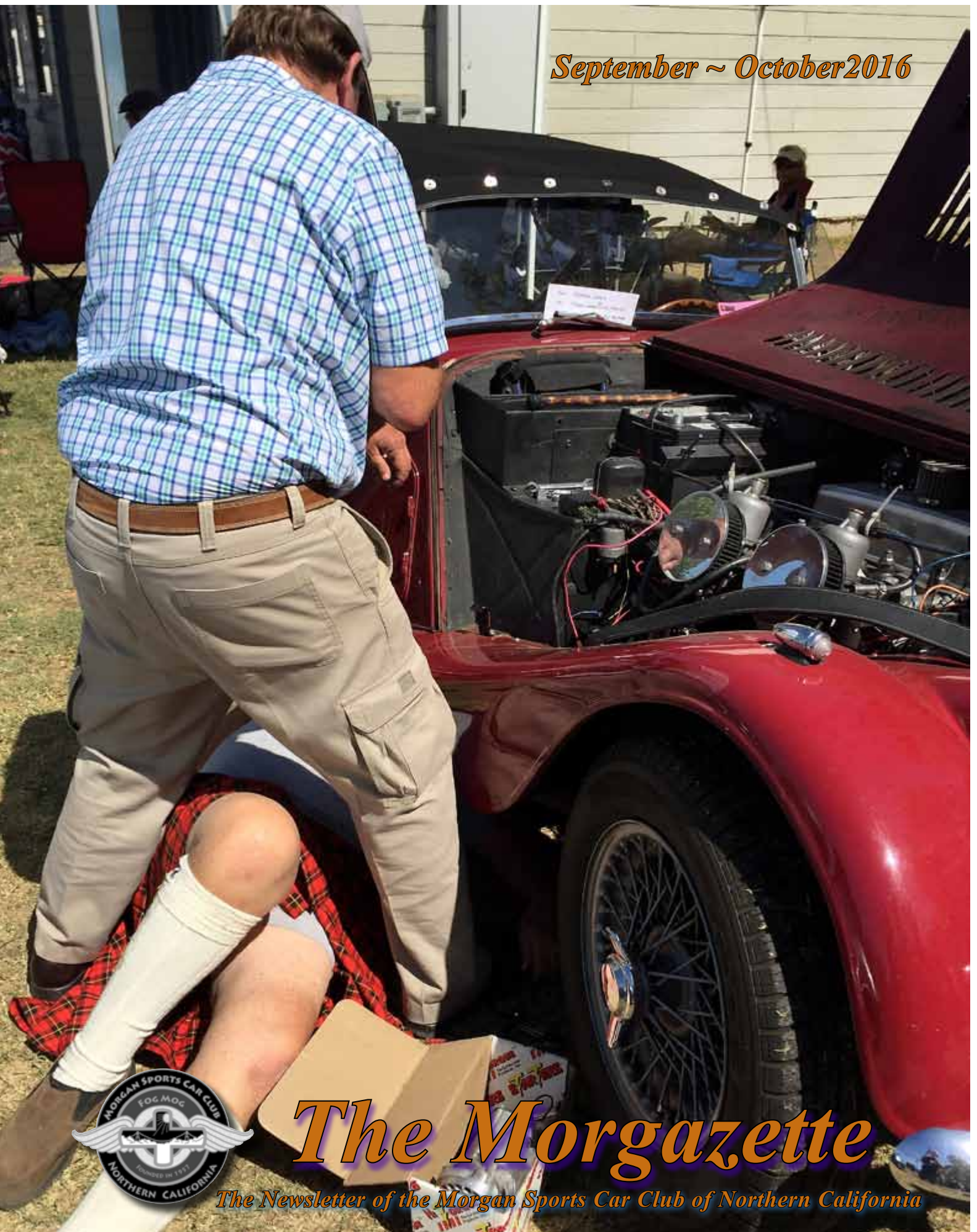


September ~ October 2016



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 2016

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•

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The Morgazette

is the newsletter of the MSCCNC. It is published 6 times a year and is mailed free to members in good standing.

We welcome any and all original or reprint articles and/or photos labeled with the following information:

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

The **DEADLINES** for receiving ads, photos and articles:

- Dec 5 for Nov-Dec

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

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

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

Jon Rosner and Arielle Rosner
Napa, CA 94558

"Looking for a Morgan"

Cover Photo: Photo by Elaine Fisher.
*WHAT in the name of Morgan are these two
Mogs doing to that +4?
Turn to the "Scots Gathering & Games Labor
Day Weekend" to find out – and yes, be
amazed:.) Editor.*

Club website: www.NorcalMog.com



* MSCCNC Club Sponsored Event

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

OCTOBER

* 2 SUN 3 PM • Board Meeting, Walnut Creek, Contact Elaine Fisher.

* **CH-Ch-Changes** 22 SAT • 11 AM. Back Em Up, Business Meeting, Oktoberfest. Point Reyes, Contact Don Henry. **See flyer & RSVP** ALSO: Nominations for Club Officers.

NOVEMBER

* 13 SUN • Turkey Trot & Winery Tour. Contact Gordon Craig-Michael Rubin **SAVE the date!**

DECEMBER

* 4 SUN • Holiday Party • HS Lordship, Berkeley Marina. Contact Elaine Fisher. **See brochure and RSVP deadline is Nov 15.**

* 26 MON • Boxing Day Run. Contact Wendell Bain

JANUARY 2017

* 8 SUN • Oyster Run. Contact Donna Dell'Ario & Larry Ayers

* 21 SAT • Planning Meeting. Contact Ellen Jo Baron

Activities Report

Elaine Fisher

What a wonderful summer with so many great activities, thanks to all our great member organizers. Our heartfelt thanks to Loren Steck and Annette Yee; Ellen Baron, Jim Taylor, and Doug Hamilton; Paul Marchant; and Tim Waller and Alice Gentry for their wonderful events. Please see the articles and photos in this Morgazette for details of

these events (as well as racing information from Larry and Donna).

By the time you receive this Morgazette, several of us will have attended the Ironstone Concours in Murphys and many of us will be on Dave Sneary's arranged Flog Mog up in the Northern California Redwoods out of Garberville. Weather is predicted to be warm and dry. [Flog Mog report will come in the November issue.]

On Sunday October 2 at 3 PM, we will be having a Board Meeting at Elaine Fisher's home in Walnut Creek primarily to discuss the possible revisions to the Bylaws. You are welcome to attend the meeting. Please contact Elaine 510-325-6037 or togetelaine@gmail.com if you plan on coming or would like a copy of the "to be discussed Bylaws".

For October, Don Henry is planning a big event on Saturday October 22. The previously announced "Paul Marchant Back 'em Up" will start off Oktoberfest in Point Reyes with brunch at 11AM. Immediately following this test of your Morgan skill will be a Business Meeting where Nominations for Officers/Directors will occur. Whether you attend the event or not, let another person attending know you are interested in being nominated for an office. Once the Business Meeting is completed, Don has arranged for dancing and partying, and the Talent Show. See the Flyer for more details.

Gordon Craig and Michael Rubin are planning Turkey Trot for Sunday, November 13. They say we will go to "some nice places" in Sonoma and Napa Counties. Further details will follow at a later date via club wide email.

This year our Holiday Party will be held on Sunday Dec 4th at HS Lordship on the Berkeley Marina. Invitations are included with this Morgazette. Please read them carefully including the information on Wine and **MAIL your RSVP with check by NOVEMBER 15.** The party is early this year hence the early reservation date.

Wendell Bain will finish up the year with his Boxing Day Run on Dec 26. Information will be forthcoming with the next Morgazette, but save the date.



DRIVEN AT HEART

NEW **2016 Morgan 3 WHEELER:**
Polished Alloy Land's End Trials
Edition, 1 of 5 for the World

NEW **2016 Morgan ROADSTER**
'65: Montblanc White/Chocolate
leather, 340HP 3.7 liter V6/6 speed

NEW **2016 Morgan ROADSTER**
'65: MountBlanc White, Yarwood
Cinnamon leather, 340HP/6 speed.

NEW **Morgan 3 WHEELERS:**
choose from **2016** Triple Black

2015 3 WHEELER Black,
Electric Blue leather

2012 3 WHEELER Ferrari
Rosso Fiorano Metallico,
Bone Yarwood leather

2005 Morgan AERO 8 LeMans
Blue Met/Dark Red Yarwood

2005 Morgan 3.0 ROADSTERS, choose
from: Two Tone Blue Metallic; Merlot
Metallic/Dark tan, 3,700 miles;
BRG Metallic/tan, 1,800 miles;
BRG Metallic/Tan, 6,700 miles.

