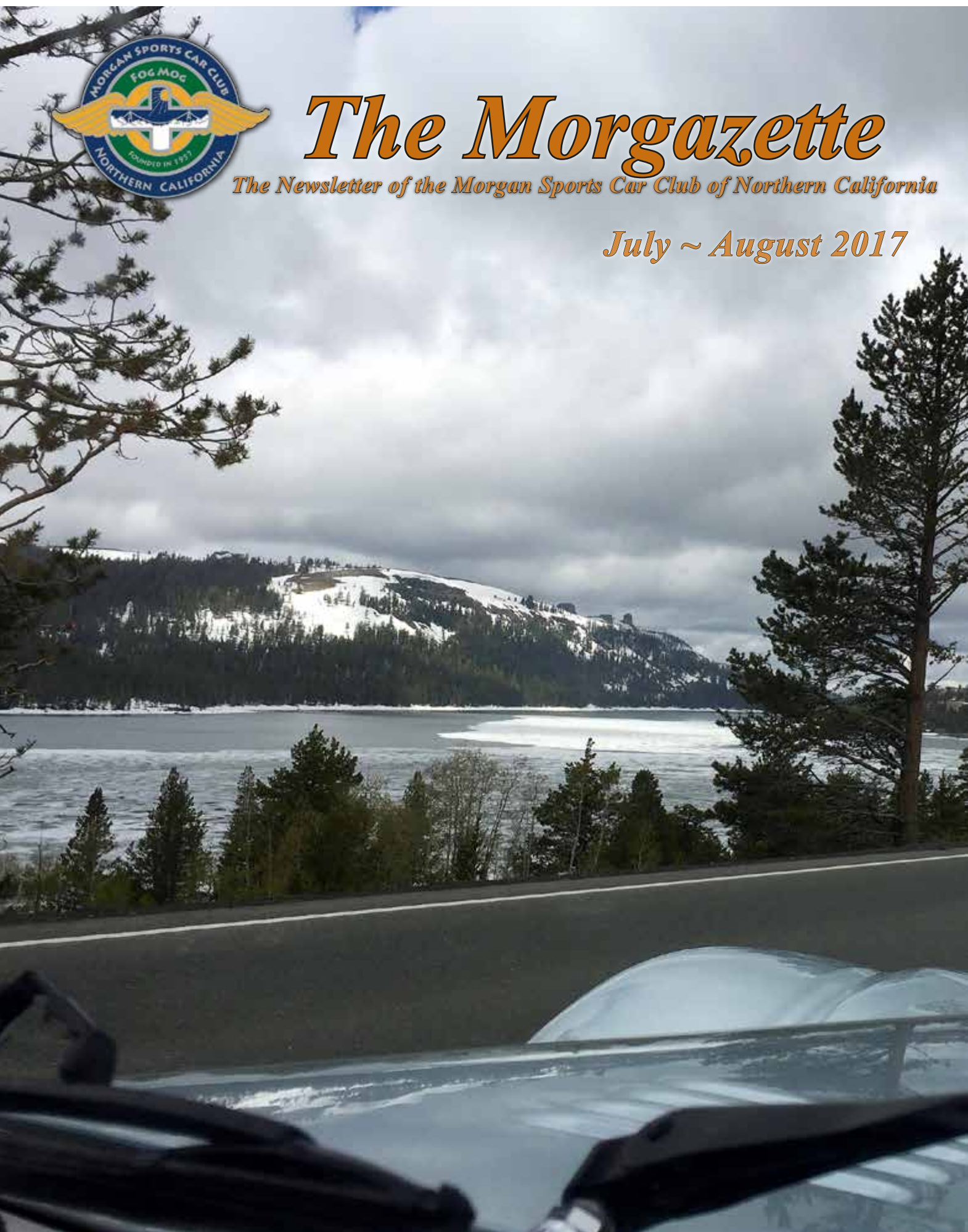




The Morgazette

The Newsletter of the Morgan Sports Car Club of Northern California

July ~ August 2017





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 2017

President • Elaine Fisher
togetelaine@gmail.com

Vice-President • Maggi Craig
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Secretary • Lexa Most
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Wendell Bain, Gordon Craig, Paul Marchant

•

Activity Chairperson • Angie Larsen
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Morgazette

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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:

- Oct 17 for Sep-Oct issue
- Dec 12 for Nov-Dec issue

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, or see the website..

Photos • please note: All photos in the Morgazette are used with the permission of the photographers. Any re-use must acquire new permission. Ask Donna Dell'Ario for attribution.

Welcome New Members

**Please see the 1-page Roster Addendum
that is being mailed as a flyer
with this Morgazette.**

**It includes all new members as
of August 2, 2017**

Cover Photo: by Elaine Fisher

***Overlooking an alpine lake on the way to Carson City
in June ~ It's a cool photo despite the summer heat!***

Club website: ***www.NorcalMog.com***
maintained by Tcherek Kamstra



*** MSCCNC Club Sponsored Event**

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

SEPTEMBER

* 2-3 SAT-SUN • Scottish Games Pleasanton – contact Paul Marchant

*9 SAT • Sticky Buns event...**Cancelled**

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

*26-28 MON-THUR • FlogMog in the Sierras –
“High Plains Drifter” contact- John Burks
See Flyer

OCTOBER

*14 or 15 **TBD** • Octoberfest, Elections – contact
– Michael Rubin, Gordon Craig

22 SUN • All British Motor Show-Blackhawk (register early for parking space)

NOVEMBER

*11 or 12 **TBD** • Turkey Trot/Gobble Wobble -
contact- Michael Rubin, Gordon Craig

DECEMBER

*10 SUN • Christmas Party – Elaine Fisher/Donna DellArio

*26 TUES • Boxing Day – contact – Wendell Bain

JANUARY 2018

*13 SAT • Planning Meeting – contact- Ellen Jo Baron

NOTES FROM THE ACTIVITIES CHAIR:

from Angie Larson 4angiogrant@gmail.com

September is a busy month starting with the Scottish Games — check out the flyer for more information.

