



The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

January-February 2019

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- Holiday Party & Elections
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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
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Morgazette

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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:

March 18 • May 20 • July 22 • Sept 16 • Nov 18

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

James Flaagan
Cupertino, 95014
1966 +4; chassis #6221

Colette Karpan
San Francisco, CA
1980 red 4/4; chassis B4787, license MOG80

Cover Photo:

Look familiar? We're in the middle of a drought busting year, lots of atmospheric rivers bringing in rain storms and piling up a deep snowpack..... but the cover photo is not here. That's Neil Miller at the wheel of his newly acquired Plus Four driving cross country back to Arizona in September, and he has just discovered his wipers do not work as he heads towards Madison, WI. You can read more of his odyssey across the U.S. in "A Morgan Tale" this issue. Cheers.



*** 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)

MONTHLY

1st SUN each month • Cars & Coffee at Blackhawk Museum 8-10 am. Museum opens at 9 AM
www.blackhawkmuseum.org

FEBRUARY

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

MARCH

* 17 SUN • St. Patrick's Day Run- Dublin/Livermore Valley- contact – Grant Larson (rain or shine) FLYER e-mailed

APRIL

*9 THURS • Follow-Me Tour - Contact Thorley Murray and Wendell Bain
* 23-25 TUES-THUR • Spring MOG - Martin Mieger
28 SUN • Pacific Coast Dream Machines at Half Moon Bay Airport – 10AM-4PM www.dreammachines.miramarevents.com

MAY

5 to June 24 • Morgans Over America - contact Elaine Fisher
4-5 SAT-SUN • Buttonwillow British Extravaganza – contact – Larry Ayers www.vararacing.com
* 15 WED • Sticky Bun Run on the Lake - Contact Don Henry
19 SUN • Dixon United British Sports Car Club concours www.ubsc.org
31 FRI • Maker's Day in Orinda - Contact Grant Larson

JUNE

May 30-June 2 THUR-SUN • Sonoma Historics Motorsports Festival –www.sonomaraceway.com/events/somona-speed-festival

16 SUN • Blackhawk Father's Day show

19 WED • Meet Morgans Over America at BBQ at the Stecks in Carmel Valley

23 SUN • Farewell Morgans Over America Banquet in Redondo Beach - Contact Elaine Fisher

JULY

*14-16 FRI-SUN • MOG WEST – contact – Sam Logan & Dan Redmon

AUGUST

9-19 MON-SUN • Monterey Car Week – www.whatsupmonterey.com/events/monterey-car-week

*16 FRI • Morgan BBQ Carmel Valley

15-18 THUR-SUN • Rolex Monterey Motorsports Reunion (Laguna Seca Raceway)

18 SUN • Pebble Beach Concours de Elegance

* 23-25 SAT-SUN • Scottish Games Pleasanton – contact Paul Marchant

SEPTEMBER

*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

NOVEMBER

* TBD • Turkey Trot/Gobble Wobble - contact- Martin Mieger, Gordon Craig

DECEMBER

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

*26 TUES • Boxing Day – contact – Wendell Bain

JANUARY 2020

*TBD • Planning Meeting



Business Meetings

Recorded by Lexa Most, Secretary

Holiday Party Election Results and Prez outgoing and incoming

Zio Fraedo's Restaurant in Vallejo was once again the site of the Morgan Sports Car Club of Northern California's holiday party. And a festive gathering it was, hopefully setting the tone for other events to come.

Outgoing president Elaine Fisher took on the role of mistress of ceremonies. After welcoming one and all, she provided somewhat somber news on two longtime club members, Marj Naughton and Dave Sneary, both of whom have had health issues recently. Best wishes were sent via oversize get-well cards that were signed that evening by those in attendance.

Then it was on to election results announced by registrar Bob Koupal. In-coming club officers for 2019 are:

President: Greg Powell

Vice-President: Wendell Bain

Treasurer: George Tollworthy

Secretary: Lexa Most

Directors: Maggi Craig, Elaine Fisher, and
Tcherek Kamstra

Greg noted in his acceptance of the president's gavel that he is the first club president who is part of the second generation of club members, his parents being Lynn and Karen Powell. He recalled getting Peter Morgan's autograph at age 11, and said that he is excited to be in the club not only because of the cars, but because of the people and the friendships that have come from participation.



Bob Koupal, Greg Powell, Elaine Fisher

There followed presentation of awards (see elsewhere in this issue) and discussion of up-coming activities (see page 3). Elaine was recognized and thanked for completion of two terms as president, as well as for arranging another terrific holiday party.

Planning Meeting minutes

Approximately 20 members of the MSCCNC gathered Sunday, January 20, 2019 at the home of Joyce and Doug Hamilton for brunch and a meeting to plan the calendar of events for the coming year. Officers present were President Greg Powell, Vice-President Wendell Bain, Treasurer George Tollworthy, Secretary Lexa Most, and Board member Elaine Fisher. Activities coordinator Angie Larson, and Board members Maggie Craig and Tcherek Kamstra did not attend due to illness.

The meeting was called to order at noon by Greg Powell. He stated that the success of the club requires the contributions and efforts of all the members. He also said that he wants to plan club activities so that other car-related events don't drain members away. One thought is to coordinate with other car clubs, or possibly invite them to our events. There followed discussion of our club calendar and other related activities, as presented on p. 3.

OTHER BUSINESS:

M/S/C Elaine on behalf of Paul Marchant: That the club reimburse the Hamilton's for the \$220.00 cost for today's food.

Treasurer's Report given by George Tollworthy. Checking account balance on January 1, 2018 was \$6,900.00; balance December 31, 2018 was \$11,769.45. See separate flyer from George elsewhere in the Morgazette for full report.

Meeting adjourned 1:30 p.m.



The Prez Says...

By Greg Powell, President

Morgan Club Dinner, and to club members who were not present at the time.

I am excited to be part of this club.

Many of us are in this club because we like cars, or because we are anglophiles, and just like British stuff.

Many are here because a Morgan is the only car to have.

I know that some are in this club because a friend had a Morgan, and by knowing them, you had to have one too.

This club has given us a forum to enjoy these cars.

This club has also given us an opportunity to make friends.