2003 Morgan Plus 8, 35th
Anniversary (1/100) Panama Green
Met./Sand leather, 4.4k miles

1992 Morgan Plus 8, BRG/
Tan leather, 7k miles

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

1966 Morgan Plus 4 DHC, White/
Black, chrome wires, ground up
restoration // PRICE DECREASE

1962 Morgan Plus 4 FOUR SEATER,
Red/Black leather // AUTOMATIC TRANS

1959 Morgan Plus 4 FOUR
PASS, Ivory/Green leather,
older beautiful restoration

1959 Morgan Plus 4 DHC, BRG/
Black Wings, black int. very nice

1955 Morgan Plus 4 FOUR
PASS DHC, LHD, two tone blue,
beautiful older restor. 1 of 51

1951 Morgan Plus 4 DHC FLATRAD,
ground up restored; very famous
Morgan Factory Team racer

OTHER MARQUES:

Allard J2X, Mk III

2012 Perana GT, last one ever
of 6 for the US; LS3/AT

2008 Tesla ROADSTER, almost
new, every option, Red

1951 Willys "WOODIE" STATION
WAGON, modern V6/AT

Morgan

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The Prez Sez...

By Michael Rubin, President

As we wind down another year we still have some things waiting on the calendar, including the fabled Turkey Trot on Sunday, November 13, (flyer coming sooner rather than later), the annual Holiday Party (brochure with RSVP & dinner selections upcoming), not to mention the legendary Boxing Day Run on December 26.

Closer at hand is Oktoberfest, rescheduled from October 15 to Saturday, October 22, which includes an important business meeting with nominations for club officers, including the most important one of all -- activities chair. This is an essential spot, more than ably cared for the last year again by Major Elaine Fisher, our chief operating officer and No.1 "get 'er done" person in the club. Be there or be nominated as oil drip collector...be ready to nominate someone or volunteer for a spot no else is eager to fill.

It's been a full and fun year getting out and around in our Morgans and sharing with fellow club members and assorted camp followers.

Reports in this issue include the Skyline Highway loop and Swim party hosted by Ellen Jo Baron and Jim Taylor, the California Auto Museum Tour and Cruise in Sacramento hosted by Alice Gentry and Tim Waller, The Scots Gathering and Games Morgan exhibit organized by Paul Marchant, plus the Monterey Race Week coverage including the Stecks party and the Rolex Motorsports Reunion at Laguna Seca, and the Jelly Belly BBQ run from a very hot day earlier this summer.

After some starts and stops, the club website (www.norcalmorg.com) has been up and running for some time now and we'd like some feedback from those who like what they see or want certain features to be added. Send me an email. (MRubincom@aol.com)

Also, our Facebook page has been open for business for several months and offers another way to get the word out and keep in touch. Just go to Facebook.com and search for Morgan Sports Car Club of Northern California.

By the time you read this, the Board of Directors will have met to review and revise our bylaws, the first complete revision and updating since we were founded in 124BCE. Comments were requested a while back and any received taken into consideration.

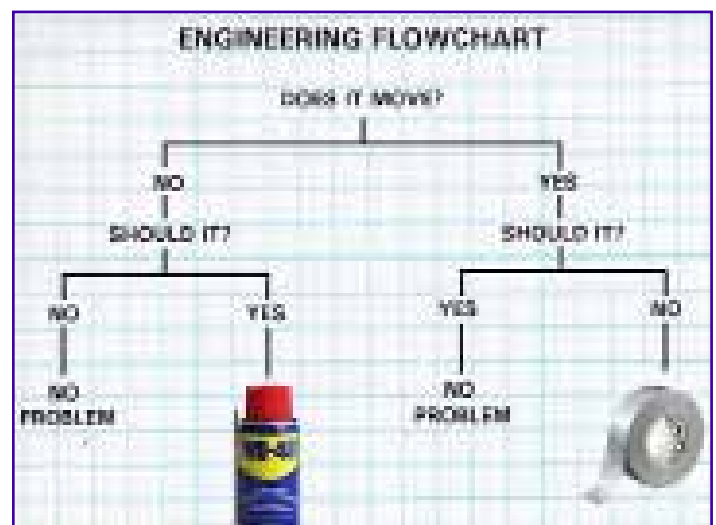
The new bylaws will be distributed so they can be discussed at the next business meeting, most likely the annual planning meeting in January.

In addition to the bylaws, lots of other items of club business have been cared for recently that don't show up in the MORGAZETTE as activities, such as our club insurance (don't leave home without it) and club articles of incorporation which make sure we're are legal and as proper as we ever are.

In the meantime, drive safely.

Michael

PS....My, what nice knees our editor has!





Tony McMahon



Dennis Glavis



Devon McMahon



Jim Foley



Katherine Bard

August 7th. 2016

Sad news reported from Dennis Glavis...

\\A dear friend to all who knew him, to all he drove Morgans amongst... he rides in peace now, without pain... Tony McMahon, a wonderful human being and friend to all things and folks Morgan...

RIP Tony"

\\I wanted to share with all of you that my daddy, Tony McMahon has a GoFundMe account! Please donate to our family – it's desperately needed. Somehow the link is not posting here, so I will post the immediate link in comments." Love Devon McMahon! "Go ahead and add me if you have questions. Thank you for all the love and support! This has been an excruciatingly painful past few days."

<http://www.gofundme.com/tonymcmahon>

From Mike Hattem, September 18

A "Celebration of LIfe" Morgan run honoring Tony began September 11 at MorganWest in Santa Monica led by Dennis Glavis to the home of McMahon family friend Kris Wiess in Westwood. Attending were Fred Klein, Brian Howlett, Michael Harris, Katherine Bard, James Foley, Pamela & Dennis Glavis, Janine & Michael Hattem.

Family and Friends release balloons.

Red was Tony's favorite color



Tony & the MorganWest crew

The entourage of Morgans attending Tony's Celebration of Life.





Odds & Sods

Letters, notes and sundry from Gordon Craig

The Return of the Morgan 65th Anniversary Roadster and Dennis' First Sale -

As we know, Traditional looking Morgans are coming back to America, and our own Dennis Glavis of MorganWest exhibited the first one at MogWest in July. He returned to L.A. and "sold it to an 80 year old lady the day we got back! She had a Morgan in the '60s that her husband made her sell so (decades later) she bought this one for herself. She has put over 1,000 miles on it in the last few weeks!"

ASH - another note from John McNulty, Western New York

A month ago I emailed about removing the Ash trees from around my fields and in the maple stand from where we get the sap for syrup. This summer the logger also removed the Ash from our hill top woods. The reason is the Emerald Ash Borer that is spreading and killing the trees. I said that I hoped it would not spread to Europe for Morgan's sake. I bought a newspaper back from Ireland last week. There is an article in it about "Dieback disease" spreading in Europe. It too is killing the Ash trees.

I hope Morgan Motor Company is prepared for the loss of the Ash trees.

John McNulty

Emma Wins Again!

Hi Gordon,

Attached is a photo of Emma and I accepting the "Best in Class" award for Sports Cars \$5,000 - \$10,000: 1950 - 1970 at the Danville Concours d'Elegance last Sunday (September 18, 2016). This was a SCCA judged event to benefit the Michael J. Fox Foundation and the Parkinson's Institute.

Cheers, Susan Loesch



And finally, Go online to the link below and get the whole story in Morgan motion

MotorPunk's Albert Ball Memorial Blat - A Morgan 3 Wheeler Road Trip

This past summer, MotorPunk organised a fitting tribute to WWI fighter ace and Morgan fanatic, Captain Albert Ball, with a 13 car fly-past on the 99th anniversary of his tragic death.



MotorPunk Albert Ball Memorial M3W tribute.

<http://justbritish.com/motorpunks-albert-ball-memorial-blat-a-morgan-3-wheeler-road-trip/>

or enable JavaScript if it is disabled in your browser.

Whilst lacking the creature comfort of a traditional Grand Tourer, the Morgan Three Wheeler is a marvelous machine to look at, and an absolute hoot to drive. You just have to pack light!

MotorPunk on Captain Albert Ball ...