The Ironstone Winery Concours is a favorite of some of our members.

Then we get to FLOGMOG 9/26-28, a three day affair with beautiful drives, great fun and companionship hosted by John & Barbara Burks. See the flyer.

October: Gordon and Michael had a plan which they were very excited about but it had to be put off until next year. I hear it is worth waiting for. There is a plan being developed for October 2017, so please just watch for my email flyer coming to you soon. This will be a one day affair.

November: A work still in progress: Watch for my email flyer. Save the dates until further notice.

December: The Christmas Party - Elaine Fisher & Donna Dell'Ario have found a wonderful place for us all to celebrate the Holiday in style. I hear it is lovely and the food is good too. That's all I know, so we can all be introduced to this new venue and welcome the change.

Wendel Bain is again planning a boxing day ride 12/26. It is always a welcome change from the hectic holidays. One never knows what the weather will be like, but a good turn out of fun loving Morgan drivers is a sure thing. Consider doing this to close out the year in your Morgan. More info in coming flyer.

January: The Pot luck and planning meeting... all can attend and make suggestions for the coming year's activities. This too is worth putting on your calendar. It's an opportunity to suggest activities and other ideas, plus socializing with members while feasting on the Pot Luck.

I can't close without **acknowledging the Stecks** for being the hosts with the most. They did an awesome job. So much fabulous food and the setting with the new deck in meadow was idyllic. Thanks again Loren and Annette!

We have a nice collection of traditional activities which are popular and well attended, if you haven't been to any, try to, because you will see they are fun and you might say addictive. You will make friends that you will want to see again.

If you have any thoughts about a ride you would like to do, let us know. There is room on the calendar. We are always open to new rides as a good way to get the Morgan aired out.

Enjoy the rest of your summer, the best weather is usually September-October so make room on your schedule to check out the activities....See you there?



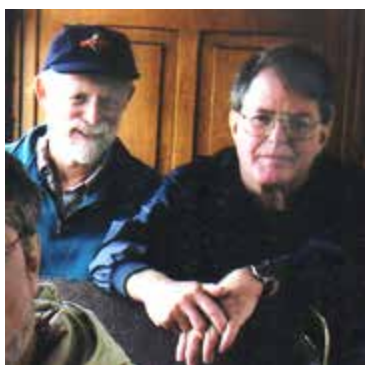
The Murrays were featured as the centerfold in the 2013 Nov-Dec Morgazette

Bob Murray

Husband,
Father and
Grandfather;
Friend to
many in the
Morgan Club



Bob Murray Tribute by Wendell Bain



When I first joined the Morgan Plus Four Club of Northern California (March 1977) Bob and his wife Thorley had been members since the 1960's. I noticed an odd thing when

events were scheduled. It might rain on the day before a club event and it might rain the day after, but never on the day of an event.... Well, hardly ever. I came to the conclusion that God must have a Morgan. Bob thought so too.

Bob passed away on June 16, 2017. He will be greatly missed for his sense of camaraderie, quiet good humor and definitely his love of the club and knowledge of all things Morgan.

His Mid-week Club tours were always fun. On the Crater Lake Tour several years ago Bob let me drive the "Brown Car". Being a right hand drive car it is surprisingly not any more difficult than a left hand drive car. About twenty minutes into my driving we pulled into a gas station and Bob said "Okay let me drive." When asked why, he replied "I'm not a good passenger."

As for God having a Morgan. I'm sure Bob won't have to ask if he can drive it and I doubt anyone could enjoy it more.





The Prez Says...

By Elaine Fisher, President

By the time this Morgazette is published, Philip and I will have attended RUN FOR THE HILLS 2017 at the Malvern Three Counties Fairgrounds in England. Others west coasters that I believe are planning on attending include Dennis and Pamela Glavis, Bill Fink and Tcherek Kamstra from our club. We return home after a trip extension and cruise just in time for FLOG MOG- High Plains Drifters starting in Strawberry with dinner at Carol Pitman's. If you haven't made your hotel reservations, and/or notified John Burks that you are attending, please do that today. FLOG MOG is always a very fun event and you are welcome to attend all or part of it.

Wasn't MOGWEST wonderful this year! While we weren't able to drive down Hwy 1, several of us met for a delicious lunch at Jardine's in San Juan Bautista before heading down to Cambria, some of us via Hwy 25. It did become quite warm as we continued on, and the cooler weather over the hill into Cambria was welcomed. If Hwy 1 is not open, next year we are contemplating meeting Thursday, after rush hour, in San Juan Bautista for the night in order to get an early cooler start to Cambria. It is unlikely that Hwy 1 will be open in time (see <http://www.sanluisobispo.com/news/local/article164868047.html>).

