

*January •
February
2014*

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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 2013

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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:

March-April issue • March 21	May-June issue • May 23
July-Aug issue • July 25	Sept-Oct issue • Sept 19
Nov-Dec issue • Nov. 21	Jan-Feb 2015 issue • Jan 21

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

Ken C. Macdonald
744 Sea Ranch Drive
Santa Barbara, CA 93109
805-687-5523
1981 red +8

**Please don't forget to renew
your membership ~
no dues paid. . .
no more issues of the Morgazette.**

Cover Photo: Dave Sneary's highly modified 1987 +8 pulls up to the trough after a slog on "Oyster Run XX."
Photo by Larry Ayers

Follow Phil & Elaine's MONZA Adventure!:
<http://msccnc.blogspot.com>



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

2014 EVENTS

A successful Planning Meeting and delicious Potluck dinner on January 19th at the Taylor/Baron Clubhouse resulted in a pretty firm 2014 calendar of events for our club. We continue to seek out more events, as well as contact people and organizers for some currently scheduled events. Please contact Jim Taylor to offer your ideas and assistance.

With concurrence at the planning meeting, we will continue the spontaneous event called

"FLASH MOGS"

These will be 1-3 day Morgan "driving trips" on rural roads, occurring on short notice, when the weather is predicted to be nice.

Any FLASH MOGGER would get a bright idea for a trip with a destination, identify a motel, a meeting place/ time, and a suggested route. They would send out an e-mail to those club members who have expressed interest in being invited to join FLASH MOGGERS . FLASH MOGGERS would notify this trip organizer YES or NO for this trip, make their own motel reservations, and show up.

If you are interested in being a FLASH MOGGER, please let Jim Taylor know.

February

***1ST SATURDAY • Chinese New Year Dinner,**
Daly City. Contact- Ellen Jo Baron

FLYER *22ND SATURDAY • Sticky Bun Run & Pub
Grub Too, Sonoma Co. -Don Henry & M. Rubin

March

FLYER *15TH Saturday • Wines, Mines &
St.Patrick's, Atherton, Contact- Doug Hamilton

April

***12TH SATURDAY • Sacramento & Snell**
Foundation Tour, -Contact-Morgan Staines.

***30TH WEDNESDAY • MidWeek Tour,** Marin
Co., Contact -Bob Murray

May

2ND-4TH FRIDAY—SUNDAY • Buttonwillow British
Extravaganza, Buttonwillow Raceway. Contact- Larry
Ayers.

***4TH-7TH SUNDAY—WEDNESDAY • SpringMog,**
Sutter Creek, Contact- Bob Panero about lodging,
a kickoff barbeque, and routes

***16TH-18TH FRIDAY—SUNDAY • Sonoma**
Historic Motor Sports Festival, Sonoma
Raceway. Contacts-Susan Loesche & Wendell Bain

June

8TH SUNDAY • Capitol Concours d'Elegance,
Sacramento. Contact TBD.

***19TH THURSDAY • Shanty Songs Plus Food**
& Grog, Quinns Lighthouse in Oakland, Contact-
Don Henry.

July

***18TH-20TH FRIDAY—SUNDAY • MOG WEST,**
Cambria. -Contact Audrey Haines.

August

14TH ,THURSDAY • Pebble Beach Tour, Carmel-by-the-
Sea

***15TH FRIDAY • Morgans in the Meadow BBQ,**
Carmel Valley. Contacts- Loren Steck & Annette
Yee.

15TH-19TH— FRIDAY—SUNDAY • Rolex Monterey Sports
Reunion (Races), Laguna Seca.

19TH SUNDAY • Pebble Beach Concours de Elegance,
Carmel.

***23RD-24TH SATURDAY—SUNDAY • Overnight**
to Sierra Buttes, Sierra City, - Contact Susan
Loesche

September

27TH SATURDAY • Ironstone Vineyards Concours de
Elegance, Murphys, Contact tbd

Continued next page

Calendar, Continued

***Sept 29TH-Oct 2ND MONDAY—THURSDAY • FLOG MOG tour.** Contact- Dave Sneary.

October

***17TH-19TH FRIDAY—SUNDAY • Oktoberfest & Talent Show.** Contact- Audrey Haines

November

***15TH or 16TH SATURDAY OR SUNDAY (TBD) • Turkey Trot Tour,** Contacts -Gordon Craig & Tim Waller.

December

***13TH SATURDAY • Holiday Party,** Oakland Yacht Club. Contact - Elaine Fisher.

***26TH THURSDAY • Boxing Day Run-** Contact Wendell Bain.

January 2015

***12TH SUNDAY • Oyster Run XXI,** Contacts - Larry Ayers & Donna Dell'Ario,

***TBD • Planning Meeting & Potluck**

That Was The Year That Was • 2013 Activities

By Elaine Fisher, Activities Co-Chair 2010-2013

2013 has been another wonderful year of Morganning for the Morgan Sports Car Club of Northern California. Many thanks to the members who volunteered to arrange events for us all to enjoy. Without their wonderful work, the club would not be successful. They also take the time to write up articles about the events for the Morgazette or us all to enjoy reading.

In addition, members find many other events to participate in and show off our Morgan to the world. I am certain members did other events not mentioned below, but if it wasn't in the Morgazette, I probably don't know about it.

This year, FLASHMOG was created for those who are interested on short notice in getting out and driving their Morgans primarily when the weather is predicted to be beautiful. Several FLASHMOGs were held throughout the year, and we will continue this concept as long as people are willing to do the minimum needed for a successful event. You need to be on the FLASHMOG emailing list to hear of these driving opportunities.