On May 7th, 1917, Captain Albert Ball met his end following a dogfight with Lothar von Richthofen, brother of the famous Red Baron. An unlikely hero, Captain Ball was a modest man from Nottingham who rose to become one of Britain's finest fighter aces. He was also one of the very first customers for Morgan's Three Wheeler, a car he described as being "the closest thing to flying, without leaving the ground".

We thought it would be a fitting tribute to visit France to show our respects to Captain Ball on the 99th anniversary of his death. Exclusively in Morgan Three Wheelers, of course. This is not an organised holiday, not a rally, race or competitive event. It's a gathering of as many Morgan Three Wheelers as we can muster and an enjoyable day's blat across some lovely French countryside.



Jelly Belly Run to Berryessa & BBQ

Story by Don Henry • Photos from Ed Stump & Evan Kikus

Saturday 6-25-2016

This was a pleasant outing on a Saturday to tour a famous candy factory, visit with friends, and enjoy some Solano and Napa County back roads. The drive could also be called "Find the Shade from Jelly Belly to Berryessa". Ed Arnold (+8) was first to arrive at the candy factory and was found parked (in a fire lane) in the shade of several large trees. He was soon joined by Jim Taylor & Ellen Baron (+4), Mike Anthony (Japanese 4/4), Paul Marchant (+4SS), and Ed & Cathy Stump (+8).

Larry Ayers & Donna Dell'Ario (+8) were next to arrive, and carried their own shade in the form of a Bimini Top. Upon being told that our wonderful tree shade was a no parking zone, Larry and Donna went off to properly park, and were soon followed in this by those already arrived.

This crowd assembled inside the air conditioned **Jelly Belly tour center** to receive their little white hats and to await instructions from our leader, Don Henry (+4), who was "on his way". Before long Don arrived, as did George & Kathy Tollworthy (+8).

Jelly Belly Tour completed, the seven Morgans and Mike left for the back roads drive to Lake Berryessa.. One construction zone --with automated signal for the alternating one-way traffic -- was encountered. Paul got

there first and got to wait in the shade for the rest of us to arrive. Parked in the road, waiting for the 5 minute signal, felt like an eternity to those Morganeers who were not lucky enough to find shade from the few trees overhead -- or smart enough to have a Bimini top.

Our first stop was the recreation area on the Lake. We were joined there by Don's friend Evan Kikus (Drone Pilot & Aerial Photographer) who took some spectacular video shots of the lake and also of the Morgans in the parking lot -- which were soon under the shade of a giant tree .

From the shore we (including Evan by this time) convoyed to Don's aerie in Berryessa Highlands. Don had predicted that the temperature in the highlands would be 15 degrees hotter than at the lake shore -- and so it was. However the air conditioning was on and the crowd of us eagerly entered the dark interior, grabbed a cold one and sat gabbing. Paul soon had the barbeque hot and we grilled "what we brung". Don and Ed A provided chips & dip, and Don supplied a super potato salad. Evan continued to film from on high. The YouTube video he made for us can be viewed at:

https://youtu.be/VNG9RrXPO_8

The good fellowship continued until after 5 when we began to depart for home. The shadows were longer, and the temperatures cooler as we descended. It had been a wonderful day with friends and Morgans. **Many thanks to Don for arranging it all and making it happen!**



August 27th Skyline Drive and Swim Run

Story by EJ • Photos from Elaine and Gordon

Folks arrived almost on time to Los Altos Square and the group left only slightly past the intended start time of 1:30 pm. Don Henry, after driving all the way from his house, waited for Paul Marchant to get there and be his chauffeur, assuming that Paul would catch up no matter how late he started. However, the bicyclists on the tiny roads (noted as a hazard on the route instructions) must have prevented Paul's usually speedy pace. Morganeers included Elaine and Phil Fisher, Hilary Smith and Peter Mahon, Jerry and Lynne Gurley, George and Kathy Tollworthy, and Gordon and Maggi Craig, Marj Naughton, Paul Marchant (with Don Henry), and Jim Taylor (with Doug Hamilton). Joyce came to join the group later. Non-Morgans included Dick Tuttle, Marty Mieger and Lexa Most, Michael and Linda Rubin, Larry Ayers (with Dale Barry, from the Southern Calif club), and 3 friends from the Saturday morning Donut Derelicts group who joined the run or joined later for dinner. Ellen Jo stayed behind to welcome late guests and receive the food.

The weather cooperated for a fantastic drive (created and quality-control tested by Jim Taylor and Doug Hamilton) up to Alpine Road through Portola Valley, onto La Honda Road, past Pescadero Creek and back to Alpine and Page Mill Roads, down to Los Altos Square. The group arrived back between 3:30 and 4, but hardly anyone was up for getting wet. "Too cold," said the non-swimmers. **EJB and Dick Tuttle went in, as did Paul.** But the dozen eggs that EJB hard boiled and numbered in anticipation of a game mastered by Paul Marchant, were pickled the next day by Jim. Nobody wanted to play!

They did eat and drink, of course. A wonderful meal, catered by Armadillo Willy's, provided salads, pulled pork, brisket, and BBQ chicken, and there were cookies for dessert and snacks for before and after the drive. Folks agreed that we should cater from Willy's again!

[Thanks to Ellen Jo and Jim!!]



[Above] George & Kathy came for the ride.



Mermaid Ellen Jo and Kayaker Paul braved the cool dip.



Beautiful day for a ride through favorite coastal hill roads.



Scots Gathering & Games Labor Day Weekend

Story by Gordon • Photos from Elaine and Gordon

To the drumbeats, piping and fiddle riffs of the "Wicked Tinkers" across the way, NorCal Mogs assembled once again at the Alameda County Fairgrounds this year to celebrate All Things Scottish & Gaelic. We were ably organized by Paul Marchant, NorCal member and also member of the Caledonian Society of Northern California.

Among those present were Dave Sneary (+8), Susan Loesch (+4), Bob Koupal and Olivia (Tollworthy +8), Gordon Craig (+4), Phil and Elaine Fisher (Aero 8), Marty Meiger and Lexa Most (+4 DHC), Paul Marchant (+4 SS, +4 DHC with Michael Anthony), and Rod Miller (+4 DHC). For the wee ones, Paul's pedalcar fourseater also attended.

As you may know, apparently Haggis and the Games of the Scots are notably divergent from the known world, with such unique feats as the Caber Toss, the Royal Stone of Scone Throw and other endeavors practiced to a keen edge of skill and aplomb. This year The Morgan +4 Starter Wrestle joined this select roster. To the delight of throngs of passersby, Mogs Rod Miller and Gordon Craig tried to engage a starter to the latter's +4, but the Morgan would have none of it, held its ground as only a perverse Moggie can and refused to move. The Cover Shot and another here bear witness to the awful contortions of the struggle.

There was plenty else to do besides watch these two lummocks go at it, there was piping bands in competition, Scottish country folk dancing, Clan Gathering tents of all the Names, Septs and Families, Sheep Dog Trials, Scottish Foods, Kilts, Full Highland Dress and Claymore weaponry and shields, and stage after stage of folk, string orchestras and Gaelic rock bands. And last but not least the Re-enactors, from the Roman/Campobellos to the Mary Queen of Scots Royal Court. And the weather was absolutely lovely, just the right temps with a light breeze most of the time. Many Thanks to Paul for our appearance yet again at the Games & Gathering, and for herding us Morgan cats into shape.

Cheers to you, Paul!



California Automobile Museum, Sacramento

Story by Gordon • Photos from Elaine and Gordon



September 10

This "Tour & Cruise" Run began at the Museum mid-morning. **Tim Waller and Alice Gentry welcomed us as we arrived in downtown Sacramento. Attending Mogs were Phil and Elaine Fisher, Ron Robbins, Bob Dayton and his son (not pictured), Don Henry (not pictured) and your loyal scribe.**

We were greeted by **Docent Ann**, our wonderful host and presenter, she really knows her collection and she knows Morgans, too. She told us that a friend who has a vintage trike once took her for a "hair raising" ride:) She grew up on a farm, and has had a "motoring" life of one kind or another growing up, marrying and raising a family and any number of long runs and tours around the country in vintage cars that she and her husband continue to enjoy.