I've known many of you for over 30 years. I know that there are many in this club that have been part of this club and developed friendships in this club that far exceed that. We drive old cars, and we have become old friends.

I hope to represent the Club well this year, and I will need your help. Help to support me in this role, and help with continuing the great social events that are what makes this club great.

Personally, being part of this club keeps me close to my parents. I am glad that we share a similar passion. This passion includes getting to know you, and oddly I can note within my personal highlights of this club to include freezing my ass off in these cars seeing our part of the world.

Here's to a great year.

Thank you.

Morgans over America VII in California/Oregon

Morgans Over America VII is coming to California with several opportunities for other Morgan owners to meet up with us. In addition to the six US Morgans, we will have an additional 5 Morgans from the UK, 2 from France, 5 from New Zealand, and one Aussie in a convertible (Stan and Jen Jodeikin, members of both California clubs).

Please contact Elaine Fisher togetelaine@gmail.com or 510-325-6037 for further information if you are interested in any of these events.. Please also let me know if you are a resource for any Morgan problems we may experience.

Monday May 6 evening- Welcome Banquet at the Fashion Island Hotel in Newport Beach. Cost approximately \$150 pp (sorry, pricey place)

Thursday May 9, 2019- 8 AM- Morgans leave Fashion Island Hotel on MOA VII for Brawley, CA

Friday, June 14, 2019- Dinner at John & Barbara Burkes in Ashland, OR. Cost tbd. Sunday Jun 16, 2019- Dinner at Phil and Elaine Fisher's in Groveland, CA. Cost tbd. Wednesday June 19, 2019- BBQ at Loren Steck's and Annette Yee's in Carmel Valley.

Sunday June 23, 2019- Farewell Banquet at Bluewater Grill, Redondo Beach. Cost tbd- around \$100 pp.





The Morgan Motor Company has agreed to supply us with new Plus 4 (shown here) and new 3.7 V6 Roadsters as rolling chassis, to be fitted with new Ford 2.0 Duratec 4 cylinder engines and new 3.7 liter Ford V6 engines.

The program begins immediately.

Get your order and deposit (5,000 GBP, about \$6,700 at today's exchange rate) in soon!



NEW 2018 MORGAN PLUS 4

Tribute '65 America

Glacial Silver, Scarlet Red leather

ARRIVING SOON!

3 WHEELERS:

NEW **2018 Morgan 3 WHEELER** Geneva Show car Heritage Edition Rolls Royce Woodlands Green Metallic

NEW **2018 Morgan 3 WHEELER** Polished Alloy Body/nose cowl, Black Wheels, Mulberry Yarwood Leather interior // MORGANWEST EXCLUSIVE, BATTLE OF BRITAIN LIMITED EDITION #1

2013 3 WHEELER Grabber Blue, Red racing stripe, getting all 2018 upgrades!!

ROADSTERS:

NEW 2018 Morgan Plus 4 Tribute '65 America, Glacial Silver, Scarlet Red Leather // COMING SOON

NEW 2018 V6 ROADSTER 3.7 litre, Blue Metallic, Platinum Grey Leather // COMING SOON

2005 Morgan 3.0 V6 ROADSTER BRG, Stone Yarwood leather, 2.4k miles

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

2005 Morgan 3.0 V6 ROADSTER Rolls Royce Garnet Metallic, Yarwood Chocolate leather interior, piped in red

2003 Morgan Plus 8 35TH ANNIVERSARY EDITION, Mulsanne Green Metallic, Magnolia leather, 6.7k miles

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

1967 Morgan Plus 4, DHC, Ivory/Green Wings, Ivory leather // New greatly reduced pricing makes this is the bargain of the decade! Dropheads of this quality were selling for about double what this one can now be purchased for at MorganWest!!

1967 Morgan Plus 4, four pass SuperSport perfect clone, ground up restoration

1966 Morgan Plus 4 Roadster, BRG/Black wings, Black SS seats, Black wire wheels, 23k original miles.

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

1958 Morgan Plus 4 DropHead Coupe Burgandy/Grey Leather, ground up restoration

OTHER MARQUES:

Allard J2X, Mk III

Morgan

WEST

Authorized Morgan Motor Car Dealer

(310) 998-3311

WWW.MORGANWEST.NET

WWW.ALLARDWEST.COM

DENNIS@MORGANWEST.NET

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

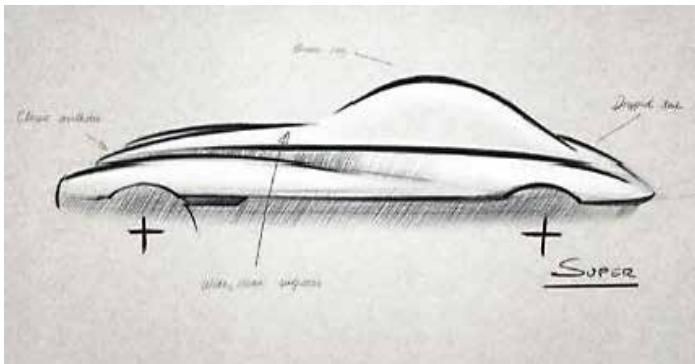
News about the Morgan Motor Company

Morgan to reinvent itself with high-performance sports car All-new two-seat coupé and roadster are under way to take Morgan into the future

by Steve Cropley • 30 October 2018

Morgan is working on an all-new high-performance sports car flagship that will both reinforce its reputation for classic design and move it on a couple of decades, notionally into the Jaguar E-Type era.

The new car, which will be made in both coupé and roadster forms, follows several years of research into what a traditionally minded 109-year-old car company should do next, without threatening its successful classic model range. It is being created in-house by design and engineering teams that now total around 30 people as a result of recent, well-targeted investment.



Design sketches mix traditional Morgan cues with a new look

The new hand-made flagship's first iteration is understood to be a two-door, two-seat coupé that should appear in the

mid-2020s, estimated to be priced near the level of an Aston Martin V8 Vantage. It will use a new architecture with the classic Morgan front-engine, rear-drive layout and continue the marque's tradition for compact dimensions and light weight, while utilising the latest in chassis and powertrain engineering. Morgan bosses are coy about revealing the new car's performance and power, not least because it will have several different powertrains, including electrified variants, over its life. Early versions are likely to use a downsized, forced- induction six-cylinder petrol

engine producing 350bhp-plus, driving through either a manual six-speed or paddle-shift automatic gearbox.