Many thanks again to Audrey Haines and Gerry Willburn for their expert organization for so many years, and all the other people who helped to make the event so successful.

Michael Hattem, Dennis Glavis and I met with the Cambria Pines Lodge representative to discuss MOGWEST 2018, the 35th Anniversary. It will be held July 13-15, 2018, so mark that on your calendar now. The room rates remain the same as this year, and if prompt you can reserve a room for about the same price as the Bluebird Inn, plus it is much more convenient, and contributes to our keeping the banquet rooms cost down. As we are the new organizers, we are keeping many of the previous activities, and adding some new or different activities. If there is an activity you would like to see, please let me know.

Although unlikely that we can attend Loren Steck and Annette Yee's MORGAN'S ON THE DEER POOP BBQ in Carmel, we all greatly appreciate their wonderful hospitality each year to make this event so successful.

As fall approaches and the weather cools down, take out your Morgan and enjoy a drive on these beautiful days. Come out to the club activities and enjoy the drives and the friendships that our Morgans bring to us.



Notes from Meetings

by Lexa Most, Secretary

A meeting of The Morgan Plus Four Club of Northern California **Board of Directors** took place July 15, 2017 at Cambria Pines Lodge during MogWest. Present were President Elaine Fisher; Vice President Maggi Craig; Secretary Lexa Most; Directors Paul Marchant and Gordon Craig. The meeting was called to order at 10:45 a.m. by Elaine Fisher.

M/S/C (Lexa/Maggi) Motion to approve minutes of May 27, 2017 board meeting as published in the Morgazette.

M/S/C (Maggie/Lexa) Motion to approve the following language as required by club bank: "The following were elected to be officers of The Morgan Plus Four Club of Northern California for the calendar year 2017 on December 4, 2016, as certified by club registrar Bob Koupal: Elaine Fisher, President; Maggi Craig, Vice President; Lexa Most, Secretary; George Tollworthy, Treasurer; Wendell Bain, Director; Gordon Craig, Director; Paul Marchant, Director. President Elaine Fisher, Treasurer George Tollworthy shall be designated to sign checks for the club/corporation bank account and sign any other legal documents."

Elaine received an almost 90% return rate on the ballot to officially change the name of the Corporation/Club to the Morgan Sports Car Club of Northern California. All votes were affirmative. M/S/C (Gordon/Paul) that we accept the verbiage on the attached document for "Amendment First of the Articles of Incorporation"

Discussion of MogWest 2018: Don Henry is unable to act as coordinator from Northern California. Elaine has assumed coordinator duties. A planning committee of northern and southern club members has been formed; the first planning meeting has occurred and initial ideas are being discussed. Anyone with ideas or suggestions please contact Elaine. MogWest 2018 will take place at Cambria Pines Lodge July 13 thru 15, 2018.

Meeting adjourned 11a.m. Next meeting TBD. Recorded by Lexa Most, Secretary

The Carson City Run

Photos by Elaine Fisher and Bill Ordwein



Bill Ordwein and Don Henry



Marty Meiger and Lexa Most

The 3rd Annual Carson City Run to the Fabulous Hamilton Collection took to the road June 9-11 as a dozen Mogs from near and far attended. The run was organized by Don Henry, and his friend Lorna had festive T-Shirts ready for all comers.

Steve Hamilton welcomed all to his mountain meadow hall of vintage French, British and American cars that range from a pre-WWI RR Shooting Brake to Delahayes to Alvis to Aston Martin to Duesenberg to yes, Morgans. One is a unrestored 1958+4 in great patina, been in the family since new. The other is a early +8 built by Mike Anthony that Steve drives "enthusiastically".

Clubmember Bill Ordwein of relatively nearby Mi-Wuk Village says, "I enjoyed the drive to Carson City and getting together with the other Morgan owners. I have attended all three visits. Steve is very knowledgeable regarding the history of each car and is an extremely gracious host. He has continued to add and replace cars to his collection over the past 3 years. I believe that anyone who has an interest in cars would feel that visiting this museum is an amazing experience."

The group retired to Carson City for a hearty "Cowboy Dinner" at the Hwy 395 Bar & Diner, showing up in bandanas, boots and Stetsons for a great time that evening.

Looking forward to Next Year, really worth the trip.



In front of the Hamilton's garage.



Above: Elaine, Stewart, Bill, Doris, Phil, Don, Rochelle, Dick, Lexa and Marty.



Inside the Hamilton's garage



Doris McKnight and Stewart Slipiec



Paul Marchant



Michael Anthony,
Rochelle and Dick



T-shirt logo by Lorna



3 WHEELERS:

NEW 2017 Morgan 3 WHEELER
Polished Alloy Land's End
Trials Edition // 5 OF 5 FOR THE
WORLD - LAST ONE AVAILABLE

2016 Morgan 3 WHEELER
Triple Black

2015 Morgan 3 WHEELER,
SUPERDRY EDITION, (no longer
in production), 820 miles,
absolutely as new condition

2015 3 WHEELER Black, Electric
Blue leather // HUGE PRICE REDUCTION

ROADSTERS:

NEW 2015 Morgan ROADSTER '65:
Montblanc White/Sable Leather,
340HP // BEST IN SHOW - MogWest 2017

2010 AERO SUPERSPORT
Kilimanjaro Sand/Buckskin
leather, 2.3k miles, 1 owner

2005 Morgan 3.0 ROADSTERS,
choose from: BRG Metallic/tan,
1,800 miles, or Ferrari Pozzi Blue

1998 Morgan Plus 8, Connaught
BRG/Tan Biscuit leather interior,
Black Ambla top and side curtains,
7,000 miles, all fluid changed one
year ago. Alloy wheels, photo build
book signed by Peter Morgan.