Ann walked us through very early cars like the **1911 Detroit Electric**, a first all electric and enclosed "buggy". Next to it is one of the few remaining **GM Saturn EV** cars of the mid-1990s. They were leased to their drivers for a limited time then called back and most were crushed. The two vehicles share very similar charging and range stats believe it or not, 8-12 hr. charging and over 80-100 mile range. However, the DE top speed is 20 mph compared to 90-100 for the Saturn EV.



Ann told us that the museum and its volunteers have the same problem as many a car club these days – aging membership – and that affects attendance and participation. The California Automobile Museum has hired a younger curator, and she is acquiring 70s, 80s, and 90s cars that figure large in those generations, makes sense, just like the rides of the 40s, 50s, and 60s were our touchstones. As a non-profit, the CAM does not purchase too many of its cars, most of them are donated or on long term loan. Sometimes they come from Clubs, like the TR3 from the United British Sports Car Club of Sacramento. In exchange, the volunteer staff maintain the cars and drive them, but also the owners can and do come and drive their cars, too, take them on runs, tours, parades etc. They also have a consignment program, whereupon mutual agreement and acceptance of conditions with the owner the museum will actively solicit potential buyers and provide sales support. **The CAM has an interesting and fun series of events, including a "Car Trek" 50th Celebration coming up.** Check out their website, <https://www.calautomuseum.org/>

As we walked amid nearly 200 vehicles of all kinds, it was hard to choose favorites, but some stood out, see the photos. After 3 hours of this rapture automobile, though, you work up an appetite, and Tim and Alice had just the place. "Dad's Place" on Freeport Road as you



Cal Auto cont'd

drive south out of town towards the Delta. Dad makes a great burger and other sandwiches, too. Next door there is a bakery with all sorts of pies flying off the shelves, a line out the door.

Many thanks to Alice and Tim for organizing this Tour, they did the Cruise part themselves in the Turner, as no one else brought a Morgan

A Note from Tim about the Turner -

Made by Jack Turner in England. Turner built maybe 650 cars from 1949 to 1965. Of those about 160 were 950S' (about 1959 to 1961) and the club can account for about 67 remaining. Some what like Morgan, Lotus, Elva and others, the cars were made from the parts bins of many main manufacturers, in this case the Austin A35. Austin used the same concept and parts bins in making the Healey Sprite. My car has a full race 948 BMC-A motor and was vintage raced in the early to mid 90's in New England. I am in the process of re-comissioning it as a street car but keeping a lot of the race car feel. I have been in contact with all but one of the previous owners including the 78 year old original owner in Florida.



Ron Robin seems to have driven in from Vacaville.



*1930s
Miller Race Car*



JAP OHV 1-cylinder and 1953 Vincent Comet



Alice and Tim – Happy Turner Owners!



1940 Lincoln custom owned by Mary Ford

Steck's "Morgans on the Deer Poop" Party

Story by Gordon • Photos by Elaine Fisher and Gordon

Far flung guests included Geoffrey Pimms, owner of a 1938 Ser. 1 Flatrad back in the UK, here with Phil Fisher.



Peter Schmidt flew in from Texas to attend with his Dad Bob Schmidt, and chatted with Annette, Loren and their son, Jonathan.

NorCal clubmembers Stewart Slipiec and Doris McKnight, now living in Canada

Friday, August 19, Morgan folk from the SoCal and NorCal clubs gathered at the annual get-together hosted by Annette Yee and Loren Steck at their home in Carmel Valley. Other far flung guests included Geoffrey Pimms, owner of a 1938 Ser. 1 Flatrad back in the UK, and NorCal clubmembers Stewart Slipiec and Doris McKnight, now living in Canada. Peter Schmidt flew in from Texas to attend with his Dad Bob Schmidt, and these are the ones I know of.

This Morgan Traditional during the Monterey Race and Concours Week was well attended and 20 odd Morgans were on display. Loren made a bid for "Best of Show" citing his many "Termite Motel" trophies from a decade of MogWest Concours displaying 3 of them on the bonnet of his +4. Concours maestro Mike Hattem promised he would add a new category to the Concours List. This event is a must to attend but difficult to get to because of choked roads all over the Monterey Peninsula. Jim Taylor and Ellen Jo Baron in their +4 made it by attending the Quail Lodge Concours and as they departed mistakenly followed an exit that turned out to be a transit path for electric carts through the golf course, it led them out to Carmel Valley Road. Previously, they and the Fishers met up unexpectedly at Asilomar in rooms next to each other, neither knew the other would be there.

Lots of BBQ and fixings were provided, BYOBs, as Mogs mingled into the night. **Many thanks to Annette and Loren, ably assisted by Katherine Bard and many others who kept the victuals coming.**



A Tale from Pre-War Alley

Story & Photos from Gordon • Additional Notes & Photos from Greg Powell, Dale Barry, Donna D.
Additional photos as noted from Dennis Gray of Sports Car Digest



Geoffrey, Lynn, Gordon, Donna & Larry

The Rolex Monterey Motorsports ReUnion at Laguna Seca Raceway, August 18-21

For all the years I've been covering this event, I pit crew for Larry Ayers and Donna Dell'Ario and the care and feeding of "Red Johnnie" (1930 MMC Brooklands Champion 3W racer) at these races and depending on time available mingle around to other Mogs racing and take photos and notes of interest. I also pit for Dale and Karen Barry since they often share paddock space as Morgan 3W competitors. For the Rolex, Dale brought his "Red Lion Special", driven by Greg Powell. Dale is still on medical caution from his accident at Sonoma last year, so he asked Greg, an experienced Mazda Miata Series racer, to pilot Red Lion. **Greg's father Lynn Powell, Geoffrey Ashton, and myself comprised pit crew** for both cars. The "Red Lion Special" is a 1935 track car with a Ford Model T 4 cylinder block and special head and carburetion by George Riley, a performance specialist of the era.

This time I decided to stick around the paddocks of Pre-War Alley and overnighted there in the "Red Johnnie" trailer on a cot, so 24/7 I lived the place for 2 days. I hardly saw the racetrack itself, except for visits to the starting grid for the Pre-War Group 1A practice laps and the Saturday feature race.

Laguna Seca Raceway is noted for its changeable weather. **As the early dawn begins to light, there is fog in a thick, almost mist coming in from Monterey Bay.** At times you can hardly see ten feet in front of you. And a very muffled kind of quiet ascending to full throat as more and more pit crews begin the day from 6 am on. Since Group



Foggy practice laps



1A is the first out on the track at 8:45 Pre-War Alley gets abuzz with warm-up engines and last minute tinkering. It is a symphony only in the sense there are high, mid-range and basso profundo notes from the accumulation of 40 years of early to mid-20th century automotive technology. From the deep sump bellow and thump of the 1915 era Nationals to the clatter of the mostly Ford Flathead and Alfa Tipo engines of the mid-1920s to mid-30s, and then the ever increasing high rips of the ERAs up and down the rev counter.

In this weather, the track is hardly dry, and the RMMR Pace Car comes out and leads the cars first to a line-up just on the other side of the K rail crash wall. Then in single file off they go, nearly disappearing at the start/finish line, all 48 entrants, it is the largest of the Groups by far. As the practice/qualifying 8 laps progress, the cars string out as everyone gets used to the track and deals with the wet traction, still in single but ragged file. The sun starts to punch through, and the straight from Turn 11 (end of the "Corkscrew") to the Start/Finish line can be seen beginning to end. Towards noon, the wind changes coming from the West to coming from the Southeast, and the temps bounce 10-20 deg. F just like that. And with the huge Soberanes fire that began in mid-July just the other side of the Carmel Highlands in the inland canyons (It is still going as of this writing, late September), fine ash is mingled in the breeze, so we pit crew wipe everything down.

Over Thursday, Friday and Saturday morning practice/qualification laps Group 1A sessions most of the cars made it to the Feature race Saturday afternoon. A handful have had mechanical problems, and one, **National #19, snapped a front axle coming out of the "Corkscrew". Driver Charles Test and his "riding mechanic" rode it through digging into the escape sandpit at Turn 11.** "Red Lion" has quite a few teething problems, a wobbly left front wire wheel with a center lock nut cap that is difficult to tighten, and hard tires, but the most pressing item is only one and sometimes two cylinders are firing at any given time, lots of chugging up and down the revs. There are main areas to diagnose, ignition, fuel delivery, and low compression in three of the cylinders. Also, the firing order. Is it 1-4-3-2, like a TR engine, or 1-3-2-4, like an English Ford engine, or 1-3-4-2 like a Ford T engine, no one seems to know. So each rabbit hole is investigated and then a test drive, some on the practice sessions with continuing stalling and chugging. This goes over a span of the 2 days with many knowledgeable mechanics lending a hand, including early Ford specialist Bruce Hard and the Brothers Willburn, John and Derek. This Riley head is an innovative creature of its own, with 3 valves per cylinder and one of only two steel heads, others are aluminum -



The National #19 snaps an axle and churs up the gravel as the Singer and Morgan hurry by.



