration (cake and candles included) for one of the Brits. Southern California Morganeers Cal and Wendy Wollsey were joint hosts for the gala, providing a goodie bag of snacks and bottled drinks for our next day's drive to the historic mountain town of Julian and the first taste of the desert in Brawley. The Brits were understandably nervous, because their cars had still not arrived at the shippers in Orange County.

The next day dawned gray and wet. The core group met in the parking lot and were informed that a massive accident had occurred overnight in the path of our planned route! It seemed we would encounter significant delay before getting on the road to Julian. Another Southern California Morganeer, Juve Reyes, who was there to see us off, offered to act as a guide to a back roads detour to avoid the resulting traffic jams on I-405/5 and PCH at San Juan Capistrano. Ten Morgans departed on time, leaving the Brits waving goodbye. They were hoping to retrieve their five cars later that day, and expected to meet us that evening or the next day — it was pins and needles for them and we all hoped for the best.

It is of course impossible for ten Morgans to stay in convoy for long, so we all separated before joining again for coffee and setting out on Juve's detour. The cold, clammy weather continued to Julian and lunch stop, but descending into the desert it became hot and bright afternoon. We arrived Brawley and landed as a group of over 20 in a nearby Chinese restaurant for supper. We were just finishing the meal when the British cars arrived in time for their hungry occupants to order chow mein and beers.

We were together again and there were no car problems to mar the day.

Part 2

The Deserts:

On days two through 12 it was beautiful desert driving from the Imperial Valley, CA, to Page, AZ, with the very green Oak Creek Canyon and the pine covered plateau at the Grand Canyon as interludes.

For most of the year driving in the desert is hot and still, hot and windy, or (for a change) cold and windy.



Jim and EllenJo at Casa Grande National Monument west of Tucson, Arizona.

For MOA VII wild flowers were out on every desert plant, the skies were blue, and the daytime temperatures were usually in the 70s. From Salton Sea to Sedona this was the Sonoran Desert. The first and second days the views were filled with sand dunes, and the flowering plants were mostly Ocotillo cactus, while days 3-7 revealed flat sandy desert with lots of Palo Verde and other scrub, and cactus, both short — Cholla, Barrel — and the majestically tall Saguaro, all in bloom. There are large rock clusters in this flat landscape between Tucson & Phoenix, which lie in the overlap of the Sonoran and Chihuahuan Deserts. Further displays of the flowering plants we had seen earlier continued in abundance. I've never seen it so beautiful and pleasant in the desert.

As we approached Grand Canyon region on day 9 we also passed into the Great Basin Desert, whose Southern portion extends from southern Utah and Nevada into Northern Arizona. Grand Canyon was much cooler (and at higher elevation), but the little desert plants clinging to the rocks were flowering too. The vistas from the south rim were (as usual) amazing!

The tour also featured National Monuments along the way, as well as the National Parks most of us Californians have visited in the past. The Monuments are (in their way) as beautiful and/or interesting as the Parks. They usually offer only ONE historical or cultural point of interest, or object of natural splendor, but that feature

MOA~VII continued

was always worth the stop.

As we departed the South Rim, several of our group detoured to the North Rim where they encountered a snow storm. Driving in snow was a first for our Australian Morganeers.

The Great Basin Desert stretched on as the tour headed north toward Page, AZ. Flat red dirt, lush green scrub, lapping against imposing plateaus, grey skies, and gusty rain showers accompanied us for the next two days. The tour included a tour of an impressive slot canyon, and to an overlook viewpoint of a mighty horseshoe bend on the Colorado River.



*Snow on pinnacles of Bryce Canyon, Utah
(photo by Alan Rowe).*



Slot Canyon near Page, Arizona.



Horseshoe Bend on the Colorado River north of Page, AZ.

Bryce Canyon was only a few miles further, but felt like a world apart. Bryce Canyon Park is much higher than either Grand Canyon or Zion, with its roads varying between 8,000 and 9,000 feet elevation. The result was snow in the canyon — creating a dramatic contrast between the orange of the rock

formations and the white snow frosting. Our cars also received the frosting, which was not so interesting or beautiful.