1998 Morgan Plus 8, Rosso
Corso with Tan leather & weather
equipment, 5.6k miles, 2 owners
from new, stainless steel wheels,
stereo, luggage rack, as new

1989 Morgan Plus 8, Gas power,
LHD, BRG body/Black wings, Tan
leather interior, 28k original miles

1970 Morgan Plus 8, Yellow,
Black Leather, newly rebuilt
3.5 liter, V8 16 valve engine

1967 Morgan Plus 4, DHC, Ivory/
Green Wings, Ivory leather

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

1963 Morgan Plus 4 SuperSport,
BRG/Black leather

1962 Morgan Plus 4 FOUR SEATER,
Kingfisher Blue/Black leather

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

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

1958 Morgan Plus 4 FOUR
PASS, Ivory/Green leather,
older beautiful restoration

// BIG PRICE REDUCTION

1953 Morgan Plus 4 FLATRAD
WITH CYCLE FENDERS // SON OF SKIMPY,
AKA, SKIMPY II, BRG/black fenders

1935 Morgan F2 VIN #F246

OTHER MARQUES:

Allard J2X, Mk III

2008 Tesla ROADSTER, almost
new, every option, Red

1965 MGB Iris Blue

1959 Austin-Healey BUGEYE
SPRITE, Red/Tan, body off
restoration, perfect

1959 Triumph TR3 Black

Morgan

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“Morgans on the Deerpoop”

Story and photos by Gordon



Come One, come all and the Mogs certainly did to the annual Steck's rear yard party and brand new deck Friday night August 18.

Billed as “Morgans on the Deerpoop” there wasn't one to be seen, nor scat to track, so we didn't bother. Some of the usual suspects were missing because they took off for the “Thrill on the Hill” near Malvern, but there were plenty of “Monterey Car Week” and Rolex ReUnion regulars. Some come from the Quail Lodge show just down the road, and others from Laguna Seca over Laureles Grade in the late afternoon before the traffic is totally impossible. The Morgans were a little light compared to other years, the Hwy 1 closing played a hand in that, nonetheless a nice array of Morgan kit filled the yard. Paul Marchants SS sported two rubber chickens, one with my name on it. The other is nameless for the moment, but it may become Wendell.

It's a party, lots of stories get told....and retold. The one I liked the best comes from a local Mog to Monterey, who also built his own airplane. He decided he would fly-in on the Carson City Tour to the Hamilton Collection this past June. So early morning he hopped into his single engine at Watsonville airport, flew east over the Salinas Valley, the San Joaquin, over the Sierras set a course for Carson City airport. He landed there a hour and change later, taxied to the apron where the Hamilton collection of vintage Stearman's and Grumman Amphibians should be and the whole place was locked up, doors closed. Then he went to the Tower building, and found out he was a day late, he missed the whole soiree, oh well. He was back in Aptos by 9:30 eating breakfast.

Annette Yee and Loren Steck provided all the fixings and you bring your mains for the bbq and BYOB, they have a great spread on the back tables of loads of goodies and salads, and night just swings on, everyone having a good time. **Thank you very much Annette and Loren, and the new deck looks great under the string lights, cheers.**



Some of the stars of the evening



Katherine and all find loads of sides and goodies



OK, Paul, are they singing for their supper, or lamenting their lost wings?

Rolex Monterey Motorsports Reunion

Two Stories by Vintage Racers, Larry Ayers and Doug Sallen

Grinding Gears at Monterey

by Larry Ayers • Photos by Mark Pladsen, Katherine Bard, Gordon and Larry

The listing for Group 1A at the RMMR at Mazda Raceway in Monterey included two Morgan trikes; a 1932 J.A.P. Super Sports belonging to Julien Pearl and my 1930 J.A.P. Super Aero, Red, in the prewar field of 24 entries.

Julien's trike, making its first appearance on the track, experienced a radiator leak that kept him out of several practice sessions while repairs were made locally. It was also plagued by a faulty carburetor needle with a missing clip. On Saturday, Julien was able to complete the final event, and is well on his way to sorting out the trike for the next race.

Spectators were entertained and amused by Julien's collection of vintage oil and gas cans, camping, picnic, and cookware items displayed in his paddock area. All in great fun. He is very enthusiastic about racing his trike, and I believe we'll see more of him and his Morgan trike next season.

Red ran well for all four track sessions, but popped a spoke on Saturday in the left wheel but that didn't deter further competition as the remaining spokes held. The motor was down on power for the final race so Red couldn't overtake three of the prewar vehicles that it usually passes. Tuning efforts are planned to make it more lively.

Sixteen vehicles were on the track Saturday for the final prewar race, and Red finished in position 12 with a best time of 2:53.3. Julien's trike finished 14th with a best time of 3:16.6. During the weekend, Red did 26 laps of the 2.238 mile track and enjoyed every one of them!