Dale Barry preps the Red Lion as Greg Powell is set to drive.



Continued on page 18



RED'S RACERS

HENRY LAIRD 1933-1937

33 RACES

BROOKLANDS, DONINGTON PARK

TOM BRYANT 1939-1951

5 RACES

BLANDFORD ARMY CAMP, THRUXTON AERODROME

LARRY AYERS 1996-2016

65+ RACES

**LAGUNA SECA, SEARS POINT, BUTTOWILLLOW,
THUNDERHILL, LIME ROCK, WATKINS GLEN,
ELKHART LAKE CORONADO**



Larry Ayers has been Red's caretaker since 1977, and its promoter and racer since 1996 with his partner, Donna Dell'Ario, who provides pit crew and restoration and artistic support. They feel Red is "rolling history," better seen in its natural habitat (the racetrack) than as a static display in some museum.

1930 MORGAN 3 WHEELER CALLED RED

OWNER:	Larry W. Ayers - Vallejo, CA	CYLINDER:	V-Twin	GEARBOX:	Manual 3 Speed
CAR:	1930 Morgan Super Aero	RPM:	5500	F-SUSPENSION:	Sliding Pillars, Shocks
MFG:	Morgan Motor Co. LTD	HP:	50	R-SUSPENSION:	Shocks, Elliptical Springs
ENGINE:	J.A.P. JTOR	DRIVE:	Chain & Sprockets	Wheels/Tires:	350x19 (F), 400x19 (R)
CLASS:	Pre War Racing	CAR NO.:	151	FUEL TYPE:	Pump Gas

A Record Holder at Brooklands, England

22 October 1935

Set the **World's Record** for the **Standing Start Mile and Kilometer** for piston-driven three wheelers.

SS Kilo - 72.568 MPH

SS Mile - 81.568 MPH

10 October 1936

Red won the coveted **Brookland's Gold Star** for lapping the outer circuit at more than 100 MPH during the BMCRC Hutchinson 100, a 37-lap race. Only four Brookland's Gold Stars have been awarded to Morgans. The star remains with the car.





Ending the races at Laguna Seca August 21, 2016

Monterey Races, cont'd



#16 Red Lion catching up to a MG Midget & a Frazier Nash.



The Red Lion stalls in the feature race.



Larry drives Red forward in the starting grid.



John and Derek Willburn help diagnose Red Lion's problems.

valve covers have the script George Riley right on them. A check of valve clearances finds grossly out of range numbers, especially the exhaust valves were not sealing the cylinders. Bruce Hard in conjunction with Brandon Miller (friend of Greg's, works for Apple) sorted out the timing: His latest I-phone in video mode, the engine running, the valve train recorded, then played back in Very Super Slo-Motion, Bruce and Brandon count the valves opening and closing in succession. Old School and Millennium meet on the Solution Ground: Firing Order 1-2-4-3!

The twin Winfield Model SR Carburetors get float adjustments just before the Feature Race. The engine fires and smooths out a lot more completely than ever, **it looks like #16 Red Lion might actually go some laps.** Greg has had little seat time, earlier he did get the car up to 60+ on the straightaway with chugging cylinders before the valves were adjusted. Braking takes a bit of getting used to, rear mechanical brakes only, actuated by a right hand lever outside the car. But he is all ready to go for the Feature race, hand on the plunger of the fuel pump. He has to keep the pressure above 1.5 lbs to feed those Winfields. The pace car leads the Group out and Red Lion completes one lap when the engine falters, and a hidden packed up fuel filter (found later) clogs up, Greg pulls over, pumps and pumps, waves off the tow truck, and limps around the track one last lap, alas, it is just not Red Lion's weekend. But after all the travail, some wonderful video emerged from the Rolex, with some vintage driver etiquette, courtesy of Greg: Go to https://youtu.be/xfZ94GW2_yI

Larry in "Red Johnnie" fares much better, he had a failing magneto but managed to source another in time for the races, and no more sputtering or stalling out [thanks to Brian Pollock of the Seattle area]. Thirty-seventh overall, Larry pilots to a comfortable lead ahead of all the "usual suspects" he can reasonably compete with. If the Group were divided into slower and faster cars of the era, he would be in the Top 5 of that slower group. In fact, that is how the Group 1A plays out over the 9 lap final, a large cluster of faster power to weight ratio 1930s cars way out ahead, and then a group of slower 1920s and earlier cars getting lapped twice by the checkered flag.

There were several other Morgan competitors in other Groups. **Jeff Abramson** in his #145 Baby Doll (Group 3A) was presented with The Chairman's Award, "whose car has historical significance to Mazda Raceway Laguna Seca." Congratulations, Jeff! **Ron Carrico** (1962 4/4) and **John Willburn** (Peerless Ambro Special) finished

Jeff Abramson in his #145 Baby Doll (Group 3A) was presented with **The Chairman's Award**, "whose car has historical significance to Mazda Raceway Laguna Seca." Congratulations, Jeff!



1921
Stutz
Model K
Bearcat



with under 2 minute lap times in their respective Groups.

Saturday Morning "Red Johnnie" had some distinguished visitors, Formula 1/LeMans/Indy 500 and NASCAR veteran racer David Hobbs came by and quietly checked out the 1930s Brooklands champ. Having some time off from F1 color commentary on NBC Sports, he didn't say a word, but he was clearly in communion with an old friend, he studied the J.A.P. V-twin intently. The other was a **1921 Stutz Model K Bearcat offloaded from a trailer directly across the Alley**. This car is a legendary "barn find" by Wayne Carini of the TV show, "Chasing Classic Cars." He found the car on a Maryland farm where it had been stored for 81 years since 1930. The odometer showed 10k miles. Carini had the engine revived by vintage Stutz specialist Evan Ide with only mechanical steps cleaning up the oil sump, replaced cam follower guides, the head removed and cleaned, new headgasket, ignition renewed. So the Stutz started and with no mufflers has a very impressive deep throated tickover. The Stutz is RHD, and has possible "shooting brake" accessories like a riding seat (with armrests) bolted to the left side running board and tie down straps outside the coupe body for rifles. (The original owner was an Army officer.) Huge, outsized roadster coupe body with 20+inch spoke wheels, quite a sight. Last but not least, **Katherine Bard and Bob Schmidt stopped by**, as if the Stecks party the night before never stopped.

So my Tale of Pre-War Alley comes to a close, a step back in time when cars were simpler but just as cranky to work on as they are now, a great sight to see, to hear and to smell them come to life and motion, the drivers who put them through their paces, and the paddock crews working together to keep them in kit to do these things. Pre-War Alley is a village of all these things. Thanks to Larry for the use of the "Red Johnnie" trailer for my bunkhouse, cheers.

PS: And the proof of the pudding pays off a couple of weeks later at Coronado Field, San Diego. Ride on board with Greg, side by side with Larry in "Red Johnnie" for a while, then onto open course racing. Greg hardly uses that hand lever rear brake, instead plenty of engine compression on downshifts and power on upshifts. He competes the whole race, lapping the Nationals, and keeping the Gilmore Special, the Bugattis and ERAs in view on a very flat track made of hard to see traffic cones. What a change, Bravo, Greg and Larry, well done!

<https://youtu.be/B2k6RII72EY>



The Coronado Adventure

Story & Photos by Larry Ayers

14-18 September 2016

The distance from San Francisco to Cheyenne, WY is what we covered roundtrip from Vallejo to Coronado at San Diego to participate in Fleet Week on the NAS with track racing conducted by SVRA.

A classic car race with 250 entries was staged on part of the huge Naval Air Station Base while a 1.7 mile race course featuring 11 turns was laid out with red cones on an adjacent airstrip. Be careful not to run off course and smash one of the runway lights as that would set one back \$1500. We didn't do that.

Twelve groups, plus one for Pre War, were organized to run for a period of 3 days allowing five track sessions per group. It was a busy time on the tarmac but enjoyed by most, with few exceptions.