Performance is likely to be close to Plus 8 levels, which means a top speed of 150mph-plus and 0-60mph acceleration in the

4.5sec bracket.

The new car's key structural element will be its new-era bonded and riveted box-section chassis in aluminium, created specifically for versatility in multiple applications.

This chassis, under final development now in Morgan's workshops, will have its first production application next year in a model that uses the brand's current classic architecture, to be launched as part of Morgan's forthcoming 110th- anniversary celebrations.

Previous premium-level Morgans also used a bespoke aluminium chassis, but that design was created in 2000 and has been much modified since to meet current legislation. Morgan believes the new design can provide the right basis for its pricier models for the next decade, and probably beyond.

Morgan managing director Steve Morris said the new flagship shouldn't be seen as a replacement for the Aero or Plus 8 models, recently discontinued after Morgan's supply contract for normally



Jon Wells (left) is leading the design team on the new car

Continued on page 29

Oh Turkeys! Where were You?

Story and photos by Marty Mieger and Gordon Craig

It was a beautiful mid-week morning November 6 as Marty and Gordon kicked off the **Turkey Trot** in Saratoga downtown in front of the Le Mare Michael Restaurant. We had a surprisingly good turnout of 18 Mogs plus various tin tops. We were eager to cut the bonds of all the known parking lot commuter routes and blaze a quiet road over the Santa Cruz coastal hills before us. A short and sweet drivers meeting affirmed.



Mogs in waiting. . .

Our plan, one road straight west (Hwy 9), one town for a lunch and rest, then a loop back through the woods = a short 60 miles we can take our time with, no rush, and maybe, just maybe spot a few Clucks in the bush, who knows? We climbed the first 7 miles and crossed Skyline (Hwy 35), and stopped 2 miles later at a hideaway vista pull out. What a view! Clear and sharp down the spine of the coastal mountains, seemed all



Over the hills. . .

the way to Fremont Peak, and that closer peak to the east would be Mt. Hamilton. In between, we could see Mt. Unhummm, newly opened after decades of fenced isolation and now hopelessly overcrowded even on week days, so much so we scratched that as our original objective.

On the way, one Morgan casualty, Paul Lukes' +4 sprung a bypass hose split but with Mog roadside tech (tightly wound and knotted rag) he was on the road again. We stayed quite a while at the overlook, taking in the great view and welcome quiet, nature sounds, bird calls yes, but not a gobble to be heard.

Time to move on to Boulder Creek, destination and turnaround. A lot of nice, casual eateries on Main Street, but just about all of us swarmed to Scopazzi's, long time



Grand Vista!



More grand vistas!



Scopazzis for lunch

Italian family fare, just off Main on Hwy 236. The staff was game for our numbers and we sat at long and other separate tables filling up the courtyard, basking in the warm mid-day sun shaded with umbrellas and trellises.

A leisurely lunch, then onto the winding turns of 236

to the native growth stands of Redwoods of Big Basin State Park. It is a no fee, drive through proposition but you can stop at the park center and take a short walk in any direction into the Redwoods. This is a popular spot for trekkers, hiking to overnight overlooks along the coastal headlands. Bumped into two Kiwis adjusting their kit, Morgans are an icebreaker that way.

Back driving the steep uphill turns of Big Basin, back to Skyline, by mid-afternoon many of us were on our way north, south and east to the larger bustle of the daily Bay Area slo-mo in near any direction. Our beautiful day lay behind us, no turkeys in sight. We were not to know yet of the next day, the spark a couple hundred miles to the north of what would become the raging Camp Fire, biggest and most lethal in the history of California, 88 trapped and burned to death, the bringer of massive destruction and desolation of thousands and thousands of lives, and the weeks of the highest smoke pollution ever recorded statewide. No, we weren't to know, maybe the turkeys knew something we couldn't.



Big Basin

An Australian Adventure.

By Jim Taylor with photos by Elaine Fisher and Jim Taylor



On October 19-21, the Australian Morgan Club celebrated its 60th anniversary with a heck of a party. Held in the New South Wales (NSW) town of Bathurst, home of the Mt Panorama motor racing

circuit, it was a nation-wide extravaganza, with 110 Morgans in attendance. Australian Morganeers and their cars came from their many States — Queensland, Victoria, South Australia, Tasmania, Western Australia, and NSW.

Five far-flung northern hemisphere Morganeers were also there.

The five: Elaine and Phil Fisher, Ellen Jo Baron and Jim Taylor, and MOA (Morgans Over America) regular Fiona Cowley from the UK, had seen the Aussie club's "Diamond Muster" announcement, and expressed interest to the organizers. MOA Kiwi participants Grant and Helen Wallace and Alan Duffy also came over for the party.

Stan Jodeikin, The Aussie NSW Club president (who with his wife Jen are avid overseas members



of our own MSCCNC) wrote back welcoming us to join not only the three day weekend event, but to also participate in the multi day Morgan tours before and after the Muster. We agreed

enthusiastically. Jen offered to handle all our reservations for the Muster as well as lodging for the ten days of before-and-after touring. What wonderful hospitality— all we had to do was show up, rent a tin-top for the tours, and pay for what had been reserved.

Not long after, Stan wrote again to say that Aussie Club members in Sydney had offered the use of their c.1980s +8 to us far-flung five, not only at the Muster, but for the pre- and post-tours as well! It's hard to describe the depth of our feelings as recipients of all this warm hospitality and generosity. It's safe to say we were flabbergasted.

Came October 12 and the "five far-flung" assembled at the Sydney home of Stan and Jen, ready to begin the adventure.

October is early Spring in Oz and the Sydney weather was cool and rainy. The flowering trees and shrubs were in full display. During a dry period that first day we met John and Gail Robison and their metal-flake Red +8. Keys were passed, operating instructions communicated, and the Morgan was ours for the next two weeks.



Robisons far flung five and car.

Pre-Muster Tour six days 900 miles.

