



November ~ December 2014

The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California





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The Morgan Sports Car Club of Northern California (MSCCNC) exists to support and further the appreciation of Morgan motoring and the related activities of its members and friends. Our common interests start with enthusiastic support of the Morgan sports car experience and extend to the friendship and camaraderie amongst all like-minded persons.

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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:
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

John and Debbe Batterton
Los Gatos, CA
1971 +8 (color to be determined)

In Memorium - Rest in Peace

Zoraida "Sunny" Schmidt
May 3, 1931-November 11, 2014
Obit, page 7

Gary Charles Canaparo
April 1943 - November 2014
Obit, page 6

Cover Photo: On the Turkey Trot, Morgans gather at the Tesla Factory. Photo by Larry Ayers



*** 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)

December

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

January 2015

FLYER *11TH SUNDAY • Oyster Run XXI,Contacts - Larry Ayers & Donna Dell'Ario,

FLYER *25TH SUNDAY • Planning Meeting & Potluck, Los Altos Square Clubhouse. Ellen Jo Baron

**The Past Year in Morgan Events
2014 Activities**

2014 has been filled with the events and memories which befits our ever-changing club. A big thanks to all the members who volunteered to plan and carry out events for us to enjoy, and then write about those activities to create the articles in the Morgazette. Without their wonderful work the club could not be a success.

January saw two events. January 12th dawned bright and chilly for Larry Ayers and Donna Dell'Ario's 20th "no-Oyster Run". This year the route covered the hills and coast of the mid-peninsula and concluded at the terrific car collection of our fellow Morgan Club members, the LaMar brothers. No oysters this year, but a great fresh venue and a wonderful conclusion. Thank you Donna and Larry and Bob and Ben and their wives Bernice and Gail! The **Annual Planning Meeting And Delicious Potluck** was held the next week, as usual at Los Altos Square. Most events that you see below were suggested and mapped out at this important event.

February 1st was the **Chinese New Year's Dinner** at the Koi Palace in Daly City. Ellen Jo Baron arranged the event and provided the "entertaining"

souvenirs. The crowd was merry and the food delicious. Three weeks later, Don Henry's "**Sticky Bun and Pub Grub**" run (with assistance from Prez Michael Ruben) assembled in Petaluma and spent another beautiful day touring the back roads of Sonoma County. The weather gods were smiling on Morganeers both January and February. Thank you Ellen Jo, and Don for these events!

In **March** the annual "**Wines and Mines Tour**" took place on the 15th. A great Morgan turnout (82% from a large field) was reported. Another fine day and a good run beginning at the Hamilton's and ending at the Larson's. Thank you Joyce and Doug, and Angie and Grant, for continuing this always popular event!

April brought two club events – the **Snell Foundation Tour** in Sacramento on the 12th, and the **Midweek Follow Me Tour** on the 30th. Both events saw great weather and were much enjoyed by participants. Thank you to Anne and Morgan Staines for the former event, and to Thorley and Bob Murray for the latter.

May was a Driving & Racing month. On May 4th-7th the **SpringMog Tour** put the intrepid Morganeers into the only inclement weather reported on a run this year, but was none the less enjoyed by all. Thank you Chris and Bob Panero for this ongoing driving event! The **Morgans at the Sonoma Historic Motorsports Festival** on the 17th-and 18th had fine weather, but details for our parade lap and corral parking for both days were difficult to obtain from the Festival's administration. In the end non-racing Morgans parked together, and took a parade lap, as well. Morgan Racing, which of course is the object of all of this took place in abundance – Four of our club members raced; and six other Morgans, driven by members of other clubs, raced as well. Thanks to Susan Loesche and Wendell Bain for helping it all come together!!

June 19th was Don Henry's "**Shanty Songs and Supper**" event at Quinns Lighthouse in Oakland. A rollicking good time was had by all. Despite the local, evening setting several Morgans were spotted in the parking lot.

July 18-20 saw the 32nd **MogWest** extravaganza in Cambria. 49 Morgans were counted on the field for the Saturday show – quite a turnout! Thanks to the Haines, the Hamiltons, Larry & Donna, Gerry Wilburn, and many, many others from both our club and the Plus 4 Club for all their efforts to make MogWest

Continued on page 29





The Prez Sez...

By Michael Rubin, President

As jingles sing urging us to spend spend spend and we decorate (or not) for various holidays, a brief minute to thank all the people who have planned, helped, and carried out all the events we've enjoyed this year, not to mention the folks who run the club.

We all know who they are, from the Oyster Run (minus oysters this year) to Sticky Buns, MogWest, the Tesla Turkey Trot and our Holiday Party — thank you all, plus those who keep the club going through overall planning, note taking and that treasury thing.

The president thing is pretty simple — try not to miss the bi-monthly deadline for my column. (A separate thanks to our Morgazette publishing empire.)

The Turkey Trot visit to Tesla provided an intriguing contrast of up to the moment technology to our antediluvian Morgans. It was good to see a full trolley of Moggers attend. A full story follows inside.

Also enclosed are flyers for the traditional Boxing Day Run on December 26th, departing from the Sonoma Square Plaza, as well as the first event of 2015, the Oyster Run (January 11) and the annual planning event and potluck on Sunday January 25th. Don't complain about events if you're not there to offer ideas and volunteer.

Boxing Day, by the way, was the traditional day in Britain and the Commonwealth when employers and bosses gave trades people and employees "Christmas Boxes;" today it's a global shopping/gift returning frenzy — and a perfect time for a dose of sanity with a leisurely drive in our Morgans through the North Bay, now green thanks to actual seasonal rain.

A wonderful holiday season to all: Happy Hanukkah, Merry Christmas, Winter Solstice and best wishes for a splendid 2015. Many happy Mogs to all.

Mike Anthony, Master Mechanic Mainly Moss Box Morgan Restoration

"A pocket of resistance in a world of mediocrity"

Morgans For Sale

1962 Plus 4, 2-str. Undergoing ground up restoration, new body, finish to your desired specifications.

1959 Plus 4, 2-str. Owned 50 years, complete restoration ongoing, new body, reluctant sale.

1953 Flatrad. Completely original, Vanguard engine, last on road 1959. Total restoration almost finished.

1963 4/4, 1500. Recent full restoration on new frame, a practical and inexpensive entry into Morgan motoring

1967 4/4. Imported in 1970, dismantled for restoration, many new parts incl. body.