Group 3 featured Brian Howlett's '61 Morgan +4, Mark Pladson's '64 4/4, and Tom Morgan's '56 4/4. On Sunday afternoon, Brian came in 4th, Mark in 10th, and Tom wasn't listed in the field of 21 entries. Perhaps transponder failure? Two additional Morgans ran in Pre War, **John Miller's '51 +4 Flat Rad and my '30 JAP Super Aero.** On Saturday, John finished in 7th while I took a 17th place in the field of 19 entries. The results on Sunday afternoon had John in 6th with myself in 11th position out of 14 that ran. Team Dale Barry and Greg Powell ran well.

Donna and I had a perfect paddock spot on row A at the entrance to the track, were able to view all the vehicles as they entered and left the track, and were next to the restrooms, just a short distance to the grandstands and food vendors. Not a bad way to experience our first visit to this venue. Not as many spectators were seen compared to Laguna Seca, but everyone visiting our paddock space enjoyed talking about the trike and snapping photos, especially those with their kids seated in the trike.

Two additional Morgans (owners unknown) were spotted among the rows of cars in the car display area. The weather was in the mid-70s and quite pleasant with some fog that rapidly dissipated.

I didn't record any incidents, on track or off, with any of the Morgans, and hope everyone had a safe journey home as did we.

Enjoy your Morgan, racing or otherwise.



[below] Morgans in the car show.



The dress for the Admiral's garden party was "Hawaiian" – as modelled by Larry with Sue & Brian Howlett.



Ironstone Concours

Photos by Larry Ayers



Ironstone Concours d'Elegance at the winery in Murphys, California's gold country, is always a beautiful venue. This year 350 cars spread out in locations around the grounds: this terraced amphitheater (where **Larry showed his 1948 F-Super**); the lagoon area; and a large meadow.



Bob & Bernice LaMar showed a 1953 +4 flat rad that got **Best of Class** (Sports Cars to 1973 with 17 entries), and **Elaine & Philip Fisher** showed their 1970 yellow 4/4.

The race car class is always a big crowd pleaser, especially when the announcer says, "Gentlemen, start your engines..."

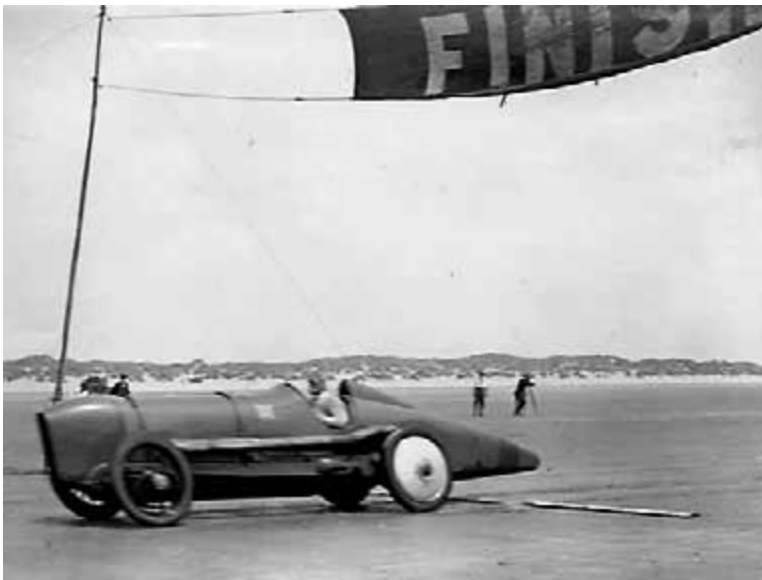


The “BlueBird” with a Morgan Connection

From Holden Vintage & Classic, UK • Noted by Wendell Bain



Visitors to the Bromyard Speed Festival on Sunday 3rd April this year, will be thrilled by the presence of Sir Malcolm Campbell's Land Speed Record breaker, the Sunbeam 350hp 'Blue Bird', which took the world's land speed record in 1924, at a speed of 146.16 mph, on Pendine Sands in Carmarthen, Wales. Sir Malcolm Campbell subsequently improved on his record, again at Pendine Sands, raising the World Land Speed Record to 150.76 in 1925.



This pioneering record breaker was designed by the famous Chief Engineer and Racing Team Manager, Louis Coatalen. Built in the Sunbeam Works at Wolverhampton between 1919 and 1920, it featured a massive 18.3 litre V12 Manitou derived engine, developing some 350 hp, it was indeed a monster of a racing car!

This unique vehicle was purchased by Lord Montagu in 1957, in poor condition it became an exhibit at his then burgeoning Montagu Motor Museum at Beaulieu. In 1993 the engine was seriously damaged during a start-up attempt, when a blocked oil way caused the engine to seize, and 'throw a rod' through the engine block. The Sunbeam 350hp 'Blue Bird' then became a static exhibit at the National Motor Museum at Beaulieu.

After a herculean restoration - engine work alone took over 2,000 hours, by engineers at the National Motor Museum, Beaulieu - the Sunbeam 350hp 'Blue Bird' was finally fired up again in January 2014. Subsequently displayed at Retromobile

in Paris, and then onto the Festival of Speed at Goodwood, crowds were amazed to see this magnificent behemoth take to the Goodwood Hill Climb in 2014.

In 2015 the Sunbeam 350hp 'Blue Bird' celebrated 90 years of capturing the 1925 World Land Speed record with demonstration runs back at Pendine Sands. The car was driven by none other than Sir Malcolm Campbell's grandson Don Wales, himself a world record holder.

Appearing at the Bromyard Speed Festival this year, visitors will not only be able to admire this famous record breaker, but will also be treated to the sight and sound of this extraordinary vehicle performing demonstration runs on the Bromyard Speed Festival street circuit! A really unique opportunity to see and hear one of motoring's true icons.

The late Edward, Lord Montagu's association with Bromyard can be traced back to 1957 when he first visited the town. Staying in The Falcon Hotel, he subsequently purchased no less than 16 vehicles from Williams Garage in Bromyard. The vehicles had all been retained against unpaid customer accounts! Now they were to be placed on the open market so that Williams could expand their operation engaged in building the UK's first production Go-Karts. Some of the vehicles purchased by Edward, Lord Montagu, who was just at the start of establishing the Montagu Motor Museum, are today still maintained and on display at the National Motor Museum, Beaulieu. The Maxwell Charabanc, now beautifully restored, is sometimes used to transport people round the beautiful grounds of Beaulieu.

Barrie 'Whizzo' Williams, whose Grandfather started the Williams Garage in Bromyard, and who is a well known and highly successful racing driver, will be joining us on Sunday 3rd April, for the official opening of the 2016 Bromyard Speed Festival.

Bromyard's connections with the motor industry and motorsport are numerous, so it is particularly poignant that Morgan, who built their first car in Bromyard before building the Malvern factory, are the Festival's featured marque for 2016. The Morgan factory will have their own display in Market Square, supported by specific classes for both road and competition Morgans who will display on Bromyard's street circuit.

The event will start around 10.00 am on Sunday 3rd April, and finish around 4.30 pm with a one hour lunch break.

Admission is free to the general public.

For all Press and Event enquiries please contact: The Bromyard Speed Festival website: www.bromyardspeedfestival.co.uk which provides full event information together with a form dedicated to those who wish to 'Express Interest in Entering a Vehicle'.

The Sunbeam 350hp 'Blue Bird' can also be seen at the National Motor Museum, Beaulieu as part of the 'For Britain & For The Hell Of It' display that tells the story of Britain's land speed record attempts. Visit www.beaulieu.co.uk for more information.



More odds & sods... Letters to the Editor

MSCCNC Mogger, Paul Marchant in two places at once? Almost! Read on...

"What is my brother doing in Northern California?"

Regarding the color center fold of your last "Morgazette" with the picture of Carson City; The fellow to the left sitting on the SS looks like my brother's identical twin.



Photo of Paul Marchant referenced in letter; Gene [below].



Only trouble he has driven a TR3 since 1965. Included is **a more than twenty year old picture of Gene**, my brother, and me at a Finger Lakes Vintage car wine tour just above Watkins Glen, NY.

Today he even looks more like your Mog person than before. My whole family agrees. ...

The 66 +4 I am standing next to has been with us since 1980. Five years ago I bought Pat Madden's 2003 +8, with 300 miles. You may know him, he moved to Cal last year from Chicago by way of NM.