Although the direct distance westward from Sydney to Bathurst is only 120 miles, the pre-Muster tour ran in a loop southwest from Sydney, well into the state of Victoria, then north and east to Bathurst and covered 900 miles over five days.

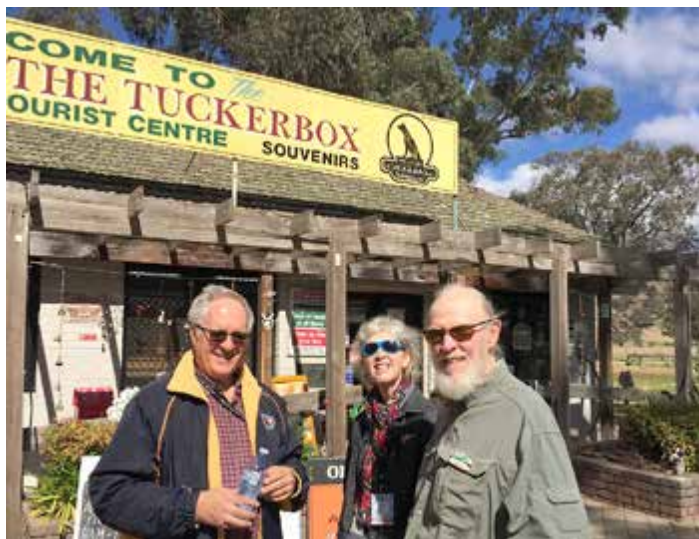


Lunch stop Stans Morgan on left.

On the first day we set out from Sydney in the company of Stan and Jen's BRG +8. Before lunch we met up with ten more NSW Morgans (plus a couple more tin

tops) and our Pre-Muster contingent grew to nearly 30 Morganeers.

Each day we traveled on well-paved secondary roads through tiny towns with euphonious but unfamiliar names. A typical day's drive took us from Bungendore, a picturesque town east of Canberra, to Gundagai where some of us stopped to view the Dog on the Tucker Box,



Stan, EllenJo, Jim at Dog at the Tucker Box.

While others drove directly into the town to see the historic bridge and interesting streetscape. From here the route led us south, through Tumut, Tumbarumba, Cooma (for a lunch stop), Tintaldra and Tallangatta with Wodonga the destination for the night.



Lunch stop Cooma



This delightful itinerary repeated each day with an ever varying landscape unfolding before us. Drivers in Australia are constantly reminded of the wanderings (usually nocturnal) of their native fauna — the kangaroo, the wombat, or the koala.

For the NSW Aussie Morganeers it is desirable and popular to get together in the evenings on the road to enjoy a drink with the others and to barbeque ("shrimps on the barbie") together on the outdoor grills provided at all the camping cabin facilities where we stayed. This jolly bunch traveled south for several days into Victoria State. Although we knew that southeastern Australia was in severe drought conditions; the rains, which had only just preceded us, had greened up this pastoral and agricultural countryside to a beautiful emerald hue. The warm Spring days, green fields, colorful flowers, birds, and blue skies made each daily drive magnificent.

The rain held off until we reached our most southerly point, where we had an extra day layover. After that the weather remained bright.

At Wagga Wagga our group met up with Morganeers from Victoria, about 270 miles from their starting point in Melbourne; and other South Australian Morganeers, together with those from Western Australia, who had met up and driven with them some 550 miles from the city of Adelaide.



Wagga meet up



Bathurst Muster

An Australian Adventure, cont'd

The first evening of the three day jubilee we were welcomed to Bathurst by the town's Mayor at the National Motor Racing Museum. We stayed at the nearby Rydges Hotel, perfectly located at Number 1 Conrod Straight at Mount Panorama. Morganeers took advantage of their proximity to the racing circuit and did several laps around the track - but because it is a course laid out on public roads and city streets the 60km speed limit is rigorously enforced!



On Mt Panorama track and Armorall Bridge



Flatties on the lawn



Colorful Morgans on the lawn



Saturday in the square at Bathurst

The next day, Saturday, 106 Morgans drove down into the town of Bathurst for display on the streets around the central park, which provided a wonderful opportunity for locals and Morgan owners alike to view, admire and ask questions about the vehicles. While our borrowed Morgan was parked in the big display, Roger Sawyer and Richard Rogers, Australian friends of many of us in MSCCNC, stopped by for a natter.



Richard and Roger with Phil and Jim



That night the gala dinner was held in the Rydges Hotel. In addition to the local Club dignitaries presiding over the evening's program, Steve Morris, MD of Morgan Motor Company, was present and participated in a Q&A session. A group of 15 special Morganeers — founders, life members, and past presidents) was recognized —and represented the 60 year span of the Club.

Morganeers danced the night away to a 50's singing duo, one of whom first became Roy Orbison, and later did a most convincing Elvis impersonation.

A farewell lunch the next day was the final event of the weekend. It was held on the grounds of a Victorian



Important club guys and muster cake



Jim and Ellen Jo dancing at the Gala.

Ellen and Elvis



An Australian Adventure, cont'd



Mogs on lawn



John Merton Flat Rad

Tudor manor house on the outskirts of Bathurst. The house was built in the 1870's and is currently being restored by the Morgan family (who are not related to "our Morgans" of Malvern). The front lawn of the mansion was large enough to display the 76 Morgans present, in a single line!

Some of the same cars returned to Sydney over a different route than that taken for the pre-Muster run — and we were joined by three more Morgans from the NSW group.

First day included a most interesting visit to the town of Cromwell and the Sydney Vintage Car Restorations establishment for an amazing conversation and tour by

its proprietor, Mr. Gill Skidmore (PLEASE, check out their comprehensive website, svcr.com.au). We were treated to a discourse on many of the cars in process including a

1932 Chev, 1962 TR3A, 1927 LaSalle, Model T Ford and a **1937 Hillman** — this last vehicle, belonging to an Arctic explorer and sea captain, had travelled on most continents and was even submerged in the sea before it was brought to Gill's for a restoration. The equipment and standard of restoration at Gill's



workshop is very high. Gill's ongoing woodwork and sheet metal restoration on the Hillman is evident.