1952 4/4 drophead, last series 1 car made, complete restoration in hand, new body, many mechanical upgrades, ill health forces sale.

Parts For Sale

Another huge cache of new old stock and used parts unearthed! From a new Flatrad rad shell to a Moss box, from a new alloy fender to drophead glass sidescreens — if it isn't here it doesn't exist!

Contact me. Cell: **831.917.6999** • email: **mikeanthonymog@gmail.com**

Gary Charles Canaparo was a long time Morgan Club member and owned a 1962 cream and burgundy +4, editor



Gary Charles Canaparo • April 1943 - November 2014

Resident of Sunol

Gary passed away on November 13, 2014, with his family by his side, after a long battle with cancer. Gary retired in 2004 after careers as an art teacher and graphic designer. Gary loved spending time with his family and friends. He enjoyed Cajun/Zydeco music and hosted many parties for friends and local musicians at his home. Among Gary's many projects during retirement was constructing a regulation sized bocce court where he and his wife Maryanne held many bocce/ bbq events. He also contributed his work to several local art shows. In recent years Gary traveled to Italy to connect with relatives on his father and mother's side. Gary also enjoyed trips to Mexico, Belize, Spain, Hawaii and various states in the U.S. Gary loved Formula One and other car events. The classic car races at Laguna Seca were an annual event for the whole family. Gary also traveled to Indianapolis, Montreal and Austin for Formula One races. A favorite place of Gary's was Mendocino, where he spent every New Year with his family. He is survived by his wife, Maryanne, his brother Donald, sister in law Jill, nephew Andre, his two daughters, Audrey and Lorie, son in laws Doug and Todd and his grandchildren Meghan and Kelsey. There will be a celebration of Gary's life on Sunday November 23rd at 1:00PM. The Celebration will be located at the Ligure Club, 1140 66th Street in Oakland. In lieu of flowers, please donate to The Parkinson's Institution and Clinical Center or The Kidney Cancer Association.

From the Contra Costa Times, November 19



MSCCNC Minutes

Maggi Craig, Secretary

10/19/14

President Michael Rubin opened the meeting and Treasurer George Tollworthy reported that the club has between \$8,000.00 and \$9,000.00 in the bank at this time. A profit was made at MogWest and Michael Hattem of the Southern Club was sent a check for their share.

A discussion was held regarding the club Christmas Party. A flyer for the party will be included in the next issue of the Morgazette. The Oakland Yacht Club has raised its prices for banquet room rental and meals. Room rental has risen from \$300.00 to \$1,500 and the club needs to guarantee that at least \$3,500.00 will be paid for meals. Elaine Fisher researched other venues in the area, but they

all have similar pricing. The member's cost for the celebration will have to be increased, but the club will again subsidize costs as it did last year.

At this time the club will continue not having a website or being on Facebook as there is no one to volunteer to maintain the sites. Efforts will continue to try and find a way for the club to have an internet presence.

Angie Larson motioned that instead of nominating new club officers all those who currently hold office should keep them for the coming year. The motion was passed, but ballots will be sent out and write in candidates are welcome.

The meeting was closed.



Zoraida (Sunny) Schmidt • May 3, 1921-November 11, 2014

by Gordon (with great help from her family and friends)

Many of us in the Morgan Club came to know "Sunny" Schmidt for her warmth, bright and abiding good humor and wonderful company at Club events like MogWest, Monterey Race & Concours Weekend, and Morgan Club dinners and runs. She came to us by way of Bob and his passion for Old Morgans, and she adopted us — all of us.

She lit up the room, and we didn't know it exactly, but we were part of her care and feeding of us like all the flowers in her ever growing garden, her other children that she had invited to The Big Slumber Party of her ongoing life. She was devoted to her three daughters and three sons, and the real love of her life, her husband Bob of 67 years. Then, too, there was her ESL teaching profession, her tireless work on behalf of her students obtaining scholarships, her activism on their behalf serving on multi cultural education committees and groups, formulating curriculum and outreach policies. No matter where the family moved coast to coast in the course of Bob's career working for General Electric, Westinghouse and other major corporations, she sought out and worked for these goals, like continuing adult education in Passaic, N.J., or ESL Education Studies in Washington, D.C., and here working at the Stanford Urban Coalition and the San Mateo County Board of Education.

She was an accomplished classical pianist, and she loved music of all kinds, especially latin music, the joy and love of it instilled in early days growing up in Columbia and Costa Rica. It is not by accident that all her sons and daughters turned out to be artists of one kind or another. And she always found the time to make new friends, and look for and find the good in each and everyone she met. She was magic, a gift, and she was with us as we danced and gently swayed at her Celebration of Life at Julia Morgan Hall, U.C. Berkeley. She had met Bob while attending Cal all those years ago, and here we all were, and she looking on, lighting up the room yet again.

God Bless You Sunny, We Love You and Thank You So Much.....



*Favorite Salsa tune was
a saying to live by:
Besame Mucho
(Kiss Me A Lot)*



"Flash" Oktoberfest Rolls On

Story & Photo by Gordon

Festooned overhead by a blue and white banner, brats, potato salad, coleslaw and yummy chocolate "Black Forest" cake and ice cream were served up a plenty at this years "Flash" Oktoberfest, organized by Elaine and Phil Fisher at their home in Walnut Creek.

Called on short notice for the third Saturday evening in October, about 20 + Mogs brought their appetites, brews and talents to display on an "Indian Summer" night while we listened to "Roll Out the Barrel" as played by Mel Cohen and his "Mellow Bellows".

The Talent line-up was quite a variety show of Banjo Standards by Fred Thompson, duets with Mel on Accordion, joined by Angie Larsen, a Morgan Blues Torch song, "Baby, What Do You Want Me to Do?" by diva Maggi acapella, and George Tollworthy, doing things only George can do, singing pub songs and crawling on his belly like a reptile.