As it had been declared by the Morgan gods that **JANUARY** weather in the Bay Area is better than February weather, Donna Dell'Ario and Larry Ayers again moved their wonderful Oyster Run XiX to January 13 in order to take advantage of this phenomena. We all worked a crossword puzzle while partaking in Oysters at Tony's and traversing the green hills of Marin. Thank you Larry and Donna for another wonderful event. The 2014 Oyster run will be on Jan 12, 2014 to again take advantage of this weather discovery.

The following week, Jim Taylor and Ellen Jo Baron again hosted the annual Planning Meeting and Potluck, where the first business meeting of the year is held, and

wonderful members volunteer to arrange events for the year. Their clubhouse is the perfect venue for us to get together to socialize and volunteer. The 2014 planning meeting will be January 19 at the same place, where Jim Taylor will also take over as Activities Chairperson. Thank you so much to the Taylor/Barons for all you do to make our year successful.

In **FEBRUARY**, on very short notice, Ellen Jo Baron arranged for members to celebrate Chinese New Years with a wonderful dinner at the Koi Palace in Daly City. Twenty-five people enjoyed a wonderful meal and all want to return next year during Chinese New Year for a repeat. After dinner, a group migrated to a Banjo Fest at Malloy's Tavern, a former site for Morgan Club meetings. Thank you Ellen Jo- Chinese New Years begins Jan 31, 2014 for the Year of the Snake and Ellen is arranging "a repeat."

In **MARCH**, following brunch at Max's Opera Café, we walked up to the SF Academy of Arts University museum where we enjoyed a tour of the fantastic private collection of over 100 rare and beautiful automobiles. It has taken Gordon Craig and Michael Rubin 2 years to bring this idea to an activity and we thank them, as well as our host Paul Borgwardt for this opportunity

APRIL brought us to Sacramento to the Niello Concours de Elegance, and private tour of the State Capitol building arranged by Morgan Staines. The Niello Concours was modest in size but well represented by three Morgans with Gary and Francine's Aero winning the Participants Choice. The Capitol tour was FANTASTIC as was lunch after at Morgan's Bar and Grill ... Thank you Morgan for your insider ability to provide us with a wonderful event.

Continued on page 6



The Prez Sez...

By Michael Rubin, President

Well, that'll teach me to miss a Morgan event!

During the last Oktoberfest, semi-official consigliere Audrey Haines was on the phone from her hostessing chores to inform me that I was being nominated for President of the Morgan Sports Car Club of Northern California, and, of course, I'd accept. (Audrey does a great arm-twist by phone.)

So, here we are and I have to say it's an honor — especially when I read the names of the all the people who have served as Presidents of what began as the Morgan Plus 4 Club, Northern California Branch.

Contrary to popular thought (or what I daydreamed), the presidency of this august group does not come with a version of Air Force One, in this case an Aero Coupe, nor an unlimited supply of free parts. But — I do get custody of the Presidential Plaque, an engraved history of our club.

We started with a "gavel" created from a slightly broken piston, with a wood handle sort of attached. The names of our Presidents for the first two and a half decades are engraved on top and around it, beginning with 1957 Wilson Cosby.

I found a number of familiar names among those on the piston — John Blakemore in 1974, John Hardgrove in 1975, Wendell Bain 1980 followed by John Burks in 1981.

Then on the plaque that the piston gavel clips onto, are: Bob Schmidt in 1982-83, Bob Frisbey 1986-87, (the late Steve Roake in 1988 and 1989) with Jerry Gurley in 1990, Larry Ayers the first of his five times as our leader in 1991, Dennis Glavis (yup, him), Bob Schmidt again in 1997-98, then Dave Haines for two terms, Kathy Tollworthy for the first of her five terms, Larry once more, Kathy, ditto, Bart Weaver in 2011 and then our outgoing President, in every sense of the word, Morgan Staines.

That's not just a long list to take up space in my first column (though it helps) but to show that this disparate group has been together for a long time and members stick around and stay interested and active. As Skip Nunnally, the a former longtime Southern California Morgan Plus 4 member and prior owner of my Plus 4 four seater, informed me when I purchased it in Alabama — you don't own a Morgan, you adopt it. And make friends for life.

We seem to have a rather long standing gathering of excellent Morgan parents.

(Oh, and please note, we have second generation members of our Fog Mog gang: Peter Schmidt, Greg Powell, and Hilary Smith-Mahon, the daughter of Marion Smith, our president in 1968, 1969 and again in 1977. They must have some great stories.)

Michael Rubin

What is that????

People seem to be drawn to Morgans like (pick your simile) and ask questions that vary from knowledgeable to.....

Most frequent seems to be: "Is that an MG?"

My favorite — "Is that a real car?" Unsure if it was an existential question, I responded that yes, indeed, and that it had brought me all the way to the Trader Joe's parking lot.

She clarified herself, was it a kit car with a VW engine...No.

Do you have any amusing anecdotes about people asking you about your Morgan?

Send 'em to our esteemed editor, Gordon Craig, at lismoregordon@sbcglobal.net

The Year that Was, cont'd

While I don't know which number Follow Me Tour this one was, in MAY Thorley Murray provided coffee at cakes at their home, and Bob and Thorley again led the group following directions to the Pt. Bonita Lighthouse, where volunteer guide Joe Novitski gave a wonderful tour of the lighthouse and the area. Dinner followed in Sausalito. One highlight was also seeing one of the America's Cup catamarans running practice laps. Thank you Bob and Thorley and we look forward to your 2014 Follow Me Tour.

MAY also was VARA Racing at Buttonwillow where members Larry Ayers (3 wheeler), David Haines, Bob & Peter Schmidt ('56 4/4 racer), and Tom Morgan (1956 4/4) raced along with other Morgans. Way to go, racers. Keep up the good work.