Yes, there is a Lucas Winery here. No jokes please.

Here is an up to date picture of my brother Gene. It was taken last weekend at the Watkins Glen Vintage weekend. My Mog is behind Gene's TR3.

John Patrick McNulty (Upstate New York)

Yes, the husband of Lorraine McNulty, the Editor of the Western NY Mog Group "Morganotes."



Direct from the pages of the October issue of the "Morganeer" unfolds a tale of the founding of the 3/4 Morgan Club of New England, oh so many moons ago. Hmm, someone we know and love had something to do with this? Thanks to editor Frank Wnek and contributing editor Spider Bulyk for the letters, and Louise Deerfield for the archive photos. Read on, editor. PS....see ample proof of vitality elsewhere is this issue. Editor

Lost & Found! Bob Schmidt!

'THE RUMORS OF MY DEATH HAVE BEEN GREATLY EXAGGERATED' – Mark Twain and Bob Schmidt

Every once in a while as editor, you come across a human interest story that just captures you and warms your heart. This is one.

In one of his Morganeer stories about the beginnings of our club, our illustrious Editor-At-Large Spider had mentioned the 12 founding members that met in Ken Gross' living room and came up with the concept of what would become the 3/4 Morgan Group.

Among those present was, in Spider's words 'Bob Schmidt (whereabouts unknown, probably dcd.)' Yes, that means deceased.

Soon after that Morganeer hit the streets, Spider and I got an email from Northern California Morgan Club newsletter, the Morgazette, editor

Gordon Craig informing us that in fact Bob was alive and well in California – and not even living under an alias like Whitey Bolger. Not only was Bob alive and well, but he was campaigning a fabulous flat rad Morgan, which had just undergone a complete restoration, won Best in Show at Mog West, and been featured as the centerfold of the Morgazette. WHO knew?

Spider emailed Gordon back immediately to get Bob's email in order to offer his abject apology, only to be told that Bob was one of those old fashioned Morgan men who had not taken that great step into the present and future and gotten a computer and email address. Undaunted, Spider dashed off a good old-fashioned letter (imagine that!), and snail mailed it to Bob. The letter, and Bob's letter response

follow. Also the article on Bob's flat rad reprinted from the Morgazette, with permission editor Gordon Craig.

Sometimes I do love this job! Editor
(Frank Wnek, Morganeer)



Drivable chassis at Mog East #7, July 1977 at Luray, VA, Headquarters: the Mimlyn Resort Hotel.

The completed restoration of the 1st. 4 seater 4 wheel Morgan ever built. At the time (38 years) this was only the second Morgan ever shown at Pebble Beach!



27th January, 2016

Bob Schmidt

Fremont, CA

Hi Bob,

Somehow, I seem to have gotten promoted to a "Senior Statesman" of The 3/4 Morgan Group, Ltd. While I don't mind "Statesman", the "Senior" part seems to have a little menace in its underbelly...makes me nervous.

Attached is a recent issue of The Morganeer for your enjoyment. In this particular issue, I was using my Senior Statesman status (very unofficial) to clarify details of our Group's history, its name, and founders. You can read the exchange on pp. 20 & 21 in the attached copy. Here's where your name came in.

In Part II of this exchange on p.21, I recount the names of those present in Ken Gross' living room, in Rye, NY, sometime in 1971. I run down the list and note those who are (more and more sadly) no longer with us. In spite of all the whisky I may have drunk, I did not make this list up. I am quoting Ken Gross from quite some time ago. In the list is included your name, and – not having heard from or about you for some time – you are described as "whereabouts unknown, possibly dcd". As soon as the Editors' copies went out, Gordon climbed all over me about you, sent pics of your beautiful 4/4 restoration, and provided some 30 or 40 pages of biographical data and health records to prove that my description was at best uncharitable, and certainly factually premature. It recalls the Mark Twain misquote: "The rumors of my death have been greatly exaggerated." I entreat you to please forgive me this indiscretion. I promise to do better in the future, assuming I continue to have one.

In addition to my apology, I have another – perhaps ulterior – motive for writing you. This issue of the quicksilver nature of 'the truth' opens the door for discussion of what actually happened in the founding of our Group. I do not want to be accused of revisionism, and I was not one of those present at the time. For me, confidence in relating the history of the Group begins in 1974 when Stephanie and I joined.

I have gone back to primary sources such as Nichol, Gross, Kone, and Bondon for details. Other than Gross, they've all pleaded alcoholic amnesia. You however, were also there – at least according to them and to Ken. So what can you tell me about the early days of the Group? Were there others I might have omitted or incorrectly added? I do have the early newsletters (often 1-page of purple ink from a mimeograph machine) concerning upcoming dates, times and locations – handed down to me by Allen Kone. I may even have a membership list or two. Then in ~1973 I am seeing Art Lange's first use of "The Morganeer" script and the Green Triangle (then in purple or black and white) club badge.

If you've the time and/or the inclination, I'd love to hear more about what you recall of our Group's beginning. I don't mean to give you a homework assignment but I'd like to put some of your insights in The Morganeer.

Thanks in advance (and of course) Run Cool,

Spider J.C. Bulyk

*Letter from Spider
Buluk to Bob Schmidt*

March 4, 2016

Greetings, Spyder:

Many thanks for your

great letter and copy of your group's magazine. We Senior Statesmen have our obligations, especially to bring our "juniors" in line. As you know, I was one of the twelve apostles. And as you now know, I am just enough alive to continue causing trouble.

Although I had brought the Morgan which I purchased in Washington D.C. with me when I moved to the New York area, I have no true contemporary pictures. My memory would tend to confirm that I was bodily present and as you know, considerable alcohol was consumed. At one point I had to leave the room --- and when I returned, I was congratulated as "Mr. President." There is a lesson here! If my memory serves: I was president for about 2 years, 72-74. Ken Gross was driving a 3-wheeler at the time and John Erickson was very active with his well-prepared Flat Rad. I apologize to the others who were still present and are still present that I can't add more dirt, (thanks to failing memory). . With regard to wives present: all were young, beautiful, charming, attractive as well as bright, including "Sunny" (Zoraida Isabel Baquero de Schmidt) formerly of Bogota, Columbia and Cartago, Costa Rica. My life navigator until 2014!

Now my version of the 3/4 Group history with regard to badge's origin: I agree with the dates and people. I remember the use of the "3" and "4" came in part from two leaders in the effort, Ken Gross' 3 wheeler representing the beginning of the Morgan Car Company in '09. The green triangle was (I think) Art Lange's idea to get lots of visibility from a distance and in contrast with most of the 'badge designs of the day. It still is a standout on my badge bar.

An aside: I do remember the lawyers of the club quite concerned for litigation, which was a constant gray cloud over the club - all Morgan clubs/groups - to this day! The +4 of John Ericson represents the "new" era (at the time) of Peter Morgan's contribution-no +8 yet!

In '75 a work assignment took my family and me to Philadelphia, which ultimately led to establishing "Morgans of Pennsylvania", the MOPS. From here my company assignment sent me back to California, my birth state, as well as that of my children. My family's historic home.

Spyder: I have given this response to your request my best effort and I am afraid it is not very good. would be pleased to answer specific questions by snail mail or a collect telephone call.

Respectfully submitted, your friend,

Bob Schmidt

*Reply from Bob
Schmidt to Spider*

Brigitte Bardot's Plus 4 Morgan Tourer

Story and Photos by Douglas Hallawell

Brigitte Bardot and Her Mog -

Although not the main reason we own our Morgans, we all feel a little more or less like celebrities at the wheel, any number of times other drivers and bystanders look at us almost in double take, first at the car taking it in, and then at us, as in WHO is that driving?

And there have been plenty of "WHOs" driving Morgans over the decades, the marque has always been a trendsetter. We know the "names", it is part of the mystique of Morgan. But you ever wonder if a Real Celebrity (oxymoron?) ever feels like us "occasionals"? Probably not, but our Paris correspondent Douglas Hallawell answers in the manner of how any of us get to know our Morgans---where has the car been before we got it and where is it now? Oh La La, Merci Beaucoup Douglas, editor



1959
Brigitte's
white
convertible
Renault
Floride

By the time the 1959 Paris Show took place, Brigitte Bardot already had a penchant for open air cars.