Part 3 The Mountains of Southern Utah. Leaving Page AZ (4000 feet) in a sleet storm we entered a branch of the Rocky mountains, which tails into the region of Zion and Bryce Canyon NPs.



Morgans at high elevation snowfield west of Panguitch, Utah

A great drive: Leaving Zion park, and heading for Bryce Canyon, is Utah's Patchwork Parkway (Scenic Highway 143), located in the heart of Utah's southwest. Utah highway 143 follows a 55 mile long course that rises from 6,000 feet on the western slope to elevations over 10,000 feet on a majestic plateau, and eventually descends again to 6,500 feet along the eastern slope. At the highest elevation we drove through deep snowfields and blue sky. Descending again a number of Morganeers encountered snow flurries before stopping for lunch in a cheerful diner — "The Big Fish".



Photo by Christian Barbaray

Day 16 we descended from Bryce to 4,000 ft into the town of Moab, UT, Gateway to Arches National Park. Arches lies near the heart of a high desert called the "Colorado



Giant arch at Arches National Park, Utah.

Plateau". Visiting the park in the early morning included a beautiful 15 mile drive.

Part 4

Good life on The High Plateau. Days 18-20 included a run north to Salt Lake City and three overnights there.

The following three days took the tour east and north into eastern Wyoming and then west and north to the gateway of Yellowstone National Park. Wyoming roads left several of the Morgans with cracked or chipped windshields, but drivers undaunted. Days 23-26 were spent into or within Yellowstone. Clear skies, warm sun, beautiful geothermal features near and far. But it was also early season and many of the Park lodges sprinkled around the vast area were just opening or not yet open during the nights we were there. That meant that "fine dining" in these stately structures was a hit



Replica of vintage Yellowstone Park bus in front of Yellowstone Lake Hotel.



or miss proposition with wait staff and kitchens often disorganized. The dining room at the Yellowstone Lake Hotel had its act together however and provided a quality experience for many of us during the stay.

Days 27-29 were spent in Grand Teton National Park, and it's gateway, Jackson Hole, and then on across Idaho, via Ketchum/Sun Valley.

Another great drive, Day 30: Just before leaving Idaho, and entering eastern Oregon, is Idaho/Oregon Route 71. This highway (called The Brownlee Oxbow



*Morgans in front of Grand Teton National Park vista
(photo by Alan Rowe).*

Highway) runs along the Snake River north toward the Hells Canyon Recreation Area (and it's raison d'être, the Snake and Columbia River Hydroelectric Project), as it heads northeast from Cambridge, ID. After the road joins the river, we got to experience 20 miles of complete twisty bliss south of the Brownlee and Oxbow Dams, along the edges of the reservoirs formed by the two dams where the road follows the hillsides perfectly. A "just-right" Morgan road and always in sight of the water — to our left side in Idaho and then to our right when we crossed into Oregon.



Morgans on Route 71, Oregon State Line.

Days 30-32 were spent driving across (or more correctly, very near) Oregon via the Lewis and Clark Hwy, along the Columbia River in Washington; then spending the weekend in Portland.

Day 33, June 10th, the group departed For the Oregon coast; via McMinnville, home of the **"Spruce Goose" at the Evergreen Aviation & Space Museum.**



MOA~VII continued



Two of the Kiwi's cars at Crater Lake National Park, Oregon.

Part 5

Entering Familiar Territory: Days 34-39 found MOA VII wending its way along the Oregon coast, then inland to Crater Lake National Park for a day at this beautiful spot, thence to Ashland. The tour entered California keeping Mt Shasta in view most of day 37 morning, and arrived — destination Quincy that night, where everyone gathered for drinks, snacks, and BBQ at the social area of the Ranchito Hotel. These pre-dinner gatherings were a common occurrence during the whole trip. On to Lake Tahoe the next day — at the Yosemite National Park north portal of Groveland.



BBQ at El Ranchito Motel, Quincy, California.

The next two days were spent in Yosemite, in glorious weather. The NP Senior Passes, which all of us had (thanks to Elaine's encouragement) motored our cars into the Park in the fast lane instead of waiting in the long lines of other visitors — all of the parks on MOA VII were very busy, and this was only May & June!