After "breakfast starters" at the Hamilton home, **JUNE** featured the Mine and Wine Tour when the group drove through the new Tom Lantos Memorial Tunnel, which opened in May, just in time for Doug's event. The tunnel should have been called the Doug Hamilton Tunnel, as he was instrumental in getting this Devil's Slide bypass tunnel. After a drive through familiar territory, the group ended at the Larson's home for music, lasagna, and Wine Tasting.

JUNE also saw the Fishers on a European TransAlpine Tour with Classic Travelling; Fred Thompson at the 40th Jubilee of the Danish Morgan Club in Frederica, Denmark; and the Sonoma Historics where some of us went on the "Wine Tour", and member Jeff Abramson won two races, and Larry Ayers, Doug Sallen, and Greg Solow also raced. Keep up the great Morgan racing!

MOGWEST 2013- What a Magical weekend event again in **JULY** and thanks to members Audrey and David Haines and Jerry Willburn

who so wonderfully arrange the event each year, including the Concours and regalia. Also thanks to Lynn and John Willburn for the Saturday Rally and BBQ, Larry Ayers and Donna Dell'Ario for Friday Darts, Maggi and Gordon Craig for Registration, Morgan Staines for MC ing, the Door Prize Donors, and all the Southern Club Members who also arrange events. We look forward to MOGWEST 2014 on July 18-20th, 2014.

What would we do in **AUGUST** without Loren Steck and Annette Yee's August Morgans in the Meadow BBQ and get together, an essential part of the Monterey/Carmel auto week? Many more than a hundred people attend this event at their Carmel Valley home each year. This is followed by the Monterey Motorsports Weekend (Laguna Seca Historics), where we again saw Morgans racing. Fishers missed this weekend, as they were at MOG 2013 in Canterbury England, which was also a grand Morgan event.

Following a get together at Roy and Davina Lane's on Friday evening, on a beautiful autumn day in **SEPTEMBER**, several Morgan members either attended as spectators or entered their cars in the Ironstone Concours in Murphy's. Susan Loesche again won an award for her beautifully restored '64 Morgan.

The usual variety of weather occurred in **OCTOBER** for the annual FLOG MOG arranged by Dave Sneary and John Burkes, who was also busy marrying his lovely wife Barbara. This year was the DOS RIOS trip to Quincy and surrounds. The government shutdown caused a last minute change of route around Mt. Lassen, but a grand, and chilling time was had by all. Thanks Dave and John for a grand week.

In **OCTOBER**, we returned to the home of Dave and Audrey Haines

for Oktoberfest and Talent Show weekend "Going for the Gold". After a Friday evening Garage Snoop eyeing all of David's new toys, Saturday was spent on the road visiting various historical places and wine tasting around Auburn and Coloma. Saturday evening was the highly anticipated Talent Show where the number of acts decreased to 3. What happened to all the Morgan Club Talent? Maggi Craig won the contest with her Kit Car No-No Song. Many enjoyed Sunday morning breakfast and then people were on their way home. Thank you Audrey and David- well done.

Meanwhile, Larry Ayers and Donna Dell'Ario, along with the Barrys, took their vintage three wheelers to Circuit of the Americas near Austin Texas to do some racing, where they had a wonderful time.

The Gobble Wobble Tour in **NOVEMBER** went back to being the Turkey Trot. Although it wasn't mentioned if any Turkeys were seen trotting, a visit to the Reiff Museum in Woodland might have supplied such an animal. Following lunch, the group went to the former McClelland Airforce Base to the California Aerospace Museum for a visit. No turkeys were seen there either. Thanks to Gordon Craig, Tim Waller and Alice Gentry for your wonderful arranging.

This leads us to the **DECEMBER** Holiday Party, where 76 members attended the Annual Holiday Party at the Oakland Yacht Club.

Wendell Bain will lead the group on Boxing Day to unknown places. Thank you Wendell for providing this yearly activity.

I may have missed some events, or other Morganning events, so my apologies to those who did the organizing. A great big THANK YOU.

Let's all have a wonderful 2014 enjoying our Morgans in whatever way provides each one of us in "whatever way" with joy.



Meeting Minutes

by Maggi Craig, Secretary

January 19, 2014

Activities Chair Jim Taylor opened the meeting with a discussion on the events calendar for 2014. He also wants everyone to know that if they want to be on the FlashMog notification list they must let him know and give him their email address.

Club calendar events were discussed and scheduled – see Calendar on page 3 of the Morgazette.

Some discussions about events were:

Morgan Staines is considering having a tour of the Snell helmet factory in the Sacramento area (April 12).

Susan Loesche and Wendell Bain will handle events for the club during the Sonoma Historics (May 16-18).

Don Henry encouraged club members to go to Quinn's Lighthouse (a restaurant and pub) in Oakland on Thursday, June 19 where John Blakemore [long-time MSCNC club member] will be performing in the upstairs Pub. The music starts at 8:00 and he would like to see people come dressed as pirates.

President Mike Rubin opened the business portion of the meeting. There was a discussion about the expenses for the Christmas dinner. For those ordering beef the price of the meal is \$10.00 higher than for non-beef. The discussion centered

around charging \$10.00 extra for beef tickets. Morgan Staines made a motion that the club would continue to subsidize the Holiday Party in order to keep menu prices between \$40 and \$50, but that event coordinator Elaine Fisher would have the discretion to switch the menu and/or make an item an extra cost option for those who wish it. The motion passed.

Morgan Staines opened a discussion about continuing the club's resolution from last year to encourage young people to get interested in the Morgan Marque. Morgan Staines and Linda Rubin will form a committee to find ways to reach out to young people.



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Holiday Party 2013 • Entertainers

Photos by Gordon Craig

Leading the carols:
Carol Pitman, Lisa & Paul
Marchant, Greg Powell,
Barclay Schaw,
Grant & Angie Larson,
Fred & Ann Thompson



Morgan Owners Christmas Song

A Morgan Car is the best ride in town.