But the sated and bedazzled Mogs attending were brought to their unsteady feet by the gently stroked harp strings of young Olivia Koupal (daughter of Bob and Fay), who played





a recital of "Jump Like a Rabbit" (aka "Black's Jig," written by her teacher Diana Stork) and "Greensleeves" (aka "What Child is This?"). Tumultuous applause and cries of "Bravo" and "OK, You Win" could be heard all across the garden. So, in order, the Talent **Contest winners were 1) Olivia Koupal, harpist - 2) Mel Cohen & his Mellow Bellows solo - 3) Fred Thompson and Angie Larsen, songs and banjo. Runners-up were Maggi and George.**

Many Thanks to Elaine and Phil, we all had a great time!



Turkey Trot To Tesla

Story by Gordon Craig & Tim Waller • Photos by Gordon, Larry Ayers , & Tesla

After a stringent clubwide internet email selection process (reminiscent of the “Hunger Games”), **29 Mogs gathered in 18 Morgans and a van at a semi-secret exit off-ramp of I-580** one Tuesday morning in early November. Well, it wasn’t all that secret as we shared it with a dozen semi-sized dump trucks staging for a work day of their own.

But we had come from all points of the greater Bay Area Compass to fulfill our Mission — to become the first car club to visit the Tesla Assembly Plant in Fremont. We began a lovely drive south through the East Bay Hills on Palomares Road, a country lane lined with horse and cattle ranches, that climbs the Mission Hills and down a twisty canyon drive to connect with Niles Canyon Road and Mission Blvd south to the Driscoll/Washington dogleg to take us to Irvington Circle, then south on Fremont to the Tesla Assembly Plant. All in all an arduous 20 mile run. Tesla was the former General Motors, then NUMMI facility for decades, and now resurrected into the sole manufactory of the Model S, which Tesla ships all over the world. This year 35,000 of these sleek,



very quick and zero emissions electric sedans will go out the doors, almost double the output of 2013.

As we parked in spaces reserved for us at the Reception Area (in spite of my temporary mis-directions, ahem), **next to a few S cars getting charged, we were greeted by our amiable host and tour director Adam Slusser**, and he had us laughing and in high spirits as we boarded our completely full, standing room only string of trolleys for the miles long tour INSIDE the plant. Adam had a lot to say as we journeyed through the various stamping, welding, and sub-assembly areas of the plant. He never stopped describing in detail the process of building these cars, the care and engineering that goes into



them, and the great work ethic of the people assembling them. There are over four thousand in overlapping shifts each day, many ride bicycles including their version of trikes, equipped with bins for carrying supplies and bits. They move from one work station to another, complete a rotation of duties and there is a large amount of hands-on finishing in all stages even though you see hundreds of robotic arms and lifts everywhere. They do the heavy lifting, but the finesse work is done by hand. Does this remind you of a certain factory back in Malvern? No? Yes? Anyway, a collage A to Zed tells it better.

Start with a Big Roll of thick gauge Aluminum and see what happens:



1 • Tesla roll before stamping



2 • stamped Tesla doors



3 • stamped body pan with robot welder



4 • left side body shell welded



5 • many robots assembling stamped pieces



6 • interior assembly



7 • body assembly



8 • interior assembly



9 • final assembly



10 • delivery center



11 • complete model S

Tim made some observations, too. "A couple of things: how neat, clean and tidy everything was and how well lit. Several break areas so workers didn't have to spend break time getting to a break area and refreshments supplied by the company. So much of the manufacturing process done in house — such as plastic moulding, die casting etc.

In Detroit there are hundreds of little companies supplying the big ones but doing in house allows better control. Very impressed by the different approach to things."

The tour took two hours, and nary a dull moment. Outside again, the lovefest continued with the Morgans, Adam and other Tesla employees mingled outside as we showed them everything from our +4s to Bob's +8+ and Paul's M3W. Adam had his Tesla Roadster nearby (his daily driver) and we invited him anytime to come on our runs. Meanwhile, Model S sedans came and went as they charged up for the next day and the roads beyond. We ended our day at the Claimjumper restaurant nearby.

Thank You Very Much to Tesla for having us, and to Adam for his superb tourguiding and good will, it was a great time.



Morgans at Tesla

*Finishing at the
Claimjumper*

*We'll make
your
pride and joy
the very best
that it
can be.*

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Greg Solow's

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Holiday Party & Awards

Story by Gordon Craig • Photos by Gordon, and Larry Ayers



Cocktails at 5 pm.

A Time when Old Friends Meet Anew, and We Catch Up, Old Photos and Memories come out, laughter and delight abound, Hilary Smith-Mahon brought some of her Mum



Marion, and the "boys", John Hardgrove brought a fun laptop slideshow of the Old Days, and Greg Powell, a well done track video of "Red Johnnie" competing at the Laguna Seca Rolex ReUnion races last August.

Entertainment...

Morgan Staines sang us a Morgan Christmas, and his stand-up had us in stitches...

Olivia Koupal, our ten year old Angel, gave us a beautiful harp recital of Christmas Carols and Cheer!



Welcome & Announcements

Prez Rubin and Event Chair Elaine Fisher welcomed us and reviewed the year of Morgan Runs and events, a very Big Thank You to Elaine for organizing the Dinner Party and delicious fare, fine wines, all superb. She led us a Moment in Memory of all the Mogs who passed this year..

Bob Koupal announced the election results — no write-ins were recorded this time, he noted, not even the usual “Nobody for President” was present!



Annual Awards

Don Henry enthusiastic organizer of “Stickey Bun Run” and “The Pirate Party”, and late night “Pie ala Mode” Party at MogWest • Paul Cowley for fuel pump breakdown • Bob Frisbey for lending his spare to a bereft couple so they could get home • Maggi Craig for years of dedicated support to the Club.