The road to Glacier Point had just opened and we drove out to see that glorious view. MSCNC members who enjoyed SpringMog 2018 will recall that this road was still snowbound when we were there. It was a beautiful drive as well as a breathtaking view of the valley below

The Days grow short now: These last days (40-46) were full. They saw us cross California from Yosemite's south portal to Monterey for two nights, thence down Hwy 1, including a quick visit to the Elephant Seals at San Simeon, and on through Cambria, for overnight in San Luis



View of Yosemite Valley, California from Glacier Point

Obispo, and on to the final destination of Redondo Beach.

That last day on the road included a stop at the Mullin Automotive Museum in Oxnard to visit the many rare French automobiles, including the **'lady in the lake', a 1925 Bugatti Type 22 "Brescia "Roadster**. This relic,



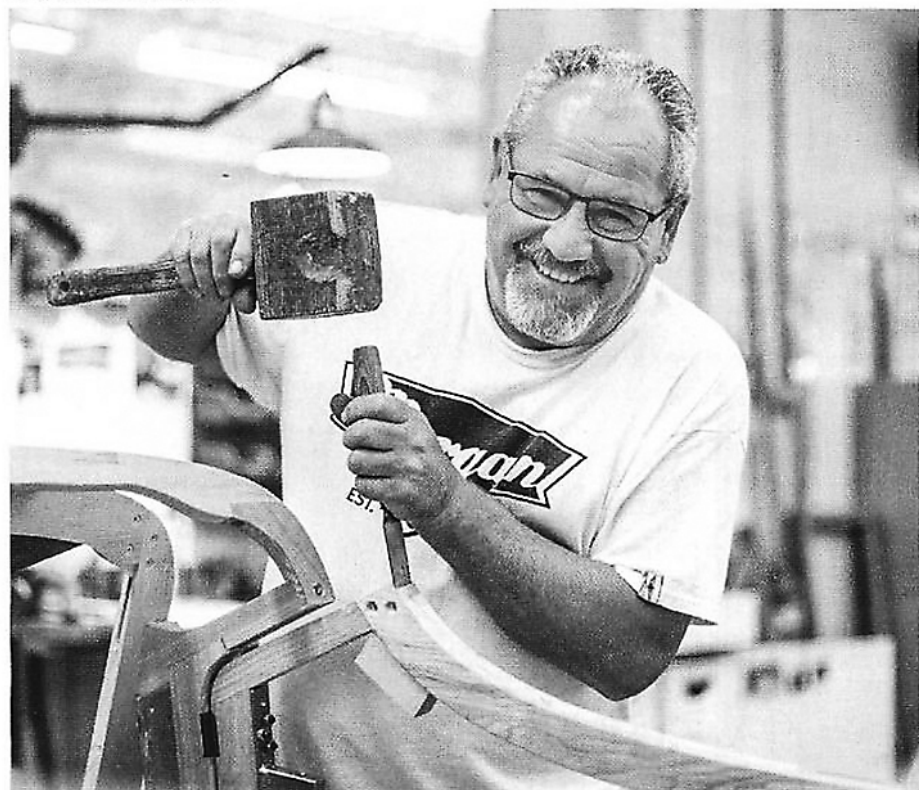
a prize of the collection, was tethered to chains and sunk into Italy's Lake Maggiore as penalty for the non-payment of duty taxes long ago. It was rescued from the bottom of the lake in 2009, and

will be forever unrestored.

Sunday June 23rd. The group spent the last two days reliving the adventures shared, saying good bye, and preparing their Morgans for return home. There had been only a few serious Morgan problems along the way — several cars with fixable cooling leaks, two fuel pump relays replaced in one car, brake and clutch master cylinders (express mailed to Utah from Morgan Spares) for another, replacing and rethreading the differential oil drain plug, knocked off on a low parking lot driveway for a third — and one Aero, which was finally flat-bedded from Quincy to Orange County after 5,000 miles of intermittent, but unresolvable cooling problems.

It was a long and wonderful drive. Not to be overlooked were the many birthdays, anniversaries, and other special events that Elaine went to great effort to organize. We were always celebrating something with a party complete with personalized cakes, gifts, and camaraderie.