She had replaced her ragtop Simca with a **white convertible Renault Floride** which, incidentally, was gifted to her by Renault in August 1959, two months prior to the car show. The car maker realised the potential of using the charms and sex-appeal of France's budding actress for boosting sales of their cars and in particular for launching their latest model, the Floride. Moreover, BB could be seen on several magazine covers announcing the October car show, seated on the bonnet of her very own Floride as the "marraine" (patron) for Renault's new model. General de Gaulle was later to declare that BB alone generated more income for France than the combined sales of Renault's cars in 1960!



In July 1966 32-yr old BB married jetsetter Gunther Sachs and was often to be seen riding around in his chauffeured **RR Silver Cloud II**. His insatiable appetite for refined cars probably had a say in guiding BB when the time came to ordering her Mog, and a few months later, her Austin Mini Moke. Furthermore, Morgans had become very fashionable in the mid-60's among French filmstars like Anna Carena, Catherine Deneuve, J-Paul Belmondo and Claude Brasseur who all chose to drive Plus 4s though, strangely, Deneuve acquired her RHD drophead coupé from the London dealer Basil Roy. This trend surely encouraged BB to follow suit and instruct her secretary to phone the Savoye dealership with a view to placing an order for a Mog capable of taking more than just two on board. Browse the million & one photos of BB on the web like I did, and you will eventually come across the one of her five Dalmatians crammed into her Mini Moke. Obviously, **the choice of a 4-seater sportscar was, to some extent, animal-dictated!**



According to Claude Savoye, when BB's secretary solicited a discount for her, he politely but firmly turned down the request. Whether or not Claude let BB jump the queue on his waiting list is another matter. Ask Claude and he'll probably smile back mischievously... Perhaps BB wasn't aware that Savoye was the exclusive (Morgan-appointed) importer for France and that the few Mogs that constituted the dealer's quota in those days made them relatively easy to sell. To put things into context, Savoye's quota then was approximately 15-20 cars a year, in sharp contrast to today's figure of nearly 100. It was only 40 years later that the success of the redesigned tourer launched at the Geneva show in 2006 was such that sales in France in 2007 were boosted to a record 70 cars, partly attributed therefore to the elegant restyling of the 4-seater's body & hood. MMC's then recently recruited designer in charge of the project was the talented 21-yr old Matthew Humphries.

The keys to BB's '**Westminster' green Plus 4** **tourer bearing chassis n° 6621, dispatched from MMC on October 20th 1967,** were handed over to



Bardot's green tourer with 2nd owners.

her shortly after she turned 33, and two months after (front) seat belts had become compulsory in France. And as options recommended by Claude Savoye, the Mog came equipped with natural leather seats, wire wheels, a wood-rimmed steering wheel, a heater, windscreen washer, tonneau cover and a chromed luggage rack. On the rare occasions it returned for servicing, Claude would invariably instruct his service manager to take the Mog – along with a generous bouquet of flowers – back to its mistress.

Having a residence in Paris enabled BB to register the car 317 UL 75, the last two digits representing Paris (75) as the department. At this time in her life she was spending a lot of time there which is why the tourer could often be seen parked in front of Fouquet's on the

Brigitte Bardot, cont'd



Champs-Élysées, one of her regular haunts. Outside her apartment at 71, avenue Paul-Doumer, the Mog, like Sach's Rolls, was always left parked on the street for lack of private parking. Interestingly, only his Rolls regularly accumulated parking tickets, much to the amusement of BB. As it turned out, the local wardens quickly cottoned on to the identity of the Mog's keeper!

The photo of BB, now aged 35 and shown standing behind her Mog, was taken in the summer of 1970 during filming of "Les Novices" in Paris. On the same day she was photographed on her black Velosolex, though the white stockings hardly do her legs justice! Two months later, BB finally bought her own Rolls, a sublime dark blue 1962 convertible Silver Cloud, prompting her to part soon afterwards with her Mog. Acquired from crooner Charles Aznavour, her Rolls was sold off after only 2 years; it re-surfaced at Rétromobile's auction in 2014 - where it fetched 286000 € - then was prominently displayed at Chantilly's 'Art et Elegance' event in September 2015.

BB's Morgan was sold to a French couple (with kids) who registered it 83 HH 65 in the 'Hautes-Pyrénées' and



subsequently resprayed it in an unusual shade of red. It remains unclear to me what happened to it in the following 10 years. However, it was sold and exported to USA approximately in 1980/81 judging by the French road tax windscreen sticker '80' (representing the year), still on the car when it

resided in Culver City, California. By this stage, the very unorthodox bonnet-mounted mirror on the driver's side had been removed, replaced by side door mirrors. During BB's ownership of her Mog, most cars in France usually only had a single exterior mirror. Furthermore, wing-mounted mirrors have always been banned by French law because the exterior mirror must always be adjustable by the driver when seated behind the wheel. Maybe BB didn't fancy having hers mounted on the door...

According to Gerry Willburn, a prominent member in the Mog fraternity and multiple past president of the Morgan Club of Southern California, the famously owned Mog continues to thrive and survive on the west coast. Now whether or not BB was ever aware of MMC's use of animal glue (in the '60s) to stick the wooden frame together is anybody's guess. I very much doubt it!



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Purchased in 1967 in Monterey Park, California

- Always garaged
- Daily driver until around 1977

Odometer miles inaccurate since the car was driven for a few years with a broken speedo cable

- Currently working and shows 22K miles

Frame up reconditioned in 1970

- Replaced Volvo engine and transmission with 1969 Cortina 1600cc Crossflow engine and 4 speed transmission
- Installed roll bar
- New lacquer paint (frame, body, wings, etc.)
- New leather interior (factory kit)
- Original chrome

Miscellaneous reconditioning in 2010

- New wire wheels, tires, gas tank, brakes, fuel lines and tonneau cover
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This 4/4 has been maintained and cared for the last 45 years, it is completely roadworthy and has many more miles ahead.

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More Classifieds

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Contact John Batterton at john.batterton@gmail.com to place an order.



Coos Bay Tour

By Dave Hammond

Come explore Coos Bay October 7-9.

Drive the back roads to Cape Argo, Bandon, and Coquille.

See the gardens at Shore Acres. Circle the bay.

Itinerary: Arrive by 6:00 PM on the 7th and enjoy dinner with friends. The 8th will be a fantastic tour of the Coos Bay area.

After breakfast with friends on the 9th, explore the area more or head home.

Reservations: Make your reservation at the Red Lion 1313 N Bayshore Drive, Coos Bay, Oregon 541-267-4141. Approximately \$125/night.

10 rooms reserved under David Hammond,
The Morgan Group.

Questions? Call David at 541-601-4925 or email at

dbh97530@gmail.com

Members Please Notice:

Centerfold Submissions

Wouldn't you like to have your Morgan featured as a centerfold in a future Morgazette?

We are looking for good horizontal shots of a Morgan with an interesting or scenic background, and a short story about the car. We've been featuring cars for several years now, so you might have a good idea about how to feature your car.

Unless you'd love to see more photos of Larry's or Elaine's cars (because those are the only ones left in our submissions folder) please consider contacting Gordon or Donna for help in picking a nice shot of your car – or even taking one. Our contact info is on page 2 of this issue.

Thanks, Gordon, Editor & Donna, Design/Production

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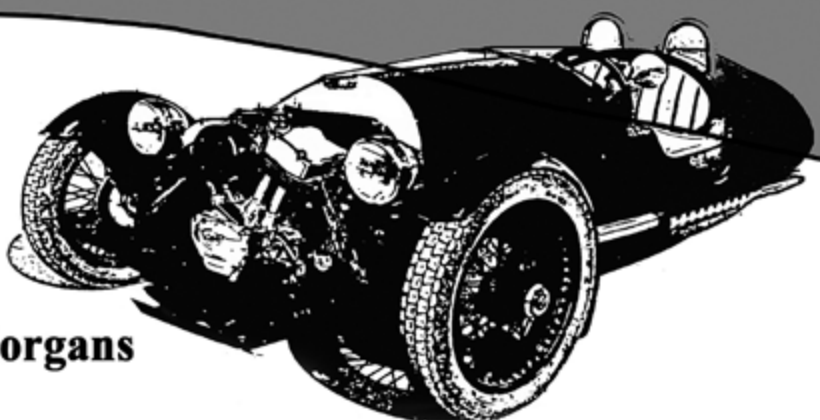
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