Additional trikes are always welcomed in the prewar group, and would contribute greatly to the experience and adventure, not to mention the challenge of competing in prewar racing.

Julien's collection of vintage road and racing supplies



Julien (on the left) and his crew



Larry and Julien in the final race (by M.Pladsen)



Mike Anthony & Bob Schmidt in deep discussion.



In the Hot Pit, ready to race (by K.Bard)



*Larry and Donna with most of their pit crew:
Geoffrey Ashton and Gordon Craig*



Mark Pladsen's +4 racer seen through a chainlink fence.

Jeff Abramson takes Baby Doll IV down the corkscrew during the 1st lap.
(both Photos by Jim Foley)



Behind the wheel with Doug Sallen

Photo courtesy of Dennis Grey, Sports Car Digest

(Morgan +4 Flatrad racer Doug Sallen writes us a note of what its like out on the Laguna Seca race track, he is in a group with 1950's Mercedes, Allards and Jaguars, hang on! editor)

After messing with things for five years the car has settled in with me and visa versa... funny. Of all things I did a weird suspension tweak recently (still experimenting) and it effected "life" changing experience... well far as my Morgan handling goes. I was going thru 11 fast enough to hit 101 & 103 at the bridge on main straight as I shifted into 4th... once the meter at the bridge logged me at 105 mph! No idea top speed the rest of the way to (turn) 2 in 4th but I was going fast enough to have to move my brake point for 2 sooner as I ran out of brakes due to the speed I was carrying. Not fade ... simply not enough brakes!

I was fast in the morning session, called the Bonhams Cup Race, close to 2 sec a lap faster than the gull wing

(Mercedes 300) who had started next to me. Faster laps than ever with the flat rad!! After three laps I couldn't see the gull wing or anyone behind me. Turns out the gull wing fellow knew if he could get ahead of me at the start in the p.m. main event he could keep me behind as he could get wide in the corners and had more speed and blew me away on the front straight and going up the hill from (turn) 5 to the top of the cork screw.

For the afternoon main event ... he did get ahead by turn two ... traffic and big motor cars!... and he did everything he could to keep me in my place... and it worked. He had massive understeer and pretty much squared off corners with smoking brakes and sliding tires... exciting. I told him after the event I was close enough to notice one of his valve stem caps looked loose... humor of course. Neat fellow from Tulsa as I recall. I also used my usual line... "no idea what the front of your car looks like but the back is bitchn. Can't wait till next year to see if I can check out the front end in my mirror"... always good for a laugh!

On last lap I lost power... in one second I knew drive line was ok, next second I knew motor was ok... then I figured one of the clamps on the su throttle shaft must have slipped. When I came in I found one strand of the throttle cable kinda functioning but unwinding all the same. I needed three minutes more to finish the lap and get to my paddock spot. I was able to limp to top of 8 and mostly coasted to my paddock spot. As the bumper sticker says ... "IT happens" ...or something like that. It was two weekends of fun flat rad adventure minus one lap... humor. All the best, Doug

The "35th" Mog -

Story & Photos by Gordon

This BRG 2003 35th Anniversary Plus 8 is one of only 100 built to mark the inception of the Plus 8. These roadsters sport all alloy bodies, leather interior, stainless trim and stainless wire wheels, all "special edition" regalia to honor this long running model, in its final year of production.

They feature a Rover 4.0 engine and 5 speed gearbox. Curiously, they come with AC because the engine met Federal and California emission standards as a Range Rover already certified, so that is how the engine must be configured. Also, Range Rover airbags and a collapsible steering column out of the same vehicle. There are relatively few "35ths" on this side of the pond, but that is how this one made it in.

The odometer had 4500 miles logged when Marty Mieger and Lexa Most adopted it in June from MorganWest. The PO bought it new, lived north of Malibu on the Coast Highway, and drove it gentle, local miles. Marty and Lexa have since been to MogWest where it garnered a 2nd in Plus 8 Prepared Class Concours.

Marty and Lexa look forward to putting more and more miles on more and more roads in their timeless "35th" Mog, Happy Trails!







Mid-Summer MogWest

Story by Gordon • Photos by Dennis, Elaine, Larry and Gordon



Lunch at Jardine's



Gathering at the Lodge for Registration and Darts



Mid-July in Summer Heat, the road to MogWest was unique, first time in so many years driving the "alt-route 101". Our trad Hwy 1 blocked with a broken bridge and an immense slide further south, all from the massive rainfall winter of months before.... no end in sight, some years to go To fix it right....

So, the "alt-route" to San Juan Bautista, Mission Vertigo, meet up for lunch with other Mogs, welcome new members Jenny and Alex, BMW moto long riders newly converted to a side-by-side M3W. We have a great lunch at Jardines, and venture into the mid-day sun, we set our sights on the straightest point 'tween the A and the B, oh maybe, just maybe, it will be quick, just powering through the heat, the haze and smoke of range fires on the horizon, but it just gets hotter and hotter, slowing, backing up for miles as we come to Paso....

We get to Hwy 46, turn west to the coast range, at the summit the wide blue Pacific beckons, the temps just as high, downhill through twists and turns the air turns fresh, cool and wet just before we turn north on Hwy 1.