As far as is known, this could be the last MOA for a while. **Long live the Fishers, Elaine and Phil; and long live MOA!**



'I GOT TERRIBLE TENNIS ELBOW WITH OLD-FASHIONED PLANES AND SCREWDRIVERS. NOW THEY'RE ALL BATTERY-POWERED'

bodies are going out at a fair rate. These days the apprentices come straight in. They're usually keen but, if I'm honest, a bit naïve. You're going to make cars, true, but most importantly you've got to start by becoming skilled at cutting and planing a piece of wood.

Patience and accuracy are crucial. Being proud of your tools, and sharpening them, is also important because it's all hardwood we work with. I have a young lad working by me at the moment who's just sent off for a rosewood-handled chisel to add to his tools. That's the right spirit. You have to love your tools.

Actually, the type of some tools is the thing that's changed most during my time. I used to have terrible tennis elbow through using old-fashioned planes and screwdrivers. Now they're all battery-powered, by Makita. It's much easier physically, and my hands are still quite soft. After all this time I rarely get a splinter. You just know by instinct not to brush a rough edge. It's an old joke here that you pretend to be in agony by getting a splinter from someone else's work!

I've always liked being in a steady job that you don't worry about when you go home. I work part-time throughout the whole year but I'll take a week's holiday when the Cheltenham Festival is on, because I love horse racing.

Morgan hasn't changed that much over the years, thank goodness. With the old gaffer [Peter Morgan] you could drop into his office to get your passport application signed or whatever, or to ask him something. The management now is much younger, and there's a bit more pressure on everybody. I've known the boss today, Steve Morris, since he was a 17-year-old in the tin shop next door – what we used to call the coachbuilding department!

My partner died 12 years ago but I have a large family life, including her two daughters, and I have three sisters and a brother all here in Malvern. I see my brother every week; he's the head porter at Malvern College. I'm quite practical at home but I don't have an ornate ash kitchen or anything like that.

These days I drive to work. I've got a VW Scirocco GT and it's a great car, really quick. I didn't learn to drive until I was 43, and I'd never driven a Morgan until last summer. My boss let me use a Traditional to take my great-nephew to his summer prom. Everybody looked at it wherever I parked, but they'd never guess there was a bit of the driver inside the car itself...

VINCE WANKLING

Morgan's wooden body frames are still handbuilt, and this craftsman has been creating them since 1975

I DON'T HAVE to be in here at 7am but that's when I arrive. I like to have a cup of coffee and a chat with the other lads before I start work. I've got my own corner of the wood shop, and I only work on the standard Morgan – the 'Traditional', we call it. Over the years, I've done most of the jobs and they just leave me to get on with it.

At the moment I'm finishing off the last doorframe of a car, making sure it fits in the aperture. I've already built the doorframe in a little jig we have, which holds it all tightly as it's glued together. Once it's in place I'll trim it so it fits absolutely perfectly. Using modern glue means the time to make the door has fallen from a whole day, when I started here, to five hours. That's modern efficiency! Still, some things never change. The solid oak press we use to shape the wheelarch is at least 80 years old.

I started at Morgan on 22 September 1975. I'd already done ten years in various building trades, so I had lots of carpentry skills. I liked it because it was close to my house, so I could walk here in 13 minutes across the fields.

Before I came here, I didn't even realise Morgan had a woodworking shop. Or its own

sawmill, which it still has. It must be the only car manufacturer in the world to do so. Our ash comes from Lincolnshire; nowadays it arrives on pallets cut to the lengths we need, so we no longer have waste left over from long planks.

When I joined there were still four young ladies working on old capstan lathes, and one of them became my partner. A lot of relationships have started here over the years. Morgan has been my life, really.

I actually retired three years ago aged 65, on my birthday. They put a cardboard cut-out of me up on the wall when I left because I was such a fixture. But I soon came back and now I work three mornings a week. The 'ghost of Vince' is still up there.

The placing and lifting work does become a bit harder as you get older. I groan every time I stand up, but I don't mind because I just like doing it. I've built or part-built about 6000 frames in my time, and these days I'm often working with an apprentice by my side.

I love showing the kids how it's done, passing on my skills, although you've got to work swiftly to get the jobs done and do the training. The

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