Morgazette Scribe • Gordon Craig completely bamboozled, and grateful



Morgazette Photography • Presented by Donna. Accepted by Gordon Craig for Dave & Cherie Sneary



Hard Luck • Larry Ayers accepting for Paul Cowley



Moggie on the Spot • Bob Frisbey



Tcherek Kamstra awarded the new Morgan Factory 100th badge (her design) to the Morgazette staff, Gordon and Donna



The Lifetime Matt Dillon Award for Service • Maggi Craig



The Leakey Cup • Don Henry

ex-Marion Smith 1960 +4, Owned & Driven by Hilary Smith-Mahon

Photos by Gordon

Among the legions of Morgans in our Morgan Club past and present, this 1960 +4 fourseater could well be the "Heart & Soul" icon, the one emblematic ONE of the more than 50 year history of our organization. For the original owner-driver of this Morgan was Marion Smith, president and "mover-shaker" of the Morgan Club for many years in the 1960s and 70s.

Hilary tells the story:

“Mom was the original owner from 1960 and I am the second owner, it now has over 101,000 miles. Mom just loved to drive the car and she put most of that number on it. It was her main driver for many years, errands, shopping, you name it, along with a Volvo wagon for bad weather. When I was really small, when I got cold, Mom put me in the front seat and covered me with the tonneau. We never had a heater. One big seatbelt in the backseat, that was my bed for naps as we ventured on long drives. I was Miss Morgan at a concours, and I went on so many runs I’ve lost count, I remember John Burks, John Hardgrove, Bob and Thorley Murray, among many. One time I broke my arm, Mom made a sling with her scarf and drove me to the hospital in it. I learned to drive on the Morgan and master the stickshift, and as I got older I would drive it in the hopes of attracting boys, though they were probably more interested in the car than me. It has never had a serious accident, just the wear and tear of a 54+ year old, and it has always been garaged.”

The car is still taken care of by Marion’s long time mechanic Raffi with regular maintenance, tune-ups, etc. and over the years he has installed an electric fuel pump and alternator. It has had a valve job or two and the engine ticks like a Timex, runs strong.

There is a simple moral to this Morgan Story take care of and drive your Morgan and it will take care of you and yours for life! It is a true love story, this Morgan.





Many Thanks to John Ball of MogMag, photos by John Sheally and Jeff Smith. Tcherek Kamstra for permission to republish this interview, additional photos and revisions with Bill. cheers, editor.



BILL FINK

THE MAN BEHIND US MORGAN IMPORTS

As a student in England, Bill was exposed to Morgans, promptly falling in love with the cars. On his return to the US he began importing the humble Mog to the land of the free.

Bill Fink has been importing Morgans to the US since back in 1968 and has seen all the difficulties with meeting the US emissions and safety standards. However, his passion for bringing the Mog to the people of America couldn't be quelled and he has made a success of his business, Isis Imports, bringing Morgans to a previously elusive American market. Isis has been instrumental in Morgan's success in the US and an integral part of their history. As a result of the regulations the cars had to meet, Bill has created some very interesting and exciting Morgans.

When did you first own a Morgan?

I bought my first Morgan in 1962 when I was an American student in England. A Morgan requires attention to drive well. It's not a car for everybody. It's like a motorcycle versus a car, or a sailboat versus a powerboat, it's not comparable to other machines. I don't think Morgans are impulse buys; people who buy one have always wanted one. There's nothing else like them.

When did you get the idea to start Isis Imports?

I had spent a couple years at Stanford studying business and I saw a living to be made exporting used Morgans to the US. Soon I had cars in London waiting for shipment. I'd buy a 4/4



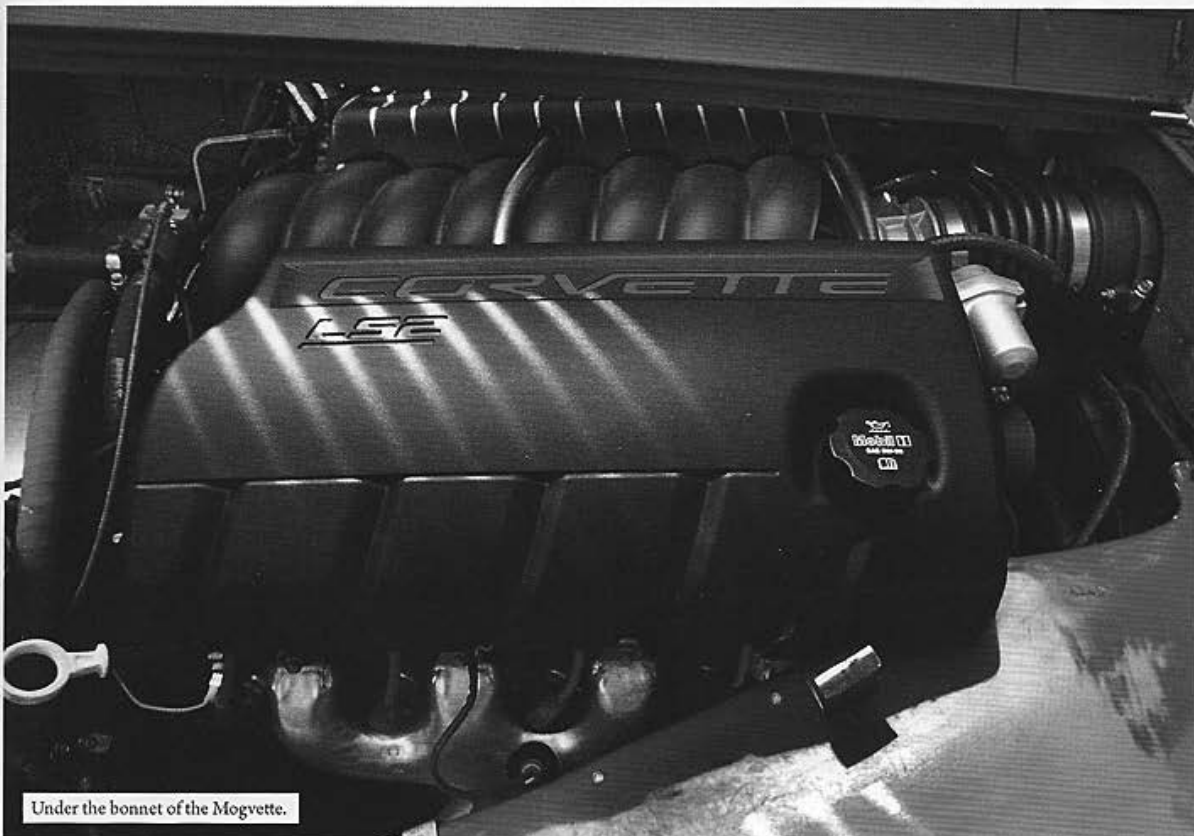
in London for about \$2,000, convert it to left-hand drive, ship it to California for \$150 and sell it there privately for between \$3,000 and \$4,000. This was really the beginning of importing for me, but not quite the beginning of Isis.