At the Lodge, our MogWest volunteers await us with smiles in the reception room, laid out with fresh **regalia tables from David Haines, Dennis Glavis and Ellen Jo at the registration desk.** At the back wall, **Larry & Donna with not one, but two Morgan Dart Boards.** The rest of the room is filled with arriving Mogs from north and south, sitting at tables, catching up with each other. Bob and Barbara Stinson of Kingston, WA, come "Farthest in a Morgan" in their '06 Roadster, what a trip they must have had.

Next morning, Michael and Sarah Hattem park us in the correct spaces for the **Concours.** Lots of Moggies lined-up, highlights include the eventual winner of Termite Motel, a very clean +4 roller owned by Dick Love, build in progress by Mike Anthony. Another is the all yellow and lowered Model F 3 wheeler, flatrad with Brooklands



A beautiful sunny day for the concours line-up



Sunny day draws the crowds



*Best of Show:
Don & Clay
McGuire
'65 roadster*

*Alex and
Jenny with
their green
2016 M3W,
next to Larry's
2013 M3W*



windscreens, twin Solex carburetors poking out of the bonnet, a Ford Flathead nestled inside, a well sorted piece of kit. The Best of Show Peter Morgan trophy goes to Don (in his memory) and Clay McGuire for their Special Construction Roadster '65, beautiful Mog. Clay wrote later, "....a big smile on my face.... Thank you all so much. Don must be beaming!"



Dennis Glavis showed a flathead Model F 3W racer



*(above)
Nicely
maintained
Drivers*

*(right)
Jim Foley's
beautiful
Aero*



*Termite Motel Special —
a very clean +4 roller owned by Dick Love,
build in progress by Mike Anthony*



MogWest, Cont'd



Ready to Rallye!

After lunch comes the **Rallye/Poker Run**, lined up and released in 30 second intervals as before. This one is hosted by Patricia and Linda Cannon, Tim Waller and Alice Gentry. We go inland to Jack Creek Road, branch to Vineyard and wind our way to Whalebone Vineyard, except yours truly (Mr. Magoo Navigator) and driver Chris Hall in his +4 sailed right by it, drove all the way to Aldelida and lost a half hour or more, but no worries, we made a great show of "Wiping Up the Rear". Not only that, we had a thoroughly losing hand trying to draw a flush. As everyone was leaving the Whalebone as we arrived, we did follow someone for a while but they



were as lost as we were, somehow we stumbled back onto Jack Creek Rd. It was so hot, and happily there was ice cream at the Jack Creek Winery/Store at Hwy. 46.



Ice cream and slushy drinks hit the spot!



Pamela, which one is your navigator?



Linda and Patricia manage the Morgan Poker Draw



No wonder they got lost — the signs are backwards. . .



*After the Haggis — Maggi, Lynn, Paul, and Elaine.
The violet was a thank you to Lynn's hospitality.*

Onto the **evening BBQ** hosted by Lynn & John Willburn, kicked off by Piping in the Haggis, more like Shouting in the Haggis since we did not have a Piper, but we had the swords, the chain mail, the crossed bottles of Scots Whiskey, and the platter o' Haggis, a tour de force reading of "Ode to a Haggis", the 'strang wee beastie" crescendo led to a crowd pleasing feastie. No photos of this event were taken, so you'll have to take my word for it. But here is a shot of Lynn with a thank you African Violet potted floral, just a wee token of many appreciations over the years of her arranging and staging the catered BBQ, always a highlight of MogWest.

Sunday after a leisurely brunch we got into our Mogs



The Haggis ceremony: Derek, Marty, John, Paul and Gordon

and head on north to **Ragged Point**, about as far as you can get on trad Hwy 1 for the time being. As we drove on newish sections of the Elephant Seal by-pass (old shoreline road replaced by four lane highway further inland) we spied Zebras in the pastures of Hearst Castle fronting the coastline. Thanks to Dick and Lois Love, Katherine Bard, our wagon masters, for the drive.

The Awards Dinner Sunday Night was again MC'ed by our resident Mogcap Morgan Staines, so much fun and just as hilarious as ever. The photos collage in the next pages list everyone, but a Special Award went to Barbara and John Willburn, Audrey and David Haines for their many years of service to both the NorCal and SoCal Clubs in co-chairing MogWest. David said to us, "Its been like taking care of family all these years, and we love you all" and he is so right, all of us Mogs who have come to MogWest over the years have felt the love, the care and the great comraderie that we all feel and celebrate these Days of Mid Summer.



Morgans at Ragged Point on the Big Sur Coast





Awards

Photos by Gordon Craig and Larry Ayers

Awards
Dinner
MC,
Morgan
Staines



Darts

Men:

- 1 • Ray Pallett
- 2 • Richard Smith
- 3 • Michael Hattem

Darts

Women:

- 1 • Sarah Hattem
- 2 • Laurie Nicholas
- 3 • Ann Kirkpatrick



Welcome by Clubs' Presidents:
Tom McClung (+4 Club) and
Elaine Fisher (MSCCNC)



Richard
Smith



Larry, Darts Master, with
Sarah Hattem



Concours Master, Gerry
Willburn, with winner
sons: Derek and John



Laurie
Nicholas



Jenny & Alex Gutin
2016 M3W

Best of Show

Peter Morgan Award

Clay McGuire

Concours

Premier Class:

- 1 • Dan Redmon
- 2 • Pamela Glavis V6
- 3 • Evelyn Willburn 4/4

Concours

Restored Class:

- 1 • Joe Cibit ??
- 2 • Steve Grouse 4/4
- 3 • Cal Woolsey +4

Concours

4/4 & +8 Drivers Class:

- 1 • Fred Klein +8
- 2 • Lois Love 4/4

Concours

+4 Drivers Class:

- 1 • Jim Taylor
- 2 • Ted Robinson
- 3 • Richard Smith
- 4 • Derek Willburn

Concours

4-Seat Roadster Class:

- 1 • Michael Harris
- 2 • Chris Hall
- 3 • Sarah Hattem
- 4 • Mayfield Marshall
- 5 • Linda Cannon

Concours

Drophead Class:

- 1 • Mollie Miller
- 2 • Michael Hattem

Concours

+8 Prepared Class:

- 1 • Trevor Marshall
- 2 • Marty Meiger
- 3 • Katherine Bard

Concours

Three-Wheeler Class:

- 1 • Alex & Jenny Gutin
- 2 • Larry Ayers & Donna D
- 3 • Dennis Glavis



Paul Marchant



Rallye masters, Alice & Tim, with Bill & Heide Ordwin



Juve,
Natalie &
JJ Reyes



Katherine Bard

Concours

Limited Production Class:

- 1 • Evelyn Willburn +4+
- 2 • Paul Marchant SS

Concours

V-6 & Aero 8 Class:

- 1 • Brian Howlett Aero 8
- 2 • Jim Foley Aero 8
- 3 • Phil & Elaine Fisher Aero 8

Concours

Termite Motel:

Dick Love

Cap'n Wrongway Peachfuzz

Winner:

Jim Taylor & Ellen Jo Baron

Rallye

4-Wheel Morgans:

- 1 • Janice Workman
- 2 • Bill & Heidi Ordwin
- 3 • Joe & Cathy Cibit
- 4 • Katherine Bard & Doug Taber
- 5 • Juve, Natalie & JJ Reyes

Rallye

Three-Wheelers

- 1 • Alex & Jenny Gutin
- 2 • Larry Ayers & Donna D

Rallye

Non-Morgan

Doug & Joyce Hamilton

Rallye

Wiping Up The Rear

Gordon Craig & Chris Hall

Morgan Poker

Winner:

Bob & Barbara Stinson
with a full house



Sue Cannon (Poker Coordinator) with
mother, Linda Cannon



Dennis Glavis



Pamela Glavis



Perpetual Trophy

Winner:

Joe & Cathy Cibit

Event

Hard Luck:

Mayfield Marshall

Farthest in a Morgan

Winner:

Bob & Barbara Stinson
from Washington State



Bob & Barbara Stinson

More photos, next page

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Awards Banquet, continued



A heartfelt thanks from both clubs for the many years that Gerry Willburn and Audrey Haines have produced MogWest, with Barbara Willburn and David Haines assistance.

Gerry awards Michael Hattem for Concours win



More Awardees



Donna D & Larry Ayers



Gordon Craig & Chris Hall



Evelyn Willburn



Joyce & Doug Hamilton



Mollie Miller



Janice Workman



Phil Fisher



Trevor Marshall



Lois Love



Ted Robinson



Steve Grause



Cal Woolsey

Apologies for the technical difficulties that caused some awardees' photos to be missing or a bit out of focus.

Dale Barry was awarded "The Crow" by the Southern Club



Dear Readers, I would like to introduce Steve Stierman who will appear from time to time with Morgan tech articles and musings, a most hearty welcome to our Morgan friend from the great state of Ohio, editor.

My wife Katie and I live in Worthington, Ohio, a pleasant little town surrounded by a very large city, Columbus, Ohio in the geographic center of Ohio. We may be best known for the intersection of I71 & I70, and a certain university, but if you are willing to get off of the interstates for awhile with a county map you will find that Ohio has some of the prettiest back roads that you can find anywhere. This is farm country and thanks to agriculture there is an excellent system of secondary roads and supporting small towns, great for Morgan driving and cycling. The reality is that if you have the time you can drive to any destination in the state without entering a limited access highway.

Ohio Morgan Owner Group events tend to be diverse and purposely moved around the state from year to year. Ohio maintains a diverse array of lodges, typically located in rural areas from Lake Erie almost to the Ohio river and are often used for OhMog fall or spring events providing interesting destinations and scenic drives. Often times an event will be hosted at the home of a member and they are all great no matter the venue. Sorry we don't have much in the way of mountains or rocky coasts, but we do have farm markets in the summer and pretty fall colors for a brief period of time great for driving tours. Being located in the geographic center of the state, we have found it convenient to host the Oh Mog Holiday Party for a number of years, a well attended event even though on occasion some snow may be present and the only Morgan in evidence is my old Plus 8 resting warily in the garage with an MG TC and a couple of old Miatas.

The Straight & Narrow • Dry Rot

by Steve Stierman

Many of us own older Morgans with Cam Gear steering boxes that were built in the olden days when men were men. This was prior to the advent of girlie man rack and pinion steering and even before the days of the now unobtainable legendary St. Gemmer steering boxes. You will also note that many do not speak highly of these Cam Gear devices. The reality is that guiding a Morgan or any vintage car down the road is really the sum of two different functions of the vehicle that depend heavily on each other, the steering box and condition of the front end.