(Tune: Santa Claus is coming to Town)

Oh, you'd better watch out, you'd better not cry
 You'd better not pout I'm telling you why,
 Morgans are the best ride in town.
 The car is unique, the drivers are too,
 They never break down, well some of them do

Morgans are the best ride in town.
 It's got a wooden chassis, It leaks a lot of oil,
 It's got a strange suspension, and a temperamental coil
 So, you'd better watch out, you'd better not cry
 You'd better not pout I'm telling you why,
 Morgans are the best ride in town.
 It always gets attention, honks, and waves and cheers
 They have not changed the style much, in over 100 years
 So, you'd better watch out, you'd

better not cry
 You'd better not pout I'm telling you why,
 Morgans are the best ride in town
 It drives on 3 or 4 wheels, and now a big V8
 When driving in my Morgan, boy do I feel great.
 So, you'd better watch out, you'd better not cry
 You'd better not pout I'm telling you why,
 Morgans are the best ride in town.
 Morgans are the best ride in town.



Morgan Kit Car No, No Song

Created and sung by Maggi Craig
 Accompanied by Joyce Hamilton

Chorus:

"And I said no, no, no, no,
 oh, it's not a kit car.

The people in old England understand.

Guys in Malvern bang out every part,

'cause all the Morgans still are made by hand."

The Day After Purchase • or, A Christine Miracle

Adaptation by Morgan Staines • Apologies to Clement Moore



Twas the day after purchase, I was alone in my man cave.
Where my wife never entered, no woman was that brave.
An old Morgan just sat there, twas nearly a grave.
I bought the darn thing quite sight unseen,
Its condition was suspect; it was not very clean.

The car was all covered snug under a tarp,
With vision and hard work, it would be sharp.
But I flopped in my recliner, with Coors Light on tap,
And started to doze, a football game nap.

When under the bonnet there arose such a clatter,
I sprang from the La-Z-Boy to see what was the matter.
Away to the Morgan I flew like a flash,
Tore off the cover and looked at the dash.

The engine was running, now idling slow,
And the dashboard lights were starting to glow.
When, what to my wondering eyes should appear,
But a British mechanic, and all of his gear.

He was dressed in overalls, ready to toil,
And his clothes were all tarnished with grease and with oil.
A bundle of tools he had flung on his back,
And he looked like a peddler, just opening his pack.

Twas a little old driver, with style and finesse,
I knew in a moment it must be H F S.
More rapid than eagles his countermen came,
And he whistled, and shouted, and called parts out by name!

"A Dashboard! A coil! Some leather and piping!
A crankshaft! Some oil! And more rags for wiping!
My tools on the bench, get that car in the stall!
Now dash away! Dash away! Dash away all!"

He adjusted the timing, he tested the brakes.
Replaced kingpins and bushings to get rid of the shakes.
A new wire harness, for power and light,
The devil with Lucas! We'll shine brightly night!

He spoke not a word, quickly finished his work,
Topped off all the fluids, then turned with a jerk.
And laying his tools down next to his toes,
And giving a nod, the engine's roar rose!

He sprang to his Trike, to his team gave a whistle,
And away they all flew like the down of a thistle.
But I heard him exclaim, 'ere he drove out of sight,
"Happy Morgans to all, and to all a good-night!"





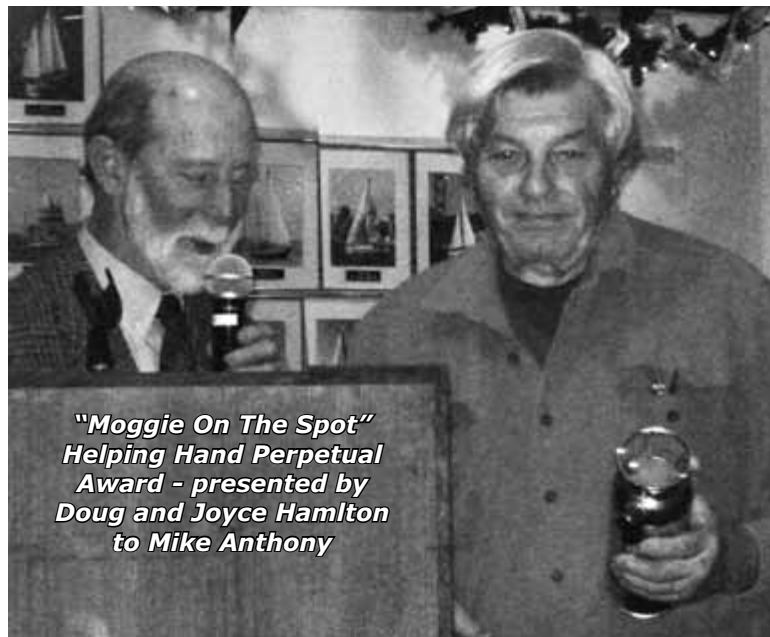
Holiday Party 2013 • Party & Awards

Photos by Gordon Craig





Morgazette Scribe -
presented by Gordon and
Donna to Jim Foley



FlogMog Mileage Award - presented by
John Burks to Paul Marchant and retired...



Two new
"Scrap Metal"
plaques
awarded to
Bob Frisbey
and Lynn
Powell for their
resurrections
of old rusted
Morgans to
roadworthy
glory, powered
by modern
engines and
drivetrains,
4/4 and +4
respectively.



Soggy Bottom Award - Kathy Tollworthy presents the last Malvern Tea Towel
to Phil Fisher



Elaine
Fisher
recapped
the
Activities
for 2013

Awards
continued
next page

2013 Awards cont'd



Morgazette Photographer Award

- presented by Donna and Gordon to all Centerfold Morgan owners and their cars.