I met Steve Miller who had an engineering degree and had a business rebuilding English motorcars. He was a master at restoring Morgans. Miller had a shop on Eddy Street in San Francisco. Besides Morgans, it was filled with Jaguars. It was clear that this was the right man to help me with the business. I founded Isis Imports in Miller's shop. I kept importing cars and started adding parts, too. As I got the cars and parts in, Miller serviced and repaired them.

What were the difficulties importing?

In 1970, the Morgan Plus 8 was available legitimately in the US, using an aluminium Buick V-8 which Rover had brought up to federal emissions standards. Peter Morgan did what he could to meet the safety standards over here and obtained exemptions on much of the criteria. Unfortunately, by the end of 1971, Morgan's exemptions were running out, and Rover announced it was pulling out of the American market.

I began asking what it would take to legalise the car. I had to send off for the federal emissions regulations and safety standards to find out how we could sell the Morgans in the US legally. First of all, we addressed the emissions problem by running the cars on propane. I flew to England to get the approval of Rover and Peter Morgan. Peter was interested, but at Rover's Solihull works, the chief development engineer



Under the bonnet of the Mogvette.

Additional questions and photos that did not make the interview:

Where did you first see a Morgan?

I first saw a Morgan in July, 1959 - Casper, Wyoming, driving my 1953 Mercury Monterey hardtop to California with my parent's station wagon and 3 high school friends. I thought it was an MG, but one of my friends was a Motorhead and corrected me. It was black.

What is it about Morgans that you feel a connection with?

I've always liked the design of the Morgan, the "crouching frog" styling of the 1930's, the sheer functionality of the design - the fact that

cont'd next page



Bill is a regular at the Morgans Over America Tour.



told me that propane power was "a very poor course of action. It will do great damage to the engine and jeopardize the fine name of Rover in America."

When I got back to America I went about testing the engine using propane. I drove a converted car 9,000 miles and saw no ill effect. So there we had it, emissions standards had been met.

What about the safety regulations?

The safety regulations were a bit more difficult. I contacted the safety standards engineer at National Highway Traffic Safety Administration in Washington, looking to find any way of legalising the Morgans. Initially things didn't look good, but then an attorney from the department told me: "If you're importing the cars for resale, you are the manufacturer as far as we're concerned, and you can obtain exemptions if Morgan is reluctant to."

Which was incredible news! So, it looked like we could start importing Morgans. Peter Morgan was happy with the findings, but the Rover threw a spanner in the works by saying they wouldn't stand by their warranty if we ran the engines on propane. So we couldn't use Rover.

How did you eventually start to import the cars?

Through using a Pinto and Cortina engine in a 4/4 and Plus 8 and running it on propane, eventually the cars came to the US. It was then, when we had 90 cars on a ship coming over, we were told we had to meet all the US safety regulations, no exemptions at all! The National Highway Traffic Safety Administration went back on their word. We had to add bumpers, guards and all sorts to comply. But we got there!

What does Isis import today?

We import 3 Wheelers, Plus 8s and Roadsters. They're converted to left-hand drive and made to meet the US standards by us here at Isis. One of our flagship models is the Plus 8 Corvette conversion, we call it the +8+, the power is at 400 bhp with 406 lbs/ft of torque. It's a great car - it's been dubbed the Mogvette by some!

What's the best thing about driving the cars?

Morgans are very responsive, they will tell you what the road is like and what the car will do. It's funny, but the wood makes the car seem almost living; some days it seems a bit livelier than others. It's a very sensual experience! **MOG**



In the cockpit of the Mogvette.

everything on the car has a function and is not just for styling (save perhaps the stone guard on the Aero - I asked Chris if he could open up the panel behind the grille to duct air and give it a purpose but that didn't go very far) And I liked the people who worked at Pickersleigh Road. I was given the rare opportunity by Peter Morgan to sit on Maurice Owen's lap for 20 years and contribute to the success of the marque - the very feasibility of the marque - in America. I read the requirements, conveyed them to Maurice, and we figured out how to deal with them while maintaining the essence of the Morgan.

What made you decide to start importing the cars?

I was given my first Morgan by my father in 1962 - bought it on a rowing trip to Henley with the Yale Crew. I thought it was a great car, and when as a student at Oxford the 1968 Federal Safety Standards approached, I bought a new 1967 4/4 from John Dangerfield, converted it to left hand drive, sent it back to California with a friend who was going back to the States for his sister's wedding, and actually made money on the sale.

Tell us about the early days of Isis Imports...

The early days - sleeping on Plus 4 cushions in Steve Miller's office, or a mattress at the back of the shop. Some good days, some bad. But with all of it, there was at least the promise of progress and future success. Peter Morgan was a great supporter. Those were the days of multi-year waiting lists, so I asked him if we were able to satisfy Federal and California requirements, would we be able to get the cars on a timely basis, and he confirmed that would be so. All of this on a handshake.