The Cam Gear box in your car is a long shaft with a steering wheel at one end aimed squarely at your chest and a spiral "worm or cam" mounted at the other end contained in the box. There are ball bearings above and below the worm that it turns on, and a peg that runs in the grooved worm that is pressed into a sector shaft above, that sticks out of the bottom of the box. This sector shaft is attached to a drag link and to the tie rod and to the wheels via tie rod ends. Turn the steering wheel, which rotates the worm, which moves the peg and sector shaft that moves the rest of the linkage that turns the wheels right or left, simple like many cars of the period.

Now, before you get anywhere near that steering box, take a look at your front suspension. Everything needs to be in good shape for the car to track straight down the road with your hands off the wheel at least for a while. Look at the tie rod ends, the joints should be tight, same with the king pins supporting the front axles. How about the lower tubes of the front sub frame,

make sure they are not bent back from curb impacts, quite common, and will change the caster on one side or both, not a good thing. Make sure the toe in is set, as I recall about 1/8", if not adjust accordingly, very important. Wheel bearings sloppy? Tires ok? Radials do track better, but when damaged can pull to one side or the other. Bias plies tend to follow the grooves in the road and not much can be done to correct this, but it should not be excessive. Is the rear axle parallel to the front, you might be surprised at what you find. This stuff is really important, likely more so than a little free play on center in that steering box.

There is an adjustment that can be made to the steering box, a screw with locknut on the top of the box that when screwed in slightly pushes the peg deeper into the worm and attempts to take up wear to limit lost motion. Now to examine this adjustment the front wheels should be off the ground and pointed absolutely straight ahead. Measure the distance from the inside of each tire to the same point on each side of the chassis and the distance should be the same on each side. The worm in the steering box has a high point or cam in the center groove that the peg rides in. Turn the steering wheel slowly left and right a bit; you should feel a stiff spot, which is the cam as the peg rides over it. This should be felt with wheels in the straight-ahead position, it likely will not be. If not you can slacken the bolt that holds the alloy clamp securing the drag link to the tie rod and move it a touch left or right, you may have to tap lightly with a hammer, till the cam (stiff spot) is centered in the straight ahead position. You can also adjust the length of the drag link itself by

adjusting the ball joint ends. You may then turn the adjusting screw in slightly, keeping in mind that only about twelve inch pounds of pull and no more should be needed to move the steering wheel and this is not a lot. By tightening too much as many people tend to do the steering becomes excessively stiff and will not return in your hands when rounding corners. They will then whine about the overly stiff steering in their Morgan that they caused and how horrible it is. There still may be a touch of lost motion in the steering on center no matter what you do, it will not magically disappear and become like rack and pinion.

If all is well your Morgan should steer and track fairly nicely without having to constantly center it in the lane, mine actually does. If not look to the previously mentioned suspension faults rather than that steering box. Even if that steering box has a bit of lost motion the car should not be drifting off center and wandering left or right all the time. My TC taught me this and I shall now explain. The TC has a Bishop Cam steering box, often called "that d-mn BC box" actually a distant corporate relative of the Cam Gear box in our Morgans. The

TC is not known for great steering or directional stability, and many are truly awful. In fact over the years various replacement steering boxes have been offered up, the current being a standard VW Beetle Box with some modifications. I have driven a car so equipped and I was seriously considering such a conversion. My car is not terrible as I have tinkered and adjusted and gotten it to a state where it is "not bad" or maybe I am just used to it by now, however my Morgan is better. One eve while Katie and I watched TV, I perused the deep dark fine print sections of my thick shop manual that includes pre war MG cars. In the specifications areas I noted that toe in for TA and TB models was set at $\frac{1}{2}$ " while my post war car was set at $\frac{1}{4}$ ". Why is this I mused to Katie who looked at me as though I was insane? All three cars were virtually the same; beam axle, semi elliptic springs and BC box? Katie did not know, so I consulted the "experts" on my MG T list. One chap said that the roads were not as good in pre war England as they were after, so less toe was needed after the war. This I found difficult to believe as from 1940 to 1945 with Luftwaffe bombing raids and V-1 and

V-2 rockets raining down there was little time for road maintenance. The road conditions were likely the same in 1940 as in '45 when the first TC's rolled off the line at Abington with $\frac{1}{4}$ " toe. I set my toe in to $\frac{1}{2}$ " to see what would happen, also centering the cam and peg again in the steering box. I report the world, as we know it did not end.

What I got was a pleasant surprise, the car now turned in easily instead of in a couple of intersecting arcs. Steering effort which was not really too heavy to start was now almost fingertip ease. Lost motion on center had decreased markedly with any slight movement resulting in a predictable change in direction and the car pretty well traveled in a straight line, no longer wanting to go this way or that off the crown of the road. Very little correction was needed to keep it in the center of the lane. I tried this at several different speeds including some freeway travel. While the car was not quite Miata like it was pretty good and after driving it for a bit realized that a VW steering box was no longer required. I will pay particular attention to the outside wear patterns of my front tires as they are bias plies with over 13,000 miles and are now showing some wear anyway.

The lesson here is that condition and settings of the front suspension will often affect how the car travels down the road more so than the steering box. Some free play may still be present in these old steering boxes, but the vehicle should run in a pretty straight line without continually moving the steering wheel hither and yon to keep it in the lane. Be happy, embrace it, you are lucky to be driving a vintage Morgan that like a warm puppy wants and needs your attention.



Steve Stierman in a Morgan

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