The next day got us to the beautiful Sapphire Coast, via the Snowy Mountains Highway, where we stayed an extra day to explore the coast and town of Merimbula. Walking the footpaths along the bay, with its oyster beds and restaurants on the estuary, made for a delightful way to spend the free day.

This multi-day drive back from the Muster continued our sojourn along small roads and through country towns. Green pastures and farms, sandy shores, vineyards, and fruit orchards were our daily sights.

The last full day took us further up the coast to Burrill Lake and our final barbecue party. This was perhaps

the best of our “campgrounds” – large bungalows set among the trees, big verandas, with glimpses of the lake below on the one side and overlooking the barbeque area on the other, where everyone enjoyed a final party. Food, cheese, wine and merriment were shared. Club president, Stan, and wife Jen (whose birthdays were the following two days) were presented with a birthday cake, and there were many toasts to them and to the wonderful Diamond Muster they had organized.

The next day was finally back to Sydney and our last night in Australia.

We were sorry to end this two weeks, but we (as well as all the rest) had to return to the routine of our lives — but with wonderful memories.



Elaine and Phil in a borrowed Morgan



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And we certainly did... we came to Zio Fraedo's in Vallejo with bells on our toes and twinkles in our eyes. Yes, we were back by popular demand.

The evening was fun and bright, lots of awards and thank yous, asides and laughs, the dinner was superb and the presentations of newly elected officers and award winners well spoken and noted.

George serenaded us and love of his life Kathy with a basso profundo rendition of "You Made Me Love You" sung to shaking rafters. After all, isn't this what we all say at one time or another to our Morgans in good times and bad?

Look over the photos, some memories of a night to remember, thanks to Elaine for making it happen! Cheers!

Alas, some award recipients do not appear in the photos, nevertheless their contributions to the Morgan Club are greatly appreciated, Thank You.

Get Your Twinkle On!

Remembering the Holiday



Meeting and greting — a congenial group of about 70.

winkle On!

y Party, December 9, 2018

Bob awards Carol
with the "Moggie
on the Spot"
Award



Donna awards Tcherek the
"Morgazette Photographer's" award



Phil and Jim accept the "Hard Luck" award
for Stan (An Australian member, see the
story in this issue.)



Angie and Grant Larson accept the "Matt Dillon" award for sustained
service to the club.



John was awarding,
or perhaps telling
a story during the
awards



Jon Rosner was awarded the "Morgazette
Scribe" award

Sam And Marie Logan were
awarded the "Leakey Cup" award





River Oak
Center for Children

January 8, 2019

Morgan Sports Car Club
Greg Powell
38 Entrada St.
Oakland, CA 94611

Dear Greg,

Thank you for your support of the children served by River Oak by generously hosting a toy drive for our annual Santa's Workshop event. Those donations were appreciated by not only the children and families but by the clinical team as they are able to provide support and resources for their families during the holiday season.

It's always lovely to go into the New Year knowing that during the holiday season we were able to help so many in our community. We are so fortunate to have such great community partners that allow us to aide in holiday festivities for those we serve. For Thanksgiving we were able to distribute over 80 turkeys with sides such as potatoes, pies and bags of fresh produce ensuring a full meal for those families. During our Santa's Workshop we were able to have over 300 families shop for a gift, book, stocking, stocking stuffers and a blanket or stuffed animal for each child in their home which ultimately meant that over 1,000 children and youth had gifts to open on Christmas. We heard so many sentiments of thanks and excitement from caregivers knowing that they would be able to have a truly merry Christmas. None of these things would happen without the commitment of our community, including you.

Despite the challenges our families have to overcome, we strive to provide them with comfort and resources. I can assure you that the impact of your gift will be felt by many children and families in need. The knowledge that you truly *have* made a difference should bring you a tremendous sense of satisfaction and pride.

Sincerely,

Laurie Clothier
Chief Executive Officer

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No goods or services were provided in consideration of this gift. For your tax-reporting purposes, our State Identification Number is 910-1618, and our Federal Identification Number is 94-2519001.

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Tim Waller helping
Alice Gentry with
the donated toys;
Alice receiving
recognition from
outgoing persident,
Elaine Fisher.



The President's Gavel Setting



This sizable plaque with removable piston head gavel was reset and refurbished by Marty Mieger for this and future Morgan Club President handovers. He included a more secure useable latch for the piston gavel, polished it and meticulously cleaned and waxed the plaque.

The Gavel has the names and dates of office of the very first founding presidents of the Club beginning with Wilson Cosby in 1957 and through the 1960's, all engraved on the sides of the piston. The top of the piston names the 1970s era presidents, and then the rest of the plaque displays nameplates going forward for the '80s, '90s and Millennium decades.

Prez Greg recognized Dick Sisuch, a Morgan Club Prez from the early '60s, as a PA announcer these days for vintage races held at Sonoma Raceway and Laguna Seca.

Many Thanks and Cheers to Marty for his handiwork, Well Done!



And thanks to all past members who have served the Club as President.

Boxing Day 2018

Photos from Wendell Bain and Gordon Craig



Participants' cars around Sonoma Square



It was super cold when I left for Sonoma although the forecast called for warming temps as the day went on.... I hope.

At the usual meeting spot in the town square in Sonoma in front of the Cheese Factory I found President Elect Greg Powell had arrived before me. We were both early and had time to chat about upcoming events including this run. Handing out route sheets is somewhat like

herding cats but everyone managed to get a sheet. We had approximately 45 people and 25+ cars. Not all went on the run due to other commitments. Five Morgans with Larry Ayers in a 2013 3 wheeler, also a BRG +8 two seater. Bob and Olivia Koupal in the red and white +4 of the Tollworthys, also known as "Peaches". Paul Marchant in a 59 +4 Drophead. Carolyn Beasley's son, Geoff, brought their early +8. Dick Nyquist in a new Fiat Abarth. Gordon and Maggi in a newer VW, A Ferrari 308 GT, and a TR-4A . A Morris Minor, Austin Healey 100/4. 59 corvette, Austin Healey, Porsche 911 and Boxster, and a couple of Mini's (the early ones). Sorry if I missed anyone.



Peaches and friend. . .

Wendell herding cats



Paul Marchant and his rubber chickens.