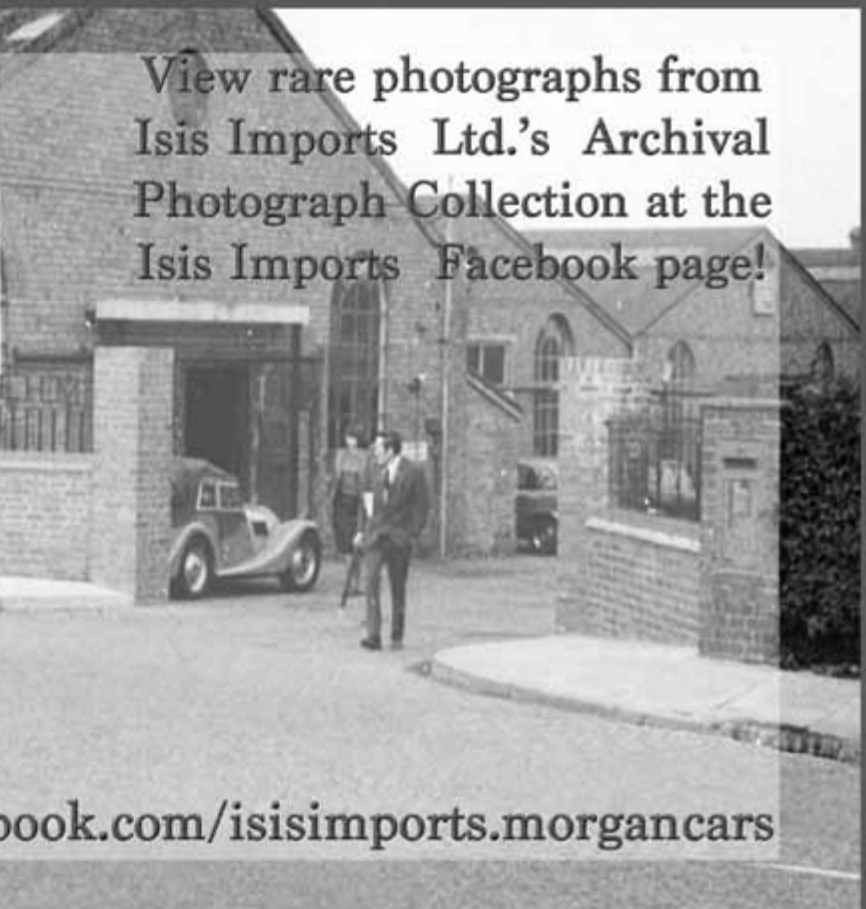
Photo by John H. Sheally II

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North Cascade Highway

Story & Photos by Bill Button

RIDE-A-LONG with Bill in the North Cascades -
Our Seattle NW clubmember Bill Button takes us on spectacular "weather" ride up the slopes on the North Cascades, just for fun and the doing of it....
Let's Go! (Thanks to Bill and "MogWire", newsletter of the MOGNW Club - editor)

Every year in the late Fall I try to make a Run across the North Cascade Highway. Starting at my Cabin just west of Stevens Pass across Stevens Pass going East to the Columbia River then North to where the Methow River goes into the Columbia West up the Methow to Winthrop, then over Washington and Rainy Pass to Lake Ross the Diablo Dam, working my way back to Seattle on the West side of the Cascade Mountain Range. The first time I made this trip was in the mid 1970's driving an old Ford Falcon that my Father In Law gave Me. I really think Mrs. Button and I were the last car over that pass (that year) before it was closed for the seasons. I thought I had chains. But as it turned out later I did not. We made it - barely. This year I aborted my Fall Run at a Diner just East of Stevens Pass. The Waitress informed Me that Her Husband (Snow Plow Driver) had been called out because of an incoming storm. Prudence told Me to go home quick. These Morgan Runs are varied. Sometimes beautiful Fall Colors, other times, stormy weather and sometimes bright Sun. This year I just waited too long before going.

I do not remember what year this run was. But the weather was coming into the mountains as you will see. I am taking pictures as I drive.

[NOTE: reading order is top to bottom of each column.]



Fuzzy but interesting 60MPH



Still following the Methow River but you can see the overcast coming up



That is the Columbia River on my Left Side just North of Wenatchee.



This +4 has an Overdrive so 2,500 equals about 60MPH. Notice the Temp gauge. So I can see it. It is mechanical, not electric and is accurate. One of my Pet Peeves is the lousy Lucas Temp gauge. Other than oil probably the most important information in a Morgan that is driven. Bitch Bitch.



Methow Valley. Beautiful farm land and orchards. Fruit; apples, peaches, pears you name it. Now wine grapes.



Looks like I just went thru a rain squall. Getting higher in the valley.



I have gone thru Winthrop and must be at about Mazama. You can see a bit of snow in the trees. I am climbing much faster than this looks.

Looks like I am just taking pictures, however, this a very long straight and from the snow am sure I am climbing more and more.



Higher and higher.



*Hmmm.
Voltmeter not Temp
gauge. Ho Humm!
Now where was I?*

Getting colder. More to come.



You think I am going down. No Up. Right in front you can see the road on the side of the mountain going still farther up.

Continued next page

North Cascades, cont'd. . .



*See I
tolja!*



Crest Trail



*Washington Pass now We go down a litle bit and up to
Rainy Pass.*



Ross Lake.



The beauty of this. Notice the clouds/fog I am heading into.



*I am heading down a twisty road along the cliffs and will go by
Ross Dam and then Diablo Dam. Cannot take pictures here,
but great driving. BTW: I often make this drive by myself
and I sometimes hope the weather will be unkind as it
sometimes puts on a great show.*

See ya on down the road.... Bill

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NEW 2013 MORGAN 3
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1962 MORGAN SKIMPY
SAN BRG/Tan Leather

1962 MORGAN PLUS 4
SUPERSPORT ROADSTER Soft
Yellow body/Black

1961 MORGAN PLUS 4
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chrome wire wheels //
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1952 MORGAN PLUS 4 FAMOUS
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MX4/SS Barrelback

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D-Day Anniversary

Story & Photos by Douglas Hallawell

This year is the 70th Anniversary Year of D-Day, one of the greatest events and epic battles in human history. Thirty years ago in 1984 Morgans played a colorful and very visible role in the aviation reenactments of the then 40th D-Day celebrations and observances.