Winners:
Elaine Fisher,
Larry Ayers,
Anne &
Morgan
Staines,
Bob &
Thorley
Murray,

John Hardgrove, shown with his photographer John Blakemore.



Leakey Cup Perpetual Award

- presented by Bill Button to Susan Loesche, new member

Tough Break Perpetual Award - presented by Gordon and Maggi to Marj Naughton for a tour ending broken pushrod at the beginning of FlogMog. (No photo available, sorry)

Matt Dillon Perpetual Award ("The Tombstone" aka "The Slab") presented by Morgan Staines to Bob Koupal - well-deserved for years of service to the MSCNC.



Time to share memories.

John Blakemore and John Hardgrove look up their signatures in the early pages of the Holiday Party sign-in book.



Ted Roberts with his Build Book of his '66 Morgan at Malvern



Brrrr ... Boxing Day

Story & Photos by Wendell Bain

Bloody cold.... Yes it was. Still we had a cloudless sky and the forecast was for warming temps and a gorgeous day. Meeting at the town square in Sonoma in front of the Cheese Factory I found several had arrived before me and were enjoying coffee and sweet rolls. By the start time we had approximately 65-70 people and 45+ cars.

The route went out Hwy. 12 to Calistoga Rd. and on to Porter Creek Rd. Nice scenery. We stopped at Kaffe Mocha on Airport Rd. for a last pit stop and more coffee.... One thing leads to another.

Next stop was the Pacific Coast Air Museum at Sonoma County Airport. Our host, Christina Olds, father was a decorated WWII and Vietnam Pilot. We were able to park our cars around the various aircraft which was nice and the staff at the museum were great. I think they were as interested in our cars as we were in their planes.

After leaving the museum we connected with Hwy. 116 from River Rd. This leads to Guerneville via some tree lined roads that in winter probably never see the sun all day. Just West of Guerneville my car decided to quit. (Muff coupling on the trans. input shaft) and I had to pull over. The group went on and found the Union Hotel per the instruction sheet. My cell phone initially said "no service".... Then I received a message I had never seen before. "Call impossible." Strange days indeed.

Fortunately Bill Fink and Paul and Lisa Marchant stopped and I was able to connect with Triple A and get home via a flatbed. I heard later I was the only casualty and all had a good time. Thanks to all who attended.

Cheers, Wendell



More photos on page 19

*Here is our
1962 +4 Four
Passenger
parked at the
Civic Center of
Los Altos, our
little town.*

*We've never
been to any of
the sister-cities
shown on the
signpost, but we
and the car have
been to plenty
of others.*

*Jim has
owned the car
for well over
40 years, but
EllenJo wouldn't
consider riding
in it for a long,
long time.*

*However, she
finally obliged on
MOA 2 in 1995.*

*She hasn't
looked back,
and is a faithful
companion in
any Morgan
event – and
especially loves
the Morgan
people.*

*Jim Taylor &
Ellen Jo Baron*





Participants:

Larry Ayers & Donna D 2013 **M3W**
Dave & Deborah Furtado 1962 **+4**
John & Barbara Burks 2004 BMW Z4
Gordon & Maggie Craig 1960 **+4 4Str**
Dean & Fawn Jackson Toyota
Bill Button 1961 **DHC**
Dave Sneary 1987 **+8**
Paul Marchant 2013 **M3W**
Ed Abramson & Thom Stone 2003 **+8**
Wendell Bain 2004 Dodge
Carol Pitman 1965 **+4 4Str**
R.B. Ward 1952 **+4**
Bob Panero 1966 **+4 4Str**
Bob & Thorley Murray 1998 **+8+**
Michael & Kathy Gerdts 1971 **+8**
Edmund & Mary Arnold 2003 **+8**
Dave & Miles Chappell 1961 **+4 4Str**
Marj Naughton 1957 **+4 DHC**
Jeff Abramson Maserati
Stewart & Susan Smith 1962 **+4**
Dav & Sharon Wardman Lotus Europa
Bill Young NSX
Doug Hamilton & Jim Taylor 1969 **+8**
Fred & Ann Thompson 1963 **+4 4Str**
Grant Larson & Lynn Powell . . 1967 **+4 4Str**
Don Henry Mercedes 300 SD
Mike Anthony Miata
Greg Powell 1958 **+4**
Hilary & Peter Mahon 1960 **+4 4Str**
Kevin & Spencer Rivette . . . 2012 **M3W SS**
Bob & Linda Frisbey 1953 **+4**
Bob & Beatrice LaMar . . **multiple Morgans**
Ben & Gail LaMar Car Collection

Oyster Run XX

Story by Larry Ayers • Photos by Larry and Gordon

You can have anything you want at Alice's Restaurant (within reason) as it was the starting point for this year's OR XX on 12 January 2014.

Cars began arriving shortly after 9 AM for those having breakfast, and most others arrived closer to 9:45 for our planned departure at 10:15. A short driver's meeting welcomed everyone and the last of the traditional raisin nut bread furnished by Larry and Donna was consumed. Especially appreciated was the long distance driven by participants, Dave and Deborah Furtado, close to Redding, coming south for the warmer weather and camaraderie offered by 2014's first Morgan Club run, and John and Barbara Burks, and **Bill Button**, from Oregon and Washington.

Our convoy of nearly 30 vehicles (24 Morgans) departed for points West



In Alice's Restaurant lot, Larry gets the drivers' attention, more or less. . .





Parking at Cameron's Pub

Greg Powell



Thorley, Donna and R.B. with "Poppion" [M3W]

with a stop in Pescadero for sipping, shopping, and W.C. visits. Several tasty delights were purchased – and some consumed on the spot – from The Bakery, highly recommended for their fresh home-made breads, scones, and pies. Don Henry delighted in



*Paul Marchant
welcomed by Greg
Powell*

his purchase of an olallieberry pie to take home to Sherry.