Geoff
Beasley



The route went out First Street East to Hwy. 12 then right on Calistoga Road then left on Porter Creek Road which becomes Mark West Springs Road. continuing to Hwy 101 overpass to River Road. Left on Hwy 116 through town of Forrestville. On to Graton Road. Left on Bohemian Hwy. Left on Hill Street /immediate right into Union Hotel parking lot. Pit stop, coffee break, beer break, Most got the idea. Out of the Union Hotel parking lot onto Bohemian Hwy. Through the town of Freestone. Right on Bodega Hwy. Left on Hwy 1 to Petaluma through the town of Valley Ford. Right on Lakeville Street. Just past South McDowell Traffic light turn into PUB REPUBLIC parking lot. Good food, great service, reasonable prices, Good atmosphere. By now the day had turned quite nice and actually quite warm. Probably why we live in California.

Heard all had a good time. Thanks to all who attended, Wendell.

A Morgan Tale

September 17th thru 25th 2018 • by Neil A. Miller



1963 Morgan Plus-4 purchased in Pleasanton, CA

Some may remember that about fifteen years ago my wife Marilyn and I flew into Oakland Airport to pickup a 1963 Morgan Plus-4 from a dealer in Pleasanton. Gordon Craig and others from the MSSCNC assisted in evaluating the purchase and Mike Anthony took time to install two Kingpin braces that were missing from the car. With my normal haste and belief in Morgan cars Marilyn and I left that evening and drove our new 1963 Morgan to Phoenix. Even though we had plans for unexpected issues all went well and except for a little over heating on a mountain pass we made it to Phoenix the following day.

Therein lies the problem. My first experience with a Morgan was in 1965. A 1961 Plus-4 I purchased from an auto junkyard and repaired over a three-month period took me on a 6000 mile trip. The only repair needed



1971 Morgan Plus-4 from Broken Wheel Auto Parts & Wrecking Cleveland, Ohio

1990 Morgan Plus-4 on holiday in the United Kingdom



during the trip was a replacement generator. For the next ten years, it never left me stranded on the road. My second Morgan purchase was 28 years ago with a Morgan Plus-4 purchased new from the factory and driven 40,000 miles to date. With normal maintenance my confidence tells me we will be driving many more uninterrupted miles.

It can be said I have faith in Morgan cars. When Marilyn said we have two 2-seater Morgans why don't we sell the older one and purchase a 4-seater, well I was off to the races. In a few months I had settled on a 1959 Plus-4 4-seater that was listed in Hemming's magazine. It was advertised as in "excellent condition". The photos were representative of a vehicle that had a total restoration in 1993 and by my guess driven less than 8000 miles since. It met my specs, so I decided to fly to Milwaukee, Wisconsin and drive the car back to our home in Gilbert, Arizona. I thought it should be an interesting trip and looked forward to an easy ten-day drive back to Gilbert. Hearing my plans the owner had the carburetors rebuilt and the fuel tank cleaned. I arrived at the owner's home as he was making new wiper blades since the ones on the Morgan were dried and cracking. When I came to see the Morgan in person, it looked very good. I had the impression it had not seen foul weather since restoration. There were some driving issues. The brakes were soft and shifting into second gear was rather stiff. I wrote it off to lack of use and did what I planned, hopped in and took off for my first stop an Airbnb in Madison, Wisconsin.

The drive to Madison with the top down was a pleasant time as the sun set. One thing I did notice was the



Driving west from Milwaukee, Wisconsin

smell I had been used to from previous vintage Morgans was not present. The restoration had taken away the ambiance and it was a bit sad. But I carried on with my GPS leading me to my lodging. I arrived at my Airbnb located on a quiet street and buttoned up the tonneau cover for the night.

As I had heard the night before rain was expected in the morning. Well it came. Putting the top up for the first time in the rain was a real challenge. But I was successful and off I went to my first stop, Walmart to purchase some tools for the trip. As I should have expected the wipers were not working and found later were not even connected. So through much of the trip,



1959 Morgan Plus-4, Morning rain in Madison, Wisconsin

The rain continues in Madison, Wisconsin

it rained and I just kept my eyes close to the windshield, no problem. Actually I had done this before many years ago. On the positive side the weather gear worked great. I was dry inside for most of the trip. During the entire drive I stayed mostly on two-lane not frequently traveled roads. I kept my speed at 55mph or a bit over mainly because I came to believe the tires on the car were the same ones put on during the restoration in 1993. Although I had originally planned a longer route home, it became apparent the most direct route would be best.

The second day underlined this when driving into Postville, Iowa I realize the brakes had stopped working as expected. They needed to be pumped fairly hard to stop. I purchased some brake fluid at a local auto



Arriving Postville, Iowa

The Golden Arches, Mason City, Iowa

The Surf Ballroom, Clear Lake, Iowa



supply, talked with a couple people with an interest in Morgan cars, filled the master cylinder up and made it to a motel in Mason City. I was surprised to learn that one of the last original McDonald's Golden Arches was located there. The McDonald's employees passed on all the details. Back at my motel I needed to do some internet searching to find a shop to check the brake system on the car and was amazed to find an antique auto repair shop just 9 miles away. A quick call and I had an appointment for the following morning. Lake Auto Service is located in Clear Lake, Iowa. You may know Clear Lake is the home of the Surf Ballroom where Buddy Holly, Ritchie Valens, and The Big Bopper performed the night before an early morning plane crash on February 3rd 1959 killing everyone aboard. It felt a bit strange having an unplanned stop here in a 1959 car.

The vintage auto work at Lake Auto Service was done by a father-son team, Delane & Adam Boehmer. Interesting that this was the first Morgan they had the

A Morgan Tale, cont'd

opportunity to work on. There was no hesitation and the problem came down to a bad piston on the left front wheel. The only option was to call Morgan Motors of New England and have the new part shipped over night. The piston arrived around 11:00 am the next day and was installed. Not a simple task but the work was done in a very professional manner. I don't believe I could have found a better place to work on the Morgan. Along with the brake repair other issues were checked, adjusted or just noted for future consideration. I also had the tires



Semi truck encounter traveling west toward Sheldon, Iowa



Delane & Adam Boehmer, Lake Auto Service, Clear Lake Iowa

1959 Morgan Plus-4 brake servicing at Lake Auto Service, Clear Lake, Iowa

Sunset in Clear Lake, Iowa



Movie theatre, Norton, Nebraska

Entering Dodge City, Kansas





Photo stop, Dalhart, Texas



Petrol stop, Logan, New Mexico

Morgan conversation, Tucumcari, New Mexico

Arizona was along US 54. This straight stretch of road offered some interesting stops and photo opportunities.