Our Paris correspondent, Douglas Hallawell, helped to organize and participated in that event and here he recounts in retrospective those honorary days. His article was originally published in Miscellany that year and updated later. editor

Who would have imagined a dozen Morgans taking part in D-Day celebrations in Normandy? No, not this year, but 30 years ago!

For the 40th anniversary of D-Day on June 6th 1984, France put on a spectacular airshow including Allied Forces' warplanes - altogether close to 50 aircraft. The RAF despatched its Hurricane & a couple of Spitfires & British Aerospace sent over their Mosquito whilst 2 Mustang P-51s & a Grumman Wildcat came all the way from USA. A B-17 'Flying Fortress' based in La Ferté-Alais put the icing on the cake for this major event, the 1st of its kind on European shores.

Bernard Chabbert, who in 1991 created his own TV programme 'Pegase', was designated as official commentator for the weekend airshow on account of his reputation as France's n°1 aviation expert & historian plus his talents as a dedicated aviation journalist. A few weeks before the weekend event, Bernard was looking for an original solution to convey the pilots to & fro their war birds on Caen Carpiquet's airfield...

Late one evening at CDG airport in 1982, one of my fellow AF crew-members on Concorde, Evelyne Chabbert, introduced me to Bernard, her husband. They had recently placed an order at the Savoye dealership in Paris for a +8 at a time when the waiting list was about 30 months. So, whenever Evelyne & I flew together, the subject invariably came round to Morgans & what was going on in the French club where, as centre secretary for the Loire Valley, I was busy organizing MOG Touraine 1983.

Then along came the inspiration for Bernard in May 1984 to have Morgans as a means of transport for the pilots at the airshow. With only 4 weeks to go, Evelyne contacted me asking if I'd be interested in organising an expedition of a dozen Mogs to Caen. A few days later a regiment of 12 enthusiastic Morgan owners, all members of the Morgan Club de France, had committed themselves to this noble cause.

Meanwhile, Bernard took care of all the work behind the scenes, obtaining the official passes as well as arranging hotel accommodation for 2 nights for the 12 crews. Thanks to his efforts, the city of Caen paid for all our expenses



Celebration in Morgans



**D-Day
Darmont
Racer**



during the weekend. On our way to Caen from the Loire Valley on the Friday, we stopped for the inevitable late-morning aperitif when suddenly we heard someone shout: "une Morgan prend feu!". Seeing smoke coming out of the bonnet louvres of his 1968 +4 tourer, Bertrand Jolit grabbed a pitcher of water on the bar & promptly put an end to the short circuit. But it also put an end to the car's participation at the airshow. Luckily for him, I was on my own so Bertrand & his Labrador were able to pursue their trip in my 1965 +4 roadster. And so it was that the contingent of Mogs, down to 11, proceeded to Caen Carpiquet to make contact with Bernard & his co-organizers.

On Saturday morning we were all amazed by the impressive turnout of planes & spectators alike. The 105000 spectators, however, were kept behind barricades all around the grass airfields while our Mogs, surrounded by WWII planes, shared the limelight. With pilots & the occasional cameraman or journalist hitching rides on our Mogs, we had to take extra caution not to obstruct moving aircraft whilst darting around the airfield. Easier said than done when you look at Patrick Pellaux's red +8 ahead of a Mosquito & a Spitfire, both taxiing to take off! After the Mosquito landed, I had the opportunity to chat with the 2 crew-members & get a whiff of the odour inside the cockpit, very reminiscent of the hot oil & leather smell inside an ageing +4 like mine. Years later, I was saddened to learn that this very Mosquito, the only one certified to fly at the time, had crashed during an airshow in UK in July 1996, killing both pilot & navigator & writing off the plane.

On Sunday, at the end of the airshow, we parked our Mogs around the Hurricane for one last souvenir shot of what was not only a fabulous airshow, but also a very memorable 40th anniversary celebration of D-Day driving our Morgans. As for the Chabberts, they took delivery of their +8 shortly afterwards.

Further Notes on the 40th from Douglas

"The Texan T6 plane behind my +4 was nicknamed the 'Pilot Trainer' due to their major WWII role for training American fighter pilots."

"In the Spitfire photo, left to right, Bertrand Jolit & his Labrador, moi & Gerard Goffin." [pg 26, bottom]

"In the group photo around the RAF Hurricane, extreme right you can see the 1921 Darmont Morgan monoplane trike which back then belonged to Marin Frot, who used to joke about its "queue" (translated, "tail") as the longest and narrowest in the MCF. See additional photo of the Darmont 3W."



Year in Review, cont'd...

a success!!! July 26th, an **"invitational" Morgan event for a parade in Gold Beach, Oregon**, was reported in the July-Aug Morgazette. Mostly an event for our Morganeers from the Northernmost reaches, several bay area Morgans were also in attendance.

August 15th was **"Morgans in the Meadow"** at the Stecks in Carmel Valley. A great barbeque and Morgan turn out makes this event a must do for many Morganeers, especially those already in the Monterey area for the concours and vintage racing. Many thanks, again, to Annette and Lorne for hosting this!!

September, for our Morgans, didn't get going until the 29th, when **FlogMog** had an AM departure from Walnut Creek. This year's tour covered nearly 1,000 miles over five days into early October. Those who participated had beautiful weather over wonderful mountain and desert roads. Many thanks to the organizers Dave Sneery and Bob Panero!

October brought both a disappointment and a pleasant surprise. The traditional **Oktoberfest** weekend hosted by Audrey and David Haines in Loomis did not receive enough advance support by our members and sadly had to be cancelled. However, on very short notice, Elaine and Phil Fisher arranged for a one night October 18 talent show at their home in Walnut Creek. Thank you to all who provided planning, and venue for both events; and for the food, and the entertainment at the one night event!

November 11th was the **"Turkey Trot"** this year. That's a Tuesday and a departure from the usual weekend timing, but it was for a special event. The trot included a short but twisty drive, followed by a special Morgan Members-only tour of the Tesla

automobile plant in Fremont. The enthusiastic club participants were limited in their number only by the little 27 seat tour trolley provided by Tesla. Thank you Gordon Craig and Tim Waller for your unwavering efforts to make this plant visit happen!