The journey continued up the rambling and twisty Stage Road, past San Gregorio and onto Hwy One for vistas of the sparkling blue Pacific. Our destination was Cameron's British Pub and Restaurant in Half Moon Bay, our reserved lunch stop. More tire kicking and visiting was followed by **our seating outdoors in the patio**

Continued next page



Oyster Run XX, Cont'd



that offered sunshine along with authentic British food and brews. Mention was made about how lucky we were to have weather like this to eat outside and enjoy marvelous roads in our Morgans while sharing the company of other Morgan enthusiasts, especially while a lot of the country experiences snow, sleet, and real winter. Not on the West Coast of California. We have yet to see winter this year.

With lunch over, we drove another 6 miles north on Hwy One and took an exit near the Half Moon Bay Airport to visit the "Toy Store" owned by Morgan owners, Bob and Ben LaMar and their lovely wives, Bernice and



Gail. Eighteen outstanding vehicles, including 2 beautiful Morgans, awaited our inspection and the coffee, cookies, and nice reception was so appreciated. Bob, aside from being a most gracious host, assisted with planning the entire route. Ben and Bob were presented with a special memento to honor their help and commitment to this year's event; a little trophy constructed of 3 oyster shells with an "XX" and pearls inside two of the oysters. Traditionally, awards are presented at each Oyster Run event incorporating the use of oyster shells. This year, being no exception, the shells came out again even though there were no real oysters consumed as is normally the case when we visit a restaurant on the coast for BBQ'd oysters at lunch time.



Ben and Bob LaMar in their Toy Store

Oyster Run XX ~ 1/12/2014
Awarded with Thanks to
Bob LaMar & Family



Everyone seemed to enjoy the lightly traveled roads we took, the fun lunch stop, and the great car collection of vintage cars shown by the LaMars. We hope to enjoy another fun outing on the next Oyster Run, and trust that everyone made it home all right at day's end.

Larry and Donna, and the LaMars.



The LaMar's Collection was full of "eye-candy" and was enjoyed by all



More Photos from Boxing Day



Pacific Coast Air Museum at Sonoma County Airport

Button's Trip to the Sun

by Bill Button

It is January in Seattle. It is cold and miserable in Seattle. I have just re-engined my DHC and it needs a test. Why Not? I am a member of the Northern California Morgan Club. The "Oyster Mog" sounds neat. I am alone. I lost Mrs. Button a couple of years ago. I called a couple of my Northern California friends and said I am coming down. John & Barbara Burks agreed to put me up in Ashland, Oregon and My friend Carol Pitman said She would feed me and give me a bed. It was a bit touchy, as I am Seattle Sea Hawks and Carol is a long time 49'er Fan. I am writing this before the big game.

The DHC ran fine with its new engine etc. When I bought this DHC from Lee Spencer it had a Fiat engine and a 3 spd automatic. My Daughters loved it, but I needed more power. With the help of John Burks and Grant Larsen I was able to convert it to a Ford Zetec engine and 5 spd manual gear box. I also fitted this DHC with new 72 spoke wheels (followed Marge Naughton's example) and new Kuhmo tires. As well as fitted the "Supplex Kit", a new modification to the old Morgan Suspension System. I elected to use the Ford Ignition System but install Weber 40MM DCOE carbs. This setup was already done by my Friend Bob Hauge of Longview, WA, so the Engineering was already available. Not my idea. There is a computer that runs the "Wasted Spark" ignition and the Webers are old school. I wanted the Weber DCOE's because they look neat on a old Morgan, not because they work better. (They don't). About 130HP but will rev to over 6,500 RPM safely.

My first leg was to Ashland and The Burks. All went well for a couple of 100 miles than I began to have transmission noise. It got worse

as though there was no oil in the tranny. John put the DHC on His hoist and checked the oil and looked it over. Oil all over the place, but really did not take much oil. The next Day John and I took quite a tour including going to the Pass on I-5 at speed. Seemed OK so I elected to continue on my way. By the time I got to Redding it was again making Mega noise. I just shut it off in my mind and kept going. Vacaville to Oakland on Hiway 80 was a nightmare. Sun in my eyes, going like hell, could not see my GPS and of course I got lost. A Good Samaritan said follow me and she guided me to the Hiway to Moraga and Carol's. A PBR (Pabst Blue Ribbon) and a nice dinner as well as a good nights sleep and I was ready to go.

I followed Carol to a junction where we met Bob Panero who would lead us to Alice's Restaurant. Good thing. I would still be in Oakland somewhere. Once we got to San Mateo the fun began. It was a struggle to keep up with Bob and Carol, but I did it ok. The roads were fantastic, lunch great and old car collection first class. I won't go into this as somebody else is sure to report it.

I had an appointment with Bill Fink for Monday morning. The Burks and I headed for Petaluma for the night. Next morning a chat with Bill Fink and bought a pair of +8 springs that I need. The Burks and I headed for Hiway 1 and had a grand day of driving this great Morgan road. What fun. It gave me ample time to test the ZETEC setup as well as the SUPLEX Kit. This modification is not for racers but for old geezers like me it

was a delight. Softer ride (No thump thump) and handled the twisties very well. I was a happy camper. This Kit has soft Main springs (100 lbs inch) and helper springs that sit on top of the axle tube. Shocks that are designed for this setup. Maybe not for everybody but I like it very much. 150 miles of pure delight followed by a night at the Benbow Inn (1924) on Hiway 101. Great dinner and drinks and into bed by 8 PM.