It was a break in Logan, New Mexico where things became interesting again. The weather was clear and getting warm, when I stopped to purchase gas. A quick turn to get back on the road caused the engine to quit. Luckily I was going fast enough to have the engine start again. The presence of dirt in the fuel tank made me wonder if it would stall again. My driving became more cautious. When I reached Tucumcari I decided to have lunch and let things cool down in preparation for what I knew would be an uncomfortable part of the drive. Santa Rosa, New Mexico was my next stop and the only

reasonable way there was via 50 miles on Interstate 40. The entire trip I avoided freeways but this one I could not bypass. While driving I did get some positive honks from semitrailers as they flew by me at 75 mph. On the other hand there was a tense feeling of how many more miles I needed to be on this road. I was relieved to turn off I 40 onto US 54 at the Santa Rosa exit.

It was in Santa Rosa that I realized one of the front tires was too far gone to make the last 550 miles into Gilbert, Arizona. My first choice to change the tire myself ended with a concern that the only tool I had to remove the hubcap might have damaged it so I decided that since I had AAA membership I should call to have them put the spare tire on the right front of the car. When the AAA pickup truck arrived the driver expressed disbelief. "They didn't tell me it was this type of car" was the comment. Getting the hubcap off was the main issue and the AAA driver did not want to take responsibility for any damage. He also lacked any tools that would have helped. After some discussion I suggested we could change the tire at his shop. So off we went about two miles to his garage. As could be expected when he started putting the jack under the front of the car, I asked him to move it to a more appropriate place. Well at that point he passed over the jack and tools to me and I ended up changing the tire. Ironically the name of the shop was Bozo's Garage.



Bozo's Garage, Santa Rosa, New Mexico

To avoid Albuquerque and the freeway I continued on US 54. This area of New Mexico is very barren but the roads are well maintained. My destination for the day was Pie Town, New Mexico about 250 miles away. A friend of mine had stayed there earlier in the year during Pie Festival USA so I thought it would be an interesting stop. Well I survived a short stretch on I-25 and turned west at Socorro on US 60. It was a beautiful drive but very remote. When I reached Pie Town I realized the event my friend went to was probably the only activity

A Morgan Tale, cont'd



US 60 in central New Mexico



Photo exchange, Socorro, New Mexico



The lone service station, Pie Town, New Mexico

that happens there all year. The only accommodations were campsites. The one gas station probably closed 30 years ago. After taking some photos I proceeded on to Springerville, Arizona with the thought of staying there for the night. Crossing into Arizona was a relief. All the possible things that could delay my trip started to fade. I arrived at Springerville a couple hours before sunset.



Entering Arizona on US 60 east of Springerville

My first stop was a Dairy Queen to celebrate arriving in Arizona. As I relaxed with a large hot fudge sundae I remembered my concerns about driving into the "Valley of the Sun" in the daytime in September. With only about 200 miles to go, I decided to continue on into the night. The drive from Springerville to Show Low on US 60 turned out to be the most miserable part of the entire trip. The road was a series of potholes all the way and with the heavy traffic it was real challenge. What a relief it was to turn onto AZ 260 toward Payson. As the sun set, I decided to put the top down and enjoy a night drive into the valley. In contrast to the earlier time on US 60 this was the best part of the entire trip. For 130 miles the road was like glass and almost no traffic. To top it off there was a full moon to give life to the landscape as I passed by.



Driving by moonlight on Arizona 260 north of Payson

I reached my home on E Buffalo St in Gilbert around 10:00 pm. This last day of driving totaled 550 miles. I have to say there is some luck involved in driving an untested 1959 Morgan over 1900 miles across eight states in 9 days. And to confirm this there was a moment of realization when I put the Morgan on my lift to start sorting out concerns I had. After about 20 minutes inspecting some items under the bonnet I looked toward the back and noticed the right rear tire had gone flat. All I could do was stare in wonder.



A 1959 Morgan Plus-4 response after arriving Gilbert, Arizona

(For a further look at Neil's wonderful images, go to www.neilamiller.com.....IMPORTANT, prompt the first selection in your browser, editor)

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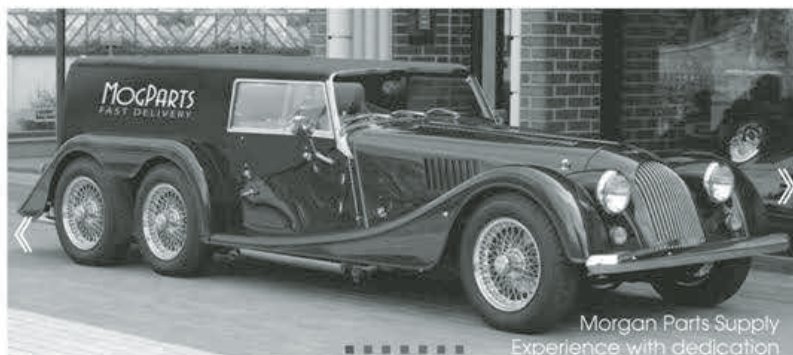
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Mog Tech: Coil Over Rear Suspension

by Bill Button

In the mid 2000's I was in Bill Fink's shop in Bodega, California. Next to the shop was a new Aero 8 and Bill gave Me a demo ride. But what I wanted was to drive a Corvette powered +8 Bill had developed. Well His demo was in a Body shop getting repairs but Bill did give Me a ride in a Customer's +8+. What caught My eye was the coil over suspension Bill had developed for the +8+. It had trailing arms and looked like a "must have". "Not really" says Bill; "It is needed to get the Corvette power to the road, not for comfort". That was about all I could find out from Bill F. other than the Prototype was somewhere in Oregon. Flash forward a few years. On a Northern California "Spring Mog" I met Barkley Shaw and His +8, Fink's prototype. Barkley is a Member of MOGNW and has been for many years. He has another Home on the Rouge River near Gold Beach, Oregon.