December brings us to the **Holiday Party** on the 13th. Once again the party was held in the Oakland Yacht Club and was attended by about 60 members. Wendell Bain will lead the group on **Boxing Day** (December 26th) to interesting, but currently unknown places. Thank you Wendell for providing this anticipated, annual event.

In this review I may have missed some events, or other Morgan-related activities, so my apologies to those who did the organizing. Thank you for your participation, the club cannot survive without it.

Looking Forward To Next Year: January 2015 Activities

Oyster Run: Sunday, Jan 11 in Marin County. Contact Donna Dell'Ario or Larry Ayers

MSCNC Planning Meeting: Sunday January 25th: Be sure to attend the Planning meeting on Sunday January 25th. Los Altos Square Clubhouse. Put on your creative hair and come up with a Morgan event for our club in 2015. Contact Ellen Jo Baron, ellenjobaron@gmail.com, or phone (650) 559-9778.

Have a wonderful New Year enjoying your Morgans however you do it. I look forward to seeing you on events in 2015. Please join us.

Jim Taylor

Activities Chairperson

From Wendell Bain:

Our friend Ed Adams had his wonder Silver custom beauty stolen. First of all and most important...a great guy... a great car guy... has had a love of his life stolen along with his truck and trailer from in front of his house.

LOVED CAR STOLEN!

I know this isn't a Morgan person, but he is a real car enthusiast and this car means a lot to him. If you know anything about it, please contact your local police department, or the owner,

Ed Adams - edoneadams@aol.com

Wendell





Correspondence

Gordon Craig, Editor

Peter Morgan Memorial Issue From MogSouth

Just over ten years ago, Peter Morgan had passed on, and like many Mogs I awoke at 4:30 am (PST) the day of his funeral in a planned around the world start up of our Morgans to salute PM at the GMT local time of his burial, the Morgan/MMC family and the Morgan Marque. We all coordinated through eMog, the internet Morgan Discussion Group at the time. Shortly after Mark Braunstein of MOGSouth, authored a special issue devoted to his life and times. It is kept in the online archives of MOGSouth and Mark wrote me recently.

From Mark Braunstein, MOGSouth

Gordon. The link is on the MOGSouth web, **www.mogsouth.com** in Newsletters under 2013 or here.

http://www.mogsouth.com/documents/MOGSouth%20Newsletter%209_13.pdf)

I am glad you liked it.

When Peter died in Oct 2003, it was quite a shock. Something I should have been better prepared for. I really couldn't think clearly and simply went to the garage, and as I wrote in emog;

"I have three Morgans, one of his father's creation and two of Peter's.

Upon hearing the news, I went to the garage and I let them each run for a moment . . . a simple sound, but an audible triumph that I am sure he would enjoy."

This turned into the world wide 'engine start up.' So I guess it is my fault you got up early.

Funny thing. The Carroll Shelby fans did the same thing when Carroll died. I think they copied us.

Mark

A Further Monterey Race Note

Correction: In the Sept-Oct Morgazette it was noted in the Race Report that Netherlands competitor Adrian Van Der Kroft won the "ReUnion Trophy for Outstanding Competitor". Not exactly, thanks to Mog friend Duncan Charlton, his outstanding performance is properly named:

RE the results of the Rolex vintage race (in conjunction with the Pebble Beach concours) at Laguna Seca/Mazda raceway. One car from each event received this award, not necessarily because they came in first place.

Bonhams 1793 Cup - Presented to participants in the featured morning races who best exemplified the spirit of the event.

Race 3A - Adrian Van Der Kroft - 1959 Morgan 4 Duncan

Doug Sallen's Old Racecar, Where Is It Now?

Answer: It is racing, and on a badge!

From Jochem Kentgens, the Netherlands

Nico Zonneveld and I have made a badge... only 100 pieces. Now only forty something left.

It is to support us in keeping the race Morgans on the track. They cost Eur 80 (I believe USD 120 and USD 8 for shipping).



See attached picture. The badge shows my (ex Doug Sallen +4 SS) car and Nico's very fast +4 SS. And of course the Dutch flag, tulips and a wind mill.....

<http://www.morganhistoryinfoshop.com/353606213> We have asked Hermen Pol to do the design, production and distribution.

Jochem Kentgens
(the car gives me tremendous fun on the track!)

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1986 Morgan Plus 8 (R9690) ` As advertised with photo in Sept-Oct Morgazette

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All aluminum Body and fenders, painted with Porsche Chrystal Silver, and marine blue with some pearling. Leather Bonnet strap with sheep skin padding. Stainless steel bonnet stay rods.

Stainless Steel Wire wheels with New tires. Spare tire has cover with embroider Morgan emblem. New Stayfast cloth Top, and tonneau. Curtains to match, case for curtains with embroider Morgan emblem. Luggage rack and Bows powder coated. Up graded exhaust system. A First place Award winner at Morgan Hill British Fall Classic.

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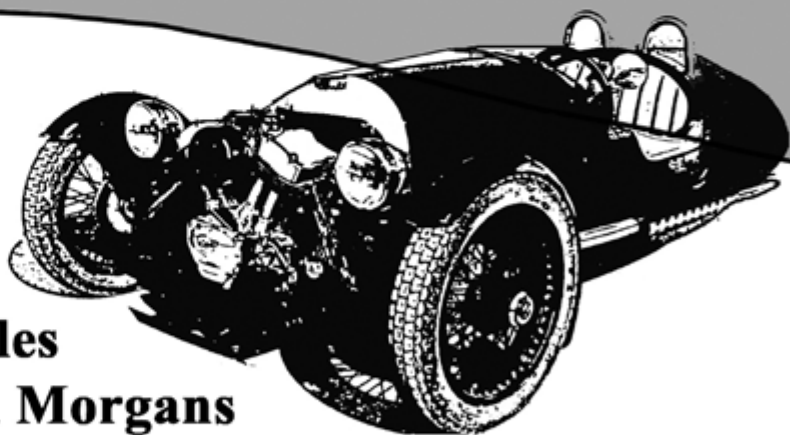
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