Now it is Tuesday and I need to make it to Newport, Oregon to put me in range of Seattle. The Burks split at Crescent City and headed for Ashland. While I stayed on Hiway 101 trying to get as far as I could before dark. Just as the sun was setting I was having a problem with the sun reflecting off of the windshield and reflecting off the road grime. I could not see. **Found a turn off and skidded into a ditch.** A Good Samaritan saw me go and came back to rescue me. He took me to Walport for a tow truck. The tow truck driver suggested I stay at the "Adobe Hotel/Resort" as they had a dining room. He pulled me out and I went to the Hotel. I thought I had been there before. Sure enough Mrs. Button and I stayed there in about 1980. We were driving our new '78 VW Convertible on the way to Napa Valley for a Wine tour.



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1935 MORGAN 3 WHEELER Ivory

1934 MORGAN 3 WHEELER Ivory



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Scrutineering at Le Mans – TOK & the Plywood Box

by Douglas Hallawell

In the following article we're back at LeMans, 1962 and what would become one of the most celebrated races of all time for our Marque. TOK took 1st in its class and 3rd overall in that grueling 24 hours in early June, piloted by Richard Shepard-Barron and Christopher Lawrence alternating. TOK, a +4 Morgan, wasn't just any Morgan, or indeed any Morgan race car. It was expressly and secretly prepared for this race only, and our Paris correspondent, Douglas Hallawell, lays out just one of the many little mysteries that make TOK an enigma, even to this day. Many thanks to Douglas for this research, photos and story - editor

Over the years, a certain amount of facts have been distorted or romanced surrounding TOK's involvement at Le Mans in 1961 and 1962. Fortunately, Richard Shepherd-Barron puts us 'back on track' so to speak, regarding, for example, Chris Lawrence's rather imaginative version of how TOK was 'delivered' to Le Mans in June 1962.

A much lesser known anecdote concerns a plywood box mentioned on page 53 by Richard in Ronnie Price's excellent book on "The story of TOK 258". This "very high-tech measuring device" was no more than a 12 cm high rectangular plywood box with a handle (for ease of installation). It was a source for more than one incident, impacting both Ferrari and Morgan teams in 1961 _ and 1962.

It was Chris' version - in his entertaining book "Morgan Maverick" - of TOK being driven to



*The Morgan is checked at scrutineering.
Richard S-B is second from left.*

Le Mans in 1962 that resulted in the assumption by many, including myself, that the light grey 60-spoke wire wheels & standard spec 5.60 section tyres seen on the car - prior to scrutineering - were those used for driving TOK from UK.

The explanation behind these tyres is quite different in reality...

In 1961 Chris was already aware of the use of the plywood box as a means for checking ground clearance when XRX 1 was put through scrutineering at Le Mans.

Those of you who own a TR-engined Plus 4 know how low the oil sump sits. When Chris realised that TOK - with 5.25 section Dunlop racing tyres - would not pass the ground clearance test during scrutineering, he simply replaced them with a set of standard 5.60 spec tyres which made the car sit sufficiently higher off the ground to allow TOK to clear the 12 cm high plywood box. The racing tyres on dark green wheels were, of course,



put back on TOK for the race.

Interestingly, the Ferrari team, managed by Eugenio Dragoni in 1962, also encountered a problem with this wooden measuring device. However, his solution was far more radical than the one devised by Chris Lawrence...

One of the Ferraris which had been entered, a rear-engined V-6 Dino 246 SP prototype, failed the ground clearance test because the bolts holding down the driver's seat were unable to clear the plywood box! The ever-alert French officials brusquely told Dragoni to shorten the bolts within the hour, upon which his tart reply was that they grant



final approval in 10 minutes or he'd withdraw the entire Ferrari entry. The matter was, of course, dropped.

The incident is related in this web link: www.sportscars.tv/Newfiles/lemans1962.html

As concerns the 1962 low-bodied TOK race car, it was initially a high-bodied Morgan (chassis # 4840) when delivered new to Chris – as a race-equipped Plus 4 - on May 3rd 1961. Simply as a matter of convenience, Chris arranged for Richard to register the new 'avion blue' Morgan in his name. And so it was Richard who obtained the XRX 1

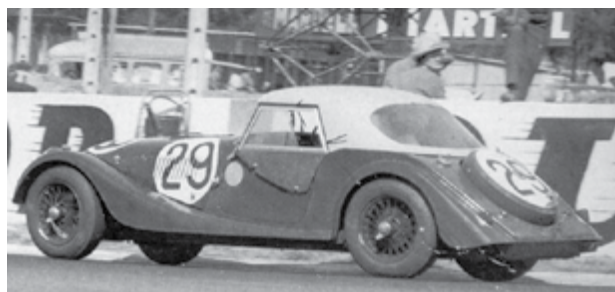
registration number.

As Chris intended to race this car at Le Mans in particular, it was supplied with a front-to-rear undertray, a 20 gallon fuel tank (& 2 filler caps) & a 4HA Salisbury axle with a 2.9:1 ratio. It also acquired an ungainly bulbous hardtop that accommodated a roll-over bar. After the 1961 racing season, the TOK 258 registration was transferred to the light blue 'XRX' car when Pip Arnold took possession of the red '56 Plus 4, the sale of which had financed Chris' purchase of XRX.

In October 1961 development had already begun at the factory on what was to serve as the Le Mans back-up car (170 GWP), the low-bodied proto for later production

SS cars. Subsequently, TOK also received the same body treatment when it returned to the factory in February 1962. With only 3 weeks to go until practice racing at Le Mans in April 1962, TOK also revealed its new burgundy red livery and a new, more streamlined-looking hardtop supplied by Chris.

By this stage, Chris' Morgan was a factory entry (as opposed to 1961) so, when A.C.O. authorities in Le Mans requested that MMC paint the car British Racing Green for the race, TOK (alias XRX) changed colour for the 3rd time within a year of leaving the works.



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WE'LL BE THERE SOO...
HEY! WHAT ARE
YOU DOING?

PUTTING LIPSTICK ON!

DON'T YOU REMEMBER
THE LIST WE GOT
WITH THE CAR?

WHAT LIST?

THE LIST OF
THINGS NEVER
TO DO IN
A MORGAN!

Correspondence

January 14, 2014

Gordon Craig
Morgan Sports Car Club
3172 Hood Street
Oakland, CA 94605



Dear Gordon and fellow Morgan fans,

While the flurry of the holidays is now past, the joy lingers with the children who have benefited from the generosity of the Morgan Sports Car Club. This year we welcomed the largest group of aunts, uncles, grandparents, foster parents and traditional family parents than ever before. We assisted well over 400 families. When they had finished the two day event, we opened it for staff members to shop for their client's families who were unable to attend so that we didn't leave any one out. Your toy drive was very welcome helping to meet the variety and volume of requests. Removing the stress of being able to provide a gift for their children was a wonderful benefit for the families we serve. They were able to select a Christmas stocking, stocking stuffers, a new book and a gift for each child in the home. To complete the package, we gift-wrapped for them!

River Oak has been serving low-income children and families in Sacramento County since 1966 and works with over 1000 children each day. Addressing mental health issues as well as child abuse prevention gives the child and their family the opportunity to grow and experience their dreams of a better tomorrow. Thank you for being a part of our team.

Thank you for believing in River Oak's mission of providing a family centered approach to the delivery of mental health services for low-income children. As a community we can make the world a more welcoming place for children to succeed. May the joy of the holidays follow you into the New Year and Happy Motoring!

With Gratitude,

Sherri Cerles
Human Resources Director

Alice Gentry
Community Affairs Manager

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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September 2013

Dear Morgan Sports Club,

Your brick has been installed below the lighthouse! Thank you for supporting the Piedras Blancas Light Station through your purchase. Enclosed is a photo of your personalized brick.

We hope you can make a trip out to Piedras Blancas Light Station to view your brick in person and see all the other wonderful completed and ongoing projects at PBLA. Thank you for your support!

Sincerely,


Jack Morehead
PBLA Board of Directors


Jim Boucher
Piedras Blancas Light Station



Piedras Blancas Lighthouse, last July during MogWest



Odds & Sods

by the Editor, Gordon Craig

Words to Live and
Drive By
Hello Gordon.

Happy New Year to you and Maggi.
Was just reading 'Rider Magazine'
and there was a quote I thought you
could use sometime.

By Clement Salvadori

".....the tourist knows where he or
she will spend the night, while the
traveler might not be sure which
way he'll turn when he comes to
the next crossroads."

from **John Burks**

Dear Gordon,

Thanks for the magazine! Great fun
and I love the comics.

Harold Pace (Texas) [Ser. II 4/4
under re-construction, editor]

Good Saturday a.m. Gordon
Thanks for the latest. interesting
to see tale of one owner +8
from 1970. [Murray Centerfold
car, last issue, editor] I recently
congratulated myself on 40 years
of +8 motoring, but not with the
same car. current first injected +8
from new in May 1984. c262,000

AWARDS: United Kingdom Dealer of the Year - Williams Morgan • European
Dealer of the Year - Garage Albert • **Morgan 3-Wheeler Dealer of the
Year - Morgan West/Dennis Glavis (3rd from left)** • Rest of World
Dealer of the Year - Morgan Cars China • Special Award for Outstanding
Performance – Classics & Sportscar Centre • Overall Dealer of the Year –
Flaving Morgan (2nd from left)



In early
January,
the Annual
Morgan
Dealers
meeting
was held in
Malvern at
MMC.

miles. new body/upholstery in
1998/9, two gearboxes, new short
engine in 2009/10 (but with original
crankshaft fitted), new axle some
years ago. All good fun.

Merry Christmas and a Happy Mog

New Year to All,

john donovan (Media Liaison,
Miscellany)

Gordon,

Thank you once again for your
gracious appreciation in printing
my work. I'm flattered to have it
appear in The Morgazette, and you
have my ongoing permission to print

or carry anything I might write about
our favorite cars.

Thank you and (of course) run cool,
Spider

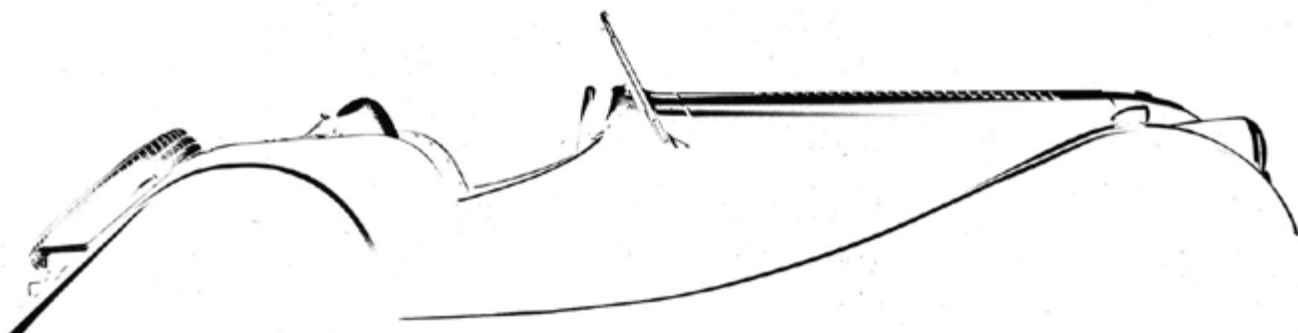
Dispatched 12th December 1956

News Flash! **Morgan "Six String"!**

I just received this note showing a
new Morgan model which will likely
be dubbed the Morgan 6. Built by
apprentice Sam Mackintosh in the
MMC wood shop. Photos [below]
courtesy of Roderich Schwarz.

Dave Farmer (Morgan Sports Car
Club of Canada)





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