Bill Fink prototype suspension

Some years later John Burke's lent Me His +8+ for 4 days of "Flog Mog" . So I did get to drive a +8+ with coil over suspension. No opinion about it and the suspension as the added power that the Corvette engine gave was so great every thing else lost its significance.

In the last few years along comes Peter Ballard, a

UK "Suspension Engineer" and a Morgan Owner. He is the designer of the "Suplex Kit" (which I own) a front suspension enhancement. He has lately designed and sells a rear coil over suspension unit. I have not driven a Morgan with PB's design for a coil over suspension.



SSL coil over suspension

Lately MMC offers an option which looks pretty much like PB's design.



I participate in a Morgan Website called "Talk Morgan". Based in the UK. It seems to feature the new Morgans. Those who take the option or install a SSL unit rave about the improved handling and comfort that is added. I wonder – a lot!!!!!!



John Burks suspension



MMC News, cont'd

aspirated 4.8-litre BMW V8s ended. Rather, it is an early result of several years' study into how the company should shape its future.

The new chassis is the first tangible sign of this, said Morris. It is very similar in weight and dimensions to the Aero's outgoing structure but twice as stiff. It can also provide comfortable driving for both bigger and smaller people than existing Morgans, hence its internal description as "the wide-bodied car".

It can also cope with the predicted demands of electrification, which might, for example, require the car to carry sizeable traction batteries and provide space in its centre-rear chassis for electric drive motors.

Design head Jon Wells said shaping the new Morgan requires integrating traditional Morgan values into a new look that moves forward in era.

One model in Morgan's design history that faced a similar challenge is the Plus 4 Plus of 1962, a coupé that set out to modernise Morgan and is widely admired today for its beauty. Only 26 copies were sold, mainly because the company's marketing people (at the time dealing with enormous demand for their roadsters) unrealistically priced it alongside the then- new Jaguar E-Type.



Plus 4 Plus was a 'modernising' Morgan in 1962

The Plus 4 Plus was "neither classic nor modern", said Wells, but made the bold move of ditching Morgan's tradition for running boards.

Wells believes Morgan's design palette is wider than most people think, aided by elements of

the Plus 4 Plus, the Aero and Aeromax, and the recently revitalised 3 Wheeler.

Among desirable Morgan design traits, he lists a short front overhang, a longer rear overhang with a low rear deck, round headlights, the driver located behind the car's centre line, a rounded 'mouth', elegant front wings whose highest point is over the car's front wheels and, above all, a look of coachbuilt authenticity, enhanced by great care with surfacing and positioning of shutlines. "Our task is to take the charm of classic motoring and make it relevant," Wells said, "so that it can be respected and desired as a good piece of modern design."



Morgan has great timing:

Morgan's decision to take time over launching a new range of flagship models looks extremely wise, given that it has just had its best car-selling year in 109 years.

In today's uncertain conditions, it must be reassuring to be selling models whose appeal is a given, and which face no head-to-head rivals. If it keeps making the classics, the Malvern company is almost bound to stay healthy. This is also a nice moment for a new flagship. The outgoing Aero leaves a gap ready to be filled by something different. Design head Jon Wells knows the brand and its customers well and is at the height of his powers. Those of us who know and love Morgan have often wondered how this unique brand can progress.

Over the next few years, we're going to find out.



Don Panoz (1935 – 2018)

By Jon Rosner

Adding up a short list of the accomplishments of Don Panoz is easy.

Don built and lead the team that created the time-release nicotine patch that has allowed millions to kick the smoking habit. In 1969 When Mylan did not want to develop and produce the patch Don left for Ireland to build a new company to develop and market it. Most people would have stopped there. But Don was not the kind of person to ever rest on his laurels. He and his wife Nancy created Chateau Elan Winery in Georgia, got involved in other wineries, racing car venues, and lots of new technologies ranging from water treatment to the DeltaWing racing car.

Don worked with his son Dan in the development of the Panoz Roadster (Dan had been importing Cobras and bought the bankruptcy assets of Thomson Motor Company of Wexford Ireland. Dan wanted to use the brilliant chassis developed by Frank Costin of Lotus fame.) Dan and Don developed a new handsome body to drape over the Panoz improved substructure. In 1999 Don created the Women's Global GT

Series to offer women drivers the opportunity to drive in a national series in a Panoz Esperante, a second Panoz car offering.

Don reveled in his technology group's development of very advanced electric motor technologies and furthered the developments to the revolutionary DeltaWing. His team raced the DeltaWing in what is now the IMSA WeatherTech SportsCar Championship. Since the DeltaWing had half the weight and nearly half the total aerodynamic drag it only required about half the horsepower. A big benefit from the superior fuel economy was the need for far fewer pit stops. Pit stops being where the race is often won. Over the horizon thoughts were that the DeltaWing might make for a very interesting street car.

He hired as driver one Katherine Legg. Katherine eats, sleeps and dreams about racing. She and Don were both aware of the fact that the DeltaWing was not a car that other drivers expected to see in their side glances and mirrors. It was pretty clear that at least a few times that the DeltaWing was punted off the track, it was done on purpose by competitors who simply did not like what they saw. Don created the American LeMans Series as he didn't like the way he had been treated in a series he had entered as a competitor. He was not a man who was easily deterred and he surrounded himself with like-minded people.

Don once said: "I'm very honored and humbled to receive this award." "My father taught me to work hard and never give up, and this has been my driving force. It's what has energized me to do things like start a motorsports program, multiple international racing series like ALMS and the Women's Global GT Series, and race the DeltaWing."

Don was a true pioneer fearlessly and methodically crossing many boundaries and challenging many sacred cows, and more often than not, winning the day. In an age when many crow when they have little to show in terms of actual accomplishment Don was soft-spoken, understated and blazed a path for others to follow.



Don's last dream was to take a Formula E car at LeMans and see how far they could go with it. His team may yet follow through on that one. Don was not a tall man, fairly thin and always in good physical shape, wiry, with piercing eyes and sharp intellect, tough, direct and when he was not all business, a warm and kind person. He will be